



CITY OF ATLANTA

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Kasim Reed
Mayor

May 18, 2016

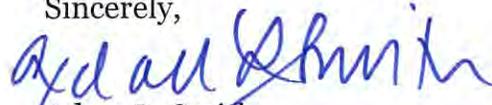
INTERESTED PROPONENT:

**Re: FC-8676, Explosive Detection System (EDS) Recapitalization
and Optimization – North Domestic Terminal And South
Domestic Terminal at Hartsfield-Jackson Atlanta
International Airport**

Attached is one (1) copy of **Addendum No. 5**, which is hereby made a part of the above-referenced project.

For additional information, please contact the following personnel for the respective solicitation: FC-8710, Mr. Leslie Page, Contracting Officer, at (404) 382-1297, or via email at lpag@atlantaga.gov.

Sincerely,


Adam L. Smith

ALS:lhj

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Addendum No. 5

Re: FC-8676, Explosive Detection System (EDS) Recapitalization and Optimization – North Domestic Terminal And South Domestic Terminal at Hartsfield-Jackson Atlanta International Airport

May 18, 2016

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This Addendum forms a part of the Invitation to Bid and modifies the original solicitation package as noted below:

- **Questions and answers**

- **Revisions to Technical Specifications.**

.....

Bids are due **Wednesday, June 8, 2016**, and should be time stamped no later than 2:00 p.m. EST on this day, and delivered to the address below:

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

.....

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



Addendum No. 5

Re: FC-8676, Explosive Detection System (EDS) Recapitalization and Optimization – North Domestic Terminal And South Domestic Terminal at Hartsfield-Jackson Atlanta International Airport

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Acknowledgement of Addendum No. 5

Proponents must sign below and return this form with its proposal to the Department of Procurement, 55 Trinity Avenue, City Hall South, Suite 1900, Atlanta, Georgia 30303 as acknowledgement of receipt of this addendum on this _____ day of _____, 2016.

Legal Company Name of Respondent

Signature of Authorized Representative

Title

Date



**MODIFICATIONS ARE INDICATED IN BOLD ITALIC FACE TYPE
PROJECT NUMBER FC-8676 – EXPLOSIVE DETECTION SYSTEM (EDS)
RECAPITALIZATION AND OPTIMIZATION – NORTH AND SOUTH DOMESTIC TERMINAL**

ADDENDUM No. 5

THE FOLLOWING ARE CHANGES AND/OR MODIFICATIONS TO THE BID DOCUMENTS

1. REVISION TO EXHIBIT “A” GENERAL CONDITIONS

Remove: Section 39.1.13 Inconvenience, delays, inefficiencies or loss experienced by CONTRACTOR caused by the presence and operations of other CITY CONTRACTORS working within the limits of the Project;

2. REVISION TO EXHIBIT “C” SCOPE OF WORK AND TECHNICAL SPECIFICATIONS

Delete: Exhibit C-1 –“Design-Build Contractor’s Scope of Work”, in its entirety.

Replace with: Exhibit C-1 –“Design-Build Contractor’s Scope of Work”, attached to this Addendum No. 5.

Delete: Section SP -1 –“Mobilization”, in its entirety.

Replace with: Section SP-1 –“Mobilization”, attached to this Addendum No. 5.

Delete: Section SP -2 –“Project Contingency”, in its entirety.

Replace with: Section SP-2 –“Project Contingency”, attached to this Addendum No. 5.

Delete: Section SP -3 –“Spare Parts”, in its entirety.

Replace with: Section SP-3 –“Spare Parts”, attached to this Addendum No. 5.

Delete: Section SP -4 –“DOA Stipulated Single Vendor”, in its entirety.

Replace with: Section SP-4 –“DOA Stipulated”, attached to this Addendum No. 5.

Delete: Section SP -6 –“Controls and Programming”, in its entirety.

Replace with: Section SP-6 –“Controls and Programming”, attached to this Addendum No. 5.

Delete: Section SP -7 –“Construction – North Terminal”, in its entirety.

Replace with: Section SP-7 –“Construction – North Terminal”, attached to this

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Delete: Section SP -8 –“Design – South Terminal”, in its entirety.

Replace with: Section SP-8 –“Design – South Terminal”, attached to this Addendum No. 5.

Delete: Section SP -9 –“Controls and Programming”, in its entirety.

Replace with: Section SP-9 –“Controls and Programming”, attached to this Addendum No. 5.

Delete: Section SP -10 –“Construction –South Terminal”, in its entirety.

Replace with: Section SP-10 –“Construction - South Terminal”, attached to this Addendum No. 5.

Delete: Section SP -11 –“Non-Clear Conveyor Line”, in its entirety.

Replace with: Section SP-11 –“Non-Clear Conveyor Line”, attached to this Addendum No. 5.

Delete: Section SP -13 –“Non-Clear Conveyor Line”, in its entirety.

Replace with: Section SP-13 –“Non-Clear Conveyor Line”, attached to this Addendum No. 5.

Addition: “Section SP-17 Project Contingency/Emergency Services”, attached to this Addendum No. 5

3. REVISION TO EXHIBIT “E” PRICING FORM

Delete: Exhibit E- “Pricing Form”, in its entirety.

Replace with: Exhibit E-“Pricing Form”, attached to this Addendum No. 5.

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4. REVISION TO APPENDIX “C” WAGE FORM

Addition: Davis Bacon Wage Rates

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The following questions and/or clarifications were requested by various Contractors:

1.	Question:	<p>The specification states, "<i>The electrical subcontractor must have and submit a valid Georgia Electrical Contractor's license. The electrical subcontractor is designated as an essential subcontractor per Exhibit B, Special Conditions, Section SC-9 and must have and document (using Form 10, Essential Subcontractor Qualification Statement) prior successful experience performing the complete electrical installation of one or more TSA in-line screening system matrix with three (3) or more EDS machines in a US airport. The electrical subcontractor must possess a Georgia electrical contractor's license. Resumes of key staff shall be included.</i>"</p> <p>Please confirm that electrical subcontractors who have the aggregate experience at every management and supervisory level meets the intent of this requirement and is acceptable under the provisions of this RFP.</p>
	Answer:	No
2.	Question:	<p>The RFP letter states the following relative to 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." Please confirm whether or not this requirement should also apply to the South CBIS room.</p>
	Answer:	<i>Include sealing of both the North and South Terminal CBIS floors.</i>
3.	Question:	<p>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>
	Answer:	<i>Benchmarking of the current system will not be required.</i>
4.	Question:	<p>Please clarify the local sales tax rate that is to be utilized in our pricing calculations.</p>
	Answer:	<i>It is the responsibility of the Contractor to determine the local sales tax rate to be utilized in their pricing calculations.</i>

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		<i>Rates are available at: http://dor.georgia.gov/documents/sales-tax-rate-chart.</i>
5.	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 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>
6.	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>

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7.	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:	<p><i>The HVAC or plumbing work is not required to be performed by any "single vendor".</i></p> <p><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></p>
8.	Question:	<p>The specification states, "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. Match the existing Power Flex 75 VFDs currently being used on the North CBIS."</p> <p>Powerflex 75 is not an available product. Please clarify what Powerflex model is required.</p>
	Answer:	<p><i>Project Concept Documents #B04 Electrical Design Parameters 2.3 Section E.10.g page 347716-54; "Powerflex 40" shall be revised to read "Powerflex 70".</i></p> <p><i>"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. Provide Power Flex 70 VFDs for the South CBIS".</i></p> <p><i>Project Concept Documents #B04 2.3 Section E.10.a page 347716-54 requires a removable, configured keypad. "Powerflex 40" does not provide this option.</i></p> <p><i>Project Concept Documents #B05 Electrical Design Parameters 2.3 Section E.10.g page 347716-55; "Powerflex 75" shall be revised to read "Powerflex 70".</i></p> <p><i>"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. Match the existing Power Flex 70 VFDs currently being used on the North</i></p>

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		CBIS”.
9.	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>See answer to question 18.</i>
10.	Question:	<p>The specification states, "The BHSC shall modify all existing tracked conveyors to include a photocell and shaft encoder if the existing conveyor is not already equipped with a photocell and/or shaft encoder. To ensure consistency all shaft encoders shall be sourced from Photocraft, and any existing shaft encoders that do not match the model being supplied for new, shall be replaced."</p> <p>The BHSC has no way of knowing which conveyors are currently tracked or not tracked. Furthermore, this requirement does not specifically define which conveyors are a part of this scope requirement.</p> <p>1) Please clarify exactly which conveyors are to be modified to include a photoeye and encoder.</p> <p>2) Does this requirement also confirm that all existing tracked conveyors shall be recontrolled on the new PLCs?</p>
	Answer:	<p><i>All conveyor sections post the ATR/laser array scanners upstream of the CBIS and within the Security Tracking Zone (STZ) are currently configured to provide positive bag tracking until a point at which the bag is delivered to a CL (clear line). The delivery to a CL will occur at, but not be limited to, a level 1 inspection decision point, a level 2 inspection decision point, or a level 3 inspection were the TSA officer places the bag on a CL post a hand search. It will be the responsibility of the BHSC to verify and evaluate the current configuration of the Domestic Terminals North and South HBS systems to determine what modifications will be necessary.</i></p> <p><i>1) Both Domestic Terminals North and South shall be designed and configured to implement jam logic throughout the CBISs and CBRAs. The BHSC shall utilize photocells and shaft encoders mounted to the tail or pulley assembly of all tracked zone conveyors to provide the PLCs with exact conveyor speeds. An internal PLC clock setting without the benefit of receiving shaft encoder data to accurately calculate conveyor speeds to insure tracking accuracy will not be acceptable. It will be the</i></p>

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		<p><i>responsibility of the BHSC to verify and evaluate the current configuration of the Domestic Terminals North and South HBS systems to determine what modifications will be necessary.</i></p> <p>2) Yes</p>
11.	Question:	<p>The specifications provide the following direction with respect to VFDs:</p> <p>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. Match the existing Power Flex 40 VFDs currently being used on the South CBIS.</p> <p>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. Match the existing Power Flex 75 VFDs currently being used on the North CBIS.</p> <p>Approved VFD manufacturers: SEW, ABB, Allen-Bradley, Mitsubishi, Nord, and Telemecanique</p> <p>The BHSC's interpretation of the specification is that it is the Owner's preference is to have the PowerFlex VFDs in a panel mounted in the field for the re-controlled drives only, whereas all other installed drives can be gearmotors which have on-board VFDs integral to the motor (e.g. SEW MoviMot). Please confirm that this is the intent of the specification.</p>
	Answer:	<p><i>Refer to Project Concept Documents #B04 Electrical Design Parameters 2.3 Section E.10 a;</i></p> <p><i>“VFDs shall include a removable, configured keypad that stores the VFDs program and can be transferred to another VFD. The VFD shall also be capable of storing its own program when the keypad is removed. All settings that differ from factory settings shall be recorded in the empirical data information included in the documentation set. The standard target setting shall be 60 hertz relative to the conveyor belt speed (fpm) as defined in the motor manifest”.</i></p> <p><i>Domestic Terminal North and South HBS systems shall be holistically re-controlled to a BROCK Solutions Inc. platform. Comingling of the legacy logic with the BROCK logic shall not be acceptable.</i></p>

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12.	Question:	<p>The RFP letter states the following relative to 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."</p> <p>During the site walk, we were told that the South terminal CBIS needed this coating, and that the North terminal CBIS floor did not need this coating. Please confirm which CBIS floors need this coating.</p>
	Answer:	<i>Include sealing of both the North and South Terminal CBIS floors.</i>
13.	Question:	<p>Paragraph 13.3 of the General Conditions provides: "ENGINEER may at his sole discretion deny access to the Jobsite to any individual by written notice to CONTRACTOR."</p> <p>Engineer's dismissal of employees without cause could constitute an unlawful adverse employment decision and create liability for Contractor and the City. Dismissal without cause would also negatively impact the project.</p> <p>Please confirm that the contract language can be revised to include the following or similar language:</p> <p>"ENGINEER may with good cause deny access to the Jobsite to any individual by written notice to CONTRACTOR."</p>
	Answer:	<i>Owner understands that they will not require the removal of a contractor's employee from the site without cause.</i>
14.	Question:	<p>The contract provides for payment of prevailing wages in accordance with the Davis Bacon Act and references an Appendix that sets forth the rates. However, no Appendix C is included in the latest RFP.</p> <p>Please provide Appendix C and the correct prevailing wages to be paid. Please confirm that the prevailing wages to be paid will be for Fulton County, Georgia and under General Decision Number: GA150146 issued on 5/22/2015.</p>
	Answer:	<i>Appendix C is attached to this Addendum No. 5</i>
15.	Question:	<p>The Contract includes the following in the definition of Force Majeure:</p> <p>"39.1.13 Inconvenience, delays, inefficiencies or loss experienced by</p>

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		<p>CONTRACTOR caused by the presence and operations of other CITY CONTRACTORS working within the limits of the Project; and”</p> <p>Force Majeure is a project delay outside the control of all parties. The parties share the risk, with contractors receiving an extension of time but often no additional compensation for the delays. Delays described in 39.1.13 are within the control of the City, as the delays are caused by the City and its City Contractors, and so do not constitute Force Majeure. Such delays represent impacts to the project schedule and site conditions caused by the City, which are compensable. Section 39.1.13 also constitutes broad form indemnity in a construction contract, as it requires the Contractor to hold the City harmless from costs caused by the City and its Contractors. Such broad form indemnity “is against public policy and void and unenforceable” under O.C.G.A. § 13-8-2(b).</p> <p>Please confirm that section 39.1.13 will be deleted.</p>
	Answer:	<i>Section 39.1.13 will be removed.</i>
16.	Question:	On the previous project for North terminal, these forms were redacted from the RFP requirements via an Addendum. Please confirm that the AIP forms must be submitted by the BHS contractor and, where applicable, the BHSC's subcontractors.
	Answer:	<i>Yes</i>
17.	Question:	In an effort to produce a workable schedule, we kindly request an extension of the bid date from Wednesday, May 18 to Wednesday, May 25. Additionally, we request that the close of questions be extended from Friday, April 29 to Friday, May 6.
	Answer:	<i>Close of Questions will be moved to May 25 and the Bids Due date will be moved to June 08 as per Addendum No. 4.</i>
18.	Question:	Attachment 1 to Exhibit F (Schedule Requirements) states that the BHSC must achieve substantial completion for South terminal CBIS 990 days after NTP. During our schedule discussions with our subcontractors, we have identified a need to extend the milestone for South terminal substantial completion. Per Addendum 3, we are beginning the South construction after the last of the EDS machines in North have an acceptable QLR. However, even with this overlap, we are not able to complete the South terminal in the 990 days.

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		<p>The South terminal has an elevated floor where the EDS machines will rest that forms a portion of the equipment ingress and egress paths. In conjunction with the limited work hours each night, the logistics of removing the demolished equipment and shuttling in the new equipment requires additional schedule time as compared to the North terminal work which does not have an elevated floor.</p> <p>For this reason, we request that the milestone for South terminal substantial completion be increased from 990 days after NTP to 1100 days after NTP. Please confirm that this is acceptable.</p>
	Answer:	<i>The milestone for the South Terminal substantial completion is changed from 990 days after NTP to 1100 days after NTP.</i>
19.	Question:	Paragraph 3.1 states that Daifuku Webb, Vanderlande Industries, and Skanska USA Building are all pre-qualified under FC-7472 to bid the FC-8676 project. Paragraph 3.4, however, indicates that the conveyor system subcontractor is designated an essential subcontractor and must submit a Form 9. Please clarify if the BHSC (i.e. Daifuku Webb, Vanderlande Industries, and Skanska USA Building) is required to submit a Form 9 with their proposal.
	Answer:	<i>All designated essential subcontractors (even if the essential subcontractor work is being self-performed by a prequalified general contractor) must submit a Form 9.</i>
20.	Question:	Is the floor sealed in the South Terminal? Site walk and Specification description had conflicting statements.
	Answer:	<i>Include sealing of both the North and South Terminal CBIS floors.</i>
21.	Question:	Since the original walkthrough was cancelled and then rescheduled with the restriction that names of attendees needed to be submitted before the data and time was actually given – a secondary, private site walk needed to be scheduled one week after the City of Atlanta’s official walkthrough. Given this additional delay to the subcontractors – can the bid due date be extended 1 week from May 18 th , 2016 to May 25 th , 2016?
	Answer:	<i>Close of Questions will be moved to May 25 and the Bids Due date will be moved to June 08 as per Addendum No. 4.</i>

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22.	Question:	<p>Referring to:</p> <p>a. South Specification 347716-5 Item J System Overview and Description</p> <p>b. North Specification 347716-5 Item I System Overview and Description</p> <p>-In both cases the system overview and description do not match the drawings – they describe the VMU prior to the machines. Which is correct the drawings or description?</p>
	Answer:	<p><i>Project Concept Documents #B04 shall be revised as follows;</i> <i>General information 1.1 Section J.1.d page 347716-5</i> <i>Vertical shall be revised to Horizontal.</i> “Reconfigured Security Feed and Security Shunt lines will be installed in addition to a new Out of Gauge (OOG) line. The design will employ <u><i>Horizontal</i></u> merge devices prior to the machines, allowing the two main-lines the ability to feed each machine”.</p> <p><i>Project Concept Documents #B05</i> <i>General information 1.1 Section I.1.d page 347716-5</i> <i>Vertical shall be revised to Horizontal.</i> “Reconfigured Security Feed and Security Shunt lines will be installed in addition to a new Out of Gauge (OOG) line. The design will employ <u><i>Horizontal</i></u> merge devices prior to the machines, allowing the two main-lines the ability to feed each machine”.</p>
23.	Question:	<p>Will there be periods of time where no work can be performed? Specifically, during holiday periods (Thanksgiving through New Year’s).</p>
	Answer:	<p><i>Depending on the specific nature of work being performed there may be days that no work can be performed. In section 11.2 Construction Work Hours of the revised Exhibit C-1 (that is included in this addendum) there is information about construction no work days. Pay special attention to section 11.2.2, 11.2.3 and 11.2.4. The BHSC may also have some no work days or limited work days due to future requirements of the airlines, TSA, ATL DOA or other airport entities.</i></p>
24.	Question:	<p>In the south terminal drawing package there are 3 existing Scanner Arrays and in phase 6 these are in new locations. Please confirm that these are new Scanner Arrays and not relocateded existing ones?</p>

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	Answer:	<i>Project Concept Documents #B01 drawing B6-S-113R Scanners shall be configured in the approximate locations as depicted on this sheet. However, the exact locations of the three scanners shall be determined in the BHSC’s design. The existing conveyor sections containing the existing ATRs shall be reconfigured as a typical transfer conveyor. Existing scanners and associated equipment shall <u>not</u> be reused. The BHSC shall provide and install new ATR/laser scanner arrays as indicated on the Project Concept Documents.</i>
25.	Question:	Reference Exhibit – C-1 – Scope of work and Technical Specifications Pg 17 of 18 Item 11.9 LED lighting for the North Terminal. It appears that this document has not been updated for the South Terminal. In the reference drawings/documents there are two documents: R67 2014-08-13 Electrical Scope Narrative and R68 2014-08-13 Mechanical Plumbing Narrative. Each of these documents with respect to North & South Terminal have language that implies the General construction work required. Are these documents to be incorporated into our bid or is the General Constructions work covered under Bid allowances?
	Answer:	<i>Based on the question there are three items that are addressed in this answer.</i> <i>(#1) In section 11.9 of the revised Exhibit C-1 (that is included in this addendum) the new lighting requirement in the Domestic South Terminal is defined.</i> <i>(#2) The only items of work in this project that are included in the SP-4 Single Vendor System Allowance (if needed) are the construction of the following: i) fire protection system work, ii) CCTV system work and iii) door entry keypad work. The only items of work in this project that are currently included in the SP-2 Project Contingency Allowance (if needed) are the construction of the following: i) HVAC work, and ii) plumbing work. All other general construction work is to be included in the appropriate lump sum price for either the North Terminal or South Terminal.</i> <i>(#3) The Electrical Scope Narrative and the Mechanical Plumbing Narrative are reference documents in the List of Supplemental Documents. During the design process Ricondo & Associates used a mechanical and electrical engineer to provide mechanical and electrical information requested by the DOA. The information in the narratives are reference documents available to aid the HBSC design team as they produce their 70% and 100% design submittals for both the TSA and ATL</i>

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		<i>DOA.</i>
26.	Question:	Please specify the requirements to use AOA Access through Gate 59 and Gate 70 if necessary (escorts. licenses).
	<i>Answer:</i>	<i>Refer to Exhibit I (capital i), titled Airport Security Requirements, for details of security requirements.</i> Also note that Gate 59 was closed during April 2016 and Gate 70 replaces Gate 59 for contractor access. At the end of Exhibit C-1 (that is included in this addendum) there is a revised ATTACHMENT 1 that shows contractor vehicle access to the SIDA area and the corresponding haul route to follow.
27.	Question:	Can existing hanger be reused for new conveyors?
	<i>Answer:</i>	<i>The existing conveyor hangers may be reused provided that the BHSC Designer of Record certifies that the hangers meet all appropriate local, state, and federal building code requirements and have a remaining useful life for the intended use of at least 20 years.</i>
28.	Question:	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. The final quantity is to be determined by Brock and proposed accordingly.
	<i>Answer:</i>	<i>Refer to Project Concept Document # B14A-01. The Domestic Terminal North requires a design for a BHS interface, provision of equipment, and the installation of one new HMI touchscreen located at the center point of the ISD crossover. It shall be the BHSC’s responsibility to evaluate and confirm that the all existing equipment will meet all requirements and will be compatible with the BHSC proposed design.</i>
29.	Question:	The BHSC shall modify all existing tracked conveyors to include a photocell and shaft encoder if the existing conveyor is not already equipped with a photocell and/or shaft encoder. To ensure consistency all shaft encoders shall be sourced from Photocraft, and any existing shaft encoders that do not match the model being supplied for new, shall be replaced. The final quantity is to be determined by Brock and proposed accordingly.

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	Answer:	<i>Both Domestic Terminals North and South shall be designed and configured to implement jam logic throughout the CBISs and CBRAs. The BHSC shall utilize photocells and shaft encoders mounted to the tail or pulley assembly of all tracked zone conveyors to provide the PLCs with exact conveyor speeds. An internal PLC clock setting without the benefit of receiving shaft encoder data to accurately calculate conveyor speeds to insure tracking accuracy will not be acceptable. It will be the responsibility of the BHSC to verify and evaluate the current configuration of the Domestic Terminals North and South HBS systems to determine what modifications will be necessary.</i>
30.	Question:	Reconfigured Security Feed and Security Shunt lines will be installed in addition to a new Out of Gauge (OOG) line. The design will employ vertical merge devices prior to the machines for allowing the two mainlines the ability to feed each machine. These merge devices employ a smaller footprint than the current use of 45 degree merges and allows for additional queuing space prior to the machines and improved bag density and presentation in an effort to meet the throughput capacity of the 9800 machines. Vertical merge or 45 degree merge per drawing
	Answer:	<i>Project Concept Documents #B04 shall be revised as follows;</i> <i>General information 1.1 Section J.1.d page 347716-5</i> <i>Vertical shall be revised to Horizontal.</i> “Reconfigured Security Feed and Security Shunt lines will be installed in addition to a new Out of Gauge (OOG) line. The design will employ <u>Horizontal</u> merge devices prior to the machines, allowing the two mainlines the ability to feed each machine”. <i>Project Concept Documents #B05</i> <i>General information 1.1 Section I.1.d page 347716-5</i> <i>Vertical shall be revised to Horizontal.</i> “Reconfigured Security Feed and Security Shunt lines will be installed in addition to a new Out of Gauge (OOG) line. The design will employ <u>Horizontal</u> merge devices prior to the machines, allowing the two mainlines the ability to feed each machine”.
31.	Question:	The design will employ six of the CTX 9800 EDS machines. Should this be 8?

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	Answer:	<i>Project Concept Documents #B04 shall be revised as follows; General information 1.1 Section K.3 page 347716-6 Six shall be revised to eight.</i> “Bag sized appropriately for the new EDS machines will be diverted to one of the <u>eight</u> security shunt (SS) lines feeding the machines”.
32.	Question:	Bag sized appropriately for the new EDS machines will be diverted to one of the six security shunt (SS) lines feeding the machines. Should this be 8?
	Answer:	<i>Project Concept Documents #B04 shall be revised as follows; General information 1.1 Section K.3 page 347716-6 Six shall be revised to eight.</i> “Bag sized appropriately for the new EDS machines will be diverted to one of the <u>eight</u> security shunt (SS) lines feeding the machines”.
33.	Question:	The manufacturer shall include a separate device for disconnect, ground-fault/short-circuit protection, and surge/lightning protection as required by the National Electrical Code. Power shall not be switched between the motor and VFD thus a monitored switch and contactor shall be used Brock will provide ground fault protection in each MCP
	Answer:	<i>Ground fault protection shall be provided at each MCP location.</i>
34.	Question:	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. Match the existing Power Flex 75 VFDs currently being used on the North CBIS. Are Power Flex 40, also currently used in the North CBRA accepted?
	Answer:	<i>Refer to Project Concept Documents #B05 Electrical Design Parameters 2.3 Section J.4 page 347716-55; Powerflex 75 shall be revised to read Powerflex 70.</i> “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. Match the existing Power Flex 70 VFDs currently being used on the North CBIS”.
35.	Question:	Redundancy – All baggage handling sort systems shall have redundant PLC processor systems. The redundant processors shall be mounted in the

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		<p>same PLC cabinet as the primary processor with manual switchover capability between the two processors by using an A/B selector switch or other equivalent and approved method. The processors shall share the same I/O modules.</p> <p>Recently installed systems are using HOT backup, redundant PLC, without the need of an A/B switch. Is this considered an approved method?</p>
	Answer:	<p><i>Project Concept Documents #B04 shall be revised as follows;</i> <i>Electrical Design Parameters 2.3 Section J.4 page 347716-62/63</i> “Redundancy – All baggage handling sort systems shall be equipped with HOT backup redundant PLC processor systems. All systems shall be designed to provide a seamless transfer of operations from the Primary PLCs to the Secondary PLCs without human interaction. The redundant processors shall be mounted in the same PLC cabinet as the primary processor. The processors shall share the same I/O modules.”</p> <p><i>Project Concept Documents #B05 shall be revised as follows;</i> <i>Electrical Design Parameters 2.3 Section J.4 page 347716-68</i> “Redundancy – All baggage handling sort systems shall be equipped with HOT backup redundant PLC processor systems. All systems shall be designed to provide a seamless transfer of operations from the Primary PLCs to the Secondary PLCs without human interaction. The redundant processors shall be mounted in the same PLC cabinet as the primary processor. The processors shall share the same I/O modules.”</p>
36.	Question:	<p>B15 Uninterrupted Power Supply (UPS) Cut Sheets. It is the understanding that this will be provided by the OEM.</p>
	Answer:	<p><i>New UPS units will be provided by others (TSA). Refer to exhibit C-1 section 4.3.4.</i></p>
37.	Question:	<p>Is the floor sealed in the North Terminal? Site walk and Specification description had conflicting statements.</p>
	Answer:	<p><i>Include sealing of both the North and South Terminal CBIS floors.</i></p>
38.	Question:	<p>In regards to the experience requirements listed in 3.5 “The Electrical Subcontractor”, Miller Electrical would like to verify that the information we have listed on the attached Form 10, based on our interpretation of the</p>

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		requirements, would qualify Miller Electrical for this project.
	<i>Answer:</i>	<i>No.</i>

EXHIBIT C-1

DESIGN-BUILD CONTRACTOR'S SCOPE OF WORK

1.0 INTRODUCTION

The City of Atlanta (COA) has established specific Program Requirements for the Design and Construction of the Explosion Detection System (EDS) Recapitalization and Optimization project. This Exhibit C-1 establishes the design-build CONTRACTOR's scope of work and the minimum requirements for the project.

2.0 DESIGN/BUILD CONTRACTOR'S SCOPE OF WORK

Except as specified elsewhere in the Contract, CONTRACTOR shall furnish all design; procurement; construction; labor; materials; tools; supplies; equipment; transportation; supervision; warehousing; and all other technical and professional services; and shall perform all operations necessary to provide the herein described upgrades to the Checked Baggage Inspection System (CBIS) located in the Domestic North Terminal and Domestic South Terminal at Hartsfield-Jackson Atlanta International Airport. The CBIS will be in active operation during the installation of the upgrades. All design and construction shall comply with the Transportation Security Administration's (TSA) Planning Guidelines and Design Standards (PGDS) 4.2. The removal of the existing EDS machines along with providing and installing the new EDS machines will be by others.

CONTRACTOR is required to utilize Brock Solutions, Inc. to accomplish the design, installation and implementation of all programming and controls work associated with this Project. The intention is that Brock will provide the following scope of work: High-level control system (SAC, HMI, Reporting), design, development and commissioning; High-level control system hardware and off-the-shelf software; Electrical design and CAD; PLC level software design, development and commissioning; and PLC/Controls hardware (panels, control stations, field devices, etc.) including fabrication. Controls scope shall meet or exceed TSA PGDS 4.2 and project specification requirements.

CONTRACTOR shall be solely responsible for all matters relating to Safety, Security and Quality Assurance/Quality Control associated with this project. Associated detail requirements are presented elsewhere in this Contract.

CONTRACTOR shall be responsible for using the Ricondo/CAGE produced TSA 30% Design deliverables and supporting documents to develop, advance and complete this project design to meet all 70% and 100% TSA and DOA design deliverable requirements as specified herein. (Note: A potential exception may arise depending upon the outcome required in 8.4.7 below to re-evaluate the number of EDS machines required for the Domestic South Terminal CBIS. The study to re-evaluate the number of EDS

machines is a part of the base scope of work, however, if the number of EDS machines changes from the base scope of eight, the construction cost will be adjusted per SP-02.) The designated project concept documents labeled "Project Concept Document Number" in "Exhibit C-3: List of Supporting Documents" is a list of all the Ricondo/CAGE 30% documents that provide the basis of the project concept. These 30% drawings are strictly conceptual in nature. As a part of the inherent design evolution, the CONTRACTOR shall adjust the conceptual design in terms of efficiency of scheduling, detail construction phasing, detail installation, operation and maintenance in order to provide to the Owner a system that best suits the intended purposes of this project. There is also a list of Reference Documents in Exhibit C-3 that supports the design.

A list of the supplemental documents appears in Exhibit C-3. The documents with a "B" designation are documents that show the project concept that was developed by the Ricondo/CAGE design team. The documents with a "R" designation are documents that are reference documents. The "R" or reference documents will supplement the project concept documents.

After CONTRACTOR'S 100% Design deliverables are approved by both the TSA and DOA, the CONTRACTOR shall be solely responsible for the complete procurement, installation, implementation, construction and certification of all work as described and required in the approved 100% Design deliverables.

3.0 PROJECT BACKGROUND

Hartsfield-Jackson Atlanta International Airport (ATL) has pursued and received two (2) TSA Other Transaction Agreements (OTA) reimbursable funding for Recapitalization of three eligible CBISs located in Domestic Terminal North, Domestic Terminal South and Concourse E. The existing CTX 9000 Explosive Detection System (EDS) machines will be near the end of their useful life by the scheduled Date of Beneficial Use for this project. The scope of this project is only for the Domestic Terminal North CBIS and the Domestic Terminal South CBIS.

The Airport Recapitalization and Optimization Assessment (02/22/13) produced by the TSA recommended that the changes made to the Baggage Handling System (BHS) be limited to a recapitalization approach. This is the path that the Integrated Local Design Team (ILD) has pursued. The ILD consist of the DOA, Ricondo & Associates, CAGE Inc., and TSA local.

To comply with the TSA Planning Guidelines and Design Standards (PGDS) version 4.2, the CBIS will be modified as part of the TSA recapitalization program. The existing pre PGDS system was installed in 2005 and is currently not compliant with PGDS Version 4.2. Due to the age of the existing baggage handling equipment, the system will require replacement of the individual conveyor lines to meet the required Planning Guidelines and Design Standards (PGDS) Version 4.2. This recapitalization is unique in that the CBIS

supports high volume flight operations and must be operational throughout the project. As a result, construction phasing will be critical to the successful installation of the new CTX 9800 equipment. A detailed construction phasing plan is a required component of the Design/Build Contractor's design scope.

4.0 PROJECT DESCRIPTION

4.1 General Project Scope: This project will consist of the design, procurement, construction and certification required to modify the Checked Baggage Inspection System (CBIS) in the Domestic North Terminal and the Domestic South Terminal. Each CBIS will be modified as part of the TSA recapitalization program to comply with the TSA Planning Guidelines and Design Standards (PGDS) 4.2.

The EDS (Explosive Detection System) Recapitalization Project will be replacing the old EDS machines with the newest EDS machine, the CTX 9800. It will not be a one-for-one replacement since the new machines can screen bags at a higher rate than the existing CTX 9000 machines. The only existing conveyor equipment that will be replaced by this project is that which must be replaced to facilitate the installation of the new CTX 9800 machines. This includes any upgrades and replacement of existing conveyors, equipment, associated controls and electrical power necessary to accommodate the greater volume of bags to fewer lines.

The Domestic Terminal North EDS Systems currently consist of 8 CTX 9000 machines. Each machine has one or two incoming lanes of conveyor that supply bags to the EDS machine and two lanes (one clear and one non-clear) that take away the bags from the machine. Together the incoming and outgoing system of conveyor lanes to and from an EDS machine is referred to as a shunt line. Each shunt line consists of approximately 60 to 70 linear feet of conveyor. Each existing shunt line has two or three High Speed Diverters (HSD), three or four merge belts, multiple belt sections, belt curves and multiple Variable Frequency Drives (VFD). The existing shunt lines will be removed under this project and replaced by new shunt lines. The new shunt lines will consist of two new HSDs, multiple queue belts, one vertical sortation devices (VSD), one merge conveyor and one VFD per belt drive. Additionally, the project will be replacing any old HSDs with new HSD IIs and adding VFDs to all tracked belts in the system for better efficiency. All this conveyor work has electrical and controls work associated with it. Additionally, the EDS machines require an updated controls network because of the outdated network that is currently in place. All the program logic controllers (PLC) that control all the motors and drives that run the conveyors will have software upgrades and, in some cases where specified on the 30% drawings, hardware upgrades. The upper level controls which consist of

the graphic interface will be upgraded (to reflect the layout changes) and the servers for the data bases will also be upgraded.

The Domestic South Terminal EDS Systems currently consist of 15 CTX 9000 machines. Each machine has one or two incoming lanes of conveyor that supply bags to the EDS machine and two lanes (one clear and one non-clear) that take away the bags from the machine. Each shunt line consists of approximately 100 linear feet of conveyor. Each existing shunt line has two or three High Speed Diverters, three or four merge belts, multiple belt sections, belt curves and multiple Variable Frequency Drives. The existing shunt lines will be removed under this project and replaced by new shunt lines. The new shunt lines will consist of two new High Speed Diverters, multiple queue belts, one Vertical Sortation Devices, one VFD per belt drive, and one merge conveyor and adding VFDs to all tracked belts in the system for better efficiency. Additionally, the project will be replacing any old HSDs with HSD IIs.. All this conveyor work has electrical and controls work associated with it. Additionally, the EDS machines require an updated controls network because of the outdated network that is currently in place. All the program logic controllers that control all the motors and drives that run the conveyors will have software upgrades and, in some cases where specified on the 30% drawings, hardware upgrades. The upper level controls which consist of the graphic interface will be upgraded (to reflect the layout changes) and the servers for the data bases will also be upgraded.

- 4.2 Existing Conditions:** The Domestic North Terminal CBIS occupies approximately 50,000 square feet. The original design, installed in 2005, accommodated ten CTX 9000's, of which nine were installed and a CBRA room that accommodated 23 Search Tables. In 2012 the TSA removed one CTX 9000 and installed a CTX 9800 as a testing location. This necessitated the renovation of one "suspect" line of the CBRA with the new configuration of queue belts and sliding tables. The test machine was removed after the completion of the testing and there are currently 8 CTX 9000's. In 2014 the CBRA was upgraded to PGDS 4.1. Refer to Supplemental Documents B02 for drawing of existing Domestic North Terminal Hold Baggage System (HBS).

The Domestic South Terminal CBIS occupies approximately 50,000 square feet. The original design, installed in 2005, accommodated ten CTX 9000's, of which fifteen were installed and a CBRA room that accommodated 35 Search Tables. In 2015 the CBRA was upgraded to PGDS 4.1. Refer to Supplemental Documents B01 for drawing of existing Domestic South Terminal Hold Baggage System.

- 4.3 Scope of Work:** A summary of the scope of work is presented below. All design and construction work defined below must conform to the latest version of the

TSA Planning Guidelines and Design Standards (PGDS) 4.2, meet the requirements outlined in the TSA Other Transaction Agreements (see Exhibit C-2) and meet all other TSA and DOA requirements of this contract. The designated project concept documents labeled "Project Concept Document Number" in "Exhibit C-3: List of Supporting Documents" is a list of all the Ricondo/CAGE 30% documents that provide the basis of the project concept.

4.3.1 Base Scope of Work: Provide the design, procurement, construction and certification of Domestic North Terminal CBIS EDS. The total number of conveyor shunt lines in Domestic North Terminal CBIS is 6 shunt lines. Refer to Supplemental Documents (Exhibit C-3), Project Concept Document Numbers B02, B05, B08, B10, B11, B12, B13 and B14A for details of Domestic North Terminal CBIS work to be performed. The removal of existing EDS machines along with providing and installing of the new EDS machines will be by others (TSA will be contracting directly with another contractor that will be providing these services).

Provide the design, procurement, construction and certification of Domestic South Terminal CBIS EDS. The total number of conveyor shunt lines in Domestic North Terminal CBIS is 8 shunt lines. Refer to Supplemental Documents (Exhibit C-3), Project Concept Document Numbers B01, B04, B07, B10, B11, B12, B13 and B14 for details of Domestic South Terminal CBIS work to be performed. The removal of existing EDS machines along with providing and installing of the new EDS machines will be by others (TSA will be contracting directly with another contractor that will be providing these services).

4.3.2 Additive Alternate #1: Provide the cost for providing insurance for the base scope of work in accordance with Exhibit D.

4.3.3 Additive Alternate #2: Provide the design, procurement and construction of an additional non-clear conveyor line in the Domestic North Terminal CBIS that will serve approximately one half (½) 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 MT1. Refer to Supplemental Documents B02 Drawing # B6-N-101R for details of the location of Domestic North Terminal CBIS existing MT1.

4.3.4 Additive Alternate #3: Provide the design and installation of one Uninterrupted Power Supply (UPS) for each of the 6 EDS machines in the Domestic North Terminal CBIS and for each of the 8 EDS machines in the Domestic South Terminal CBIS. UPS units will be provided by others. Refer to Supplemental Documents B15 for details of UPS typical units to be installed.

4.3.5 Additive Alternate #4: Provide the design, procurement and construction of an additional non-clear conveyor line in the Domestic South Terminal CBIS that will serve approximately one half (½) 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 MT1. Refer to Supplemental Documents B01 Drawing # B6-S-101R for details of the location of Domestic South Terminal CBIS existing MT1.

4.3.6 Additive Alternate #5: Provide the Contractor's cost for providing a one year extension to the one year required warranty.

4.3.7 Estimate of Other Work: There are two estimates of other work that are to be provided by the Contractor on the Exhibit B Pricing Form.

4.3.7.1 Provide the design and installation of one shunt line including Brock controls and programming in the Domestic South Terminal for a 9th EDS machine. Also provide the additional cost of insurance associated with this scope addition.

4.3.7.2 Delete the design and installation of one shunt line (including deleting of Brock Controls and programming) in the Domestic South Terminal for the 8th EDS machine. Also provide the deductive cost of insurance associated with this scope reduction.

4.3.8 A detailed project phasing concept shall be developed by the Contractor and submitted to the DOA for coordination and approval by the DOA and the TSA. The information contained in the City supplied Ricondo/CAGE preliminary phasing plans may be utilized to develop the Contractor's Phasing Plan.

5.0 PROJECT DATA

5.1 The following information and criteria are provided for the contractor's use and compliance.

5.1.1 The Design/Build Contractor shall comply with all of the requirements set forth in the two executed Other Transaction Agreements (OTA) between the Department of Homeland Security Transportation Security Administration and the City of Atlanta. Checked Baggage Recapitalization Screening Design Services Project OTA # HSTS04-13-H-CT1043 and

Checked Baggage Recapitalization Screening Construction Services Project OTA # HSTS04-13-H-CT141 are the two agreements. Copies of the two OTAs appear in Exhibit C-2.

5.1.2 Supplemental Documents: There are a large number of supplemental documents the contractor needs to use in order to do this design/build project. These documents include, but are not limited to in-progress design drawings, in-progress design specifications, basis of design reports, variance requests to the TSA, Baggage Handling System (BHS) dynamic simulation modeling results and miscellaneous letters to the TSA.

5.1.2.1 A list of the supplemental documents appears in Exhibit C-3. The documents with a "B" designation are documents that show the project concept that was developed by the Ricondo/CAGE design team. The documents with a "R" designation are documents that are reference documents. The "R" or reference documents will supplement the project concept documents.

5.1.3 Security Sensitive Information (SSI): There is information within many of these documents that is Security Sensitive Information (SSI) as defined by the TSA. All SSI documents must be taken care of according to appropriate SSI guidelines including procedures for the handling, storing, using, distributing, transmitting and destroying of this information. Abiding by the governing SSI requirements is strictly the responsibility of the Contractor. The actual Supplemental Documents listed in Exhibit C-3 will be made available to approved parties only on a compact disc (CD).

6.0 DESIGN PROFESSIONAL SERVICES

6.1 Design/Build Contractor shall, be consistent with applicable state licensing laws, provide through qualified, licensed design professionals employed by Design/Build Contractor, or procured from qualified, independent licensed Design Consultants, the necessary design services, including architectural, engineering and other design professional services, for preparation of the required drawings, specifications and other design submittals to permit Design/Contractor to complete the Work consistent with the Contract Documents. Nothing in the Contract Documents is intended or deemed to create any legal or contractual relationship between City and Design Consultant.

6.2 The Design/Build Contractor shall prepare, as part of the project technical specification, the requirements for testing and commissioning all systems,

including the preparation of the testing for TSA approval. The testing and commissioning shall ensure that all systems have been properly installed, function according to the specifications and the manufacturer's requirements, and satisfy warranty requirements. Test result and warranty certificates shall be included in the Operation and Maintenance (O&M) Manuals for each system. Design/Build Contractor is responsible for coordinating and supplying proper support of all testing requirements as stated in the TSA PGDS and project specifications.

- 6.3 Field Investigation and Site Survey:** The Design/Build Contractor shall coordinate, schedule, and conduct site investigations and project meetings at the project location with the DOA Project Manager and/or the DOA Construction Manager.
- 6.4 Compliance with Building Codes:** In accordance with Public Law 100-678, Federal Agencies must comply with National Building Codes, Local Building Codes, and Zoning Ordinances. The Designer of Record shall comply with the appropriate Statutes governing the signing and sealing of engineering reports and drawings. Accordingly, final design drawings and specifications shall be signed and sealed by Professional Architects and Engineers registered to practice in the State of Georgia.
- 6.5 Code Analysis:** The Design/Build Contractor shall submit a code analysis indicating compliance with applicable codes and, if applicable, environmental permitting. The topics for the code analysis are applicable codes, occupancy classifications, type of construction, fire resistance ratings, interior finishes, flame spread and smoke develop ratings, emergency egress, fire suppression, fire detection and alarm systems, combustible and flammable liquids, structural live loads and dead loads and seismic design.
- 6.6 Security:** Design shall conform to all security requirements provided by Homeland Security/TSA and the ATL Public Safety and Security Division. Design and Construction documents shall be safe guarded to prevent unnecessary disclosure of design features and physical security measures.
- 6.7 Progress Design Reviews:** The DOA, ILDT TSA, and as necessary on a limited basis participating DOA airline representatives and DOA consultants will review and provide comments on each submittal. The Architect - Engineer (A-E) shall prepare an itemized response to indicate if the A-E disagrees or concurs with the comments and if a correction or change will be made to the submittal. All review comments must be resolved by the A-E prior to submitting final documents.

6.8 Contractor and Owner Progress Review Meetings and Meeting Minutes: During the design portion of the contract progress meetings will be held every two weeks. During the construction portion of the contract progress meetings will be held once each week. Additional special meetings will occur as necessary (in addition to the regular meetings listed above) to meet specific timely needs of the project. The contractor shall document and distribute all project meeting minutes. A copy of all meeting minutes shall be included in each progress submission. The meeting minutes need only record the date, time, location, attendees, major issues discussed, action items/responsible party and conclusions reached.

7.0 STANDARD OF CARE FOR DESIGN PROFESSIONAL SERVICES

7.1 The standard of care for all design professional services performed to execute the Work shall be the care and skill ordinarily used by members of the design profession practicing under similar conditions at the same time and locality of the Project, including but not limited to, the compliance of all applicable codes and standards.

8.0 SCOPE OF DESIGN SERVICES

8.1 The contractor shall provide all A-E design services required for the project. Contractor shall indicate one Designer (GA registered Engineer or Architect) or one A-E design firm, the Designer of Record, to coordinate all design disciplines required for the project. The Designer of Record shall have design experience on a minimum of three successful design projects associated with US airport baggage handling systems.

8.2 Design Elements: The design work associated with this project consists of two elements. The first element is the design that is required to satisfy TSA requirements. The second element is the design required to meet the City of Atlanta Department of Aviation standards and requirements.

8.3 TSA Design Requirements: The design shall meet all design requirements established by the TSA. This shall include but not be limited to design requirements in the TSA/COA Checked Baggage Recapitalization Screening Design Services Project Other Transaction Agreement (OTA), TSA/COA Checked Baggage Recapitalization Screening Construction Services Project OTA, and the TSA Planning Guidelines and Design Standards (PGDS) 4.2.

8.4 TSA Design Phase Services: The Designer of Record shall provide all services for performance of the following tasks listed below along with any other tasks required by TSA.

- 8.4.1 70% TSA Design Deliverables Submitted.
- 8.4.2 70% TSA Design Deliverables Approved.
- 8.4.3 100% TSA Design Deliverables Submitted.
- 8.4.4 100% TSA Design Deliverables Approved.
- 8.4.5 Final TSA Project Construction Drawings and Specifications Approved.
- 8.4.6 TSA Project Record Drawings/CAD As-Built Submitted.
- 8.4.7 **Modified 30% TSA Deliverable – Required only for the Domestic Terminal South:** Since the South Terminal 30% TSA Deliverable was submitted in 2013 there has been a significant increase in the number of checked bags going through the South Terminal EDS machines. With the updated current checked baggage information it is anticipated that the 2013 approved $n+2 = 6$ EDS machines will now increase to a higher $n+2 = 8$ EDS machines. The designer for the contractor will be required to resubmit the revised TSA 30% design baggage calculations and provide other necessary support required for the TSA approval of this modification. After the TSA completes their review and approval of the Modified 30% TSA Deliverable the designer can start working on the 70% TSA Design Deliverables.

8.5 TSA Design Deliverables: TSA design deliverables are all deliverables defined in the TSA OTA agreements that appear in Exhibit C-2.

8.6 DOA Design Phase Services: Contractor shall conform to the Hartsfield-Jackson Atlanta International Airport DOA A/E Design Guidelines located on the internet at http://apps.atlanta-airport.com/engineeringguidelines/elements.asp?submod=main&type_id=1. The Designer of Record shall provide all services for performance of the following tasks below:

- 8.6.1 DOA Design Development (70%) Submission Phase for review and comment. This DOA submittal will be made at the same time as the 70% TSA Design Deliverables Submitted.
- 8.6.2 DOA Construction Document (95%) Submission Phase for review and comment. This DOA submittal will be made at the same time as the 100% TSA Design Deliverables Submitted.

8.6.3 DOA Construction Document (100%) Phase (Corrected Final). This DOA submittal will be made at the same time as the 100% TSA Design Deliverables Approved.

8.6.4 DOA Final Construction Drawings and Specifications (100%) Submission Phase, signed and sealed, (Georgia registered Professional Engineer or Architect seal required for all design disciplines). This DOA submittal is to be made after the Final TSA Construction Drawings and Specifications Approved. After appropriate DOA signatures these drawings and specifications will also be used by contractor to obtain the City of Atlanta building permit.

8.6.5 Design Progress Meetings and Meeting Minutes.

8.7 DOA Design Deliverables: The following section presents the requirements at each required phase of the design. Additional information regarding submittal and checklist requirements are detailed in the DOA Design Guidelines. A copy of the most current H-JAIA A/E Design Guidelines is available at internet website http://apps.atlanta-airport.com/engineeringguidelines/elements.asp?submod=main&type_id=1. For each submission phase, the Designer of Record shall provide information and design criteria from each discipline indicated on a deliverables checklist. Since the Ricondo Design Team already completed the Schematic Design Phase the design/build contractor will only be required to follow the DOA Design Guideline requirements for the Design Development Phase and the Construction Document Phase.

8.7.1 DOA 70% Design Development Phase

The purpose of this submittal is to define and describe all important aspects, so that all that remains is the formal documentation of details for the construction contract document. The Designer shall provide 70% Design Development documents that illustrate and describe all components of the project. Components include major design decisions, systems, form, size, quantity, materials and quality.

8.7.1.1 General Development Deliverables include:

8.7.1.1.1 The Designer's Letter of Transmittal shall include all the identifying data necessary to differentiate the covered

submittal from all others, so that adequate tracking of status may be performed.

- 8.7.1.1.2** Certification that the Architect or Engineer Designer of Record has coordinated his/her deliverables with those of the Lead Design Professional and the other disciplines involved in the project.
- 8.7.1.1.3** Certification of compliance with Design Criteria, and schedule requirements.
- 8.7.1.1.4** Update Design Schedule.
- 8.7.1.1.5** Detail Project Construction Phasing Plan.
- 8.7.1.1.6** Updated Construction Schedule including phasing.
- 8.7.1.1.7** Provide 70% estimate of construction costs.
- 8.7.1.1.8** Necessary Calculations that support the design.
- 8.7.1.1.9** Drawings necessary to communicate a clear coordinated description of all aspects of the design. These drawings shall include appropriate electrical, mechanical, structural and architectural items at the 70% design level.
- 8.7.1.1.10** Specifications necessary to communicate a clear description of all aspects of the design.
- 8.8.1.1.11** Completed Deliverables Checklist for each design discipline and written justification for any missing deliverables, as required under the Design Documents Phase. Refer to the DOA A/E Design Guidelines, Deliverables Checklist located on the internet at http://apps.atlanta-airport.com/engineeringguidelines/elements.asp?submod=main&type_id=1.
- 8.7.1.1.12** Confirmation that any and all review comments, pertaining to the design phases, are incorporated.
- 8.7.1.1.13** Formal responses to the design phases submittal comments including input compiled from each discipline.

- 8.7.1.1.14** Electronic files of all deliverable items in their native language/format. (Word 2010 and AutoCAD Release 2012 or later version).
- 8.7.1.1.15** Notice to Proceed. DOA approval of the 70% Design Development Phase must be obtained prior to the DOA P&D Project Manager issuing the Notice To Proceed for the 95% Construction Document Phase. The 70% Design Phase is complete upon approval from the DOA and incorporation and/or resolution of all review comments. The approved schedule will include the agreed upon timeframe for the DOA to reach closure to the comments.
- 8.7.1.1.16** Refer to H-JAIA A/E Design Guidelines Administrative Procedures for additional details and requirements not listed above.
- 8.7.1.1.17** Refinement of the Description of Operations.
- 8.8.1.1.18** Conveyor Manifest

8.7.2 DOA 95% Construction Document Phase

This submittal shall comprise completed construction contract documents, satisfying all previous review comments and suitable for bidding and construction. Final quality control elements performed by the Design/Build Contractor's Quality Control organization, such as inter-discipline coordination, peer reviews and document and calculation checking, have been completed and incorporated. Any work remaining at this phase should be only minor corrections to resolve discrepancies discovered during the final review. Necessary calculations and studies shall be stamped by a State of Georgia Registered Professional Engineer or Architect. Refer to H-JAIA A/E Design Guidelines at internet website http://apps.atlanta-airport.com/engineeringguidelines/elements.asp?submod=main&type_id=1 for additional details and requirements not listed below.

8.7.2.1 General Deliverables include:

- 8.7.2.1.1** The DESIGNER'S Letter of Transmittal.

8.7.2.1.2 Certification that the Lead Design Professional in each discipline has coordinated the deliverables with those of the other disciplines involved in the project.

8.7.2.1.3 Certification of compliance with Design Criteria, and schedule requirements.

8.7.2.1.4 Completed Deliverables Checklist for each design discipline and written justification for any missing deliverables, as required under the Construction Document (95%) phase.

8.7.2.1.5 Confirmation that any and all review comments, pertaining to the technical specifications and drawings from the 70% Design Phase, are incorporated.

8.7.2.1.6 In-progress and final review construction documents.

8.7.2.1.7 Construction Cost Estimate.

8.7.2.1.8 Updated Design Schedule

8.7.2.1.9 Detail Project Construction Phasing plan

8.7.2.1.10 Updated Construction Schedule including phasing

8.7.2.1.11 Confirmation of Quality Control Review.

8.7.2.1.12 Electronic files of all deliverable items in their native language/format. (Word 2010 and AutoCAD Release 2012 or later version).

8.7.2.1.13 Refinement of the Description of Operations.

8.7.1.1.14 Conveyor Manifest.

8.7.3 DOA 100% CONSTRUCTION DOCUMENT PHASE (Corrected Final)

This submittal shall comprise of all documents and all outstanding actions which include incorporation of all review comments by the 100% Construction Document review.

8.8 Construction Phase, Designer of Record Services: The Designer of Record (DOR) shall provide all services for performance of the following tasks below.

- 8.8.1 Approve shop drawings, submittals, certificates, schedules, and results of quality control tests. After Designer of Record approves, the DOR is to provide six copies of all DOR approvals to the Department of Aviation (DOA) ENGINEER for DOA approval.
- 8.8.2 Evaluate and provide written response to all Requests For Information (RFIs) from the contractor. After Designer of Record approves, the DOR is to provide six copies to the DOA ENGINEER for DOA approval.
- 8.8.3 Appropriate Design Team Disciplines shall participate with the DOA ENGINEER in critical inspections to evaluate contractor's compliance with design documents.
- 8.8.4 Record deficiencies during final inspection and provide Punch List to DOA ENGINEER.
- 8.8.5 Provide written certification to the DOA ENGINEER that the project was completed in compliance with design documents and is ready for final acceptance.
- 8.8.6 Transfer As-Built information to Record CADD drawings. Furnish record drawings and specifications as follows: Four full size sets of prints, four half size sets of prints, and four sets of CDs.

9.0 CONSTRUCTION SERVICES

- 9.1 Construction services shall be provided upon approval of the final construction documents.
- 9.2 Except as specified elsewhere in the Contract, CONTRACTOR shall furnish all procurement; labor; materials; tools; supplies; equipment; transportation; supervision; technical, professional and other services; and shall perform all operations necessary and required to satisfactorily construct and deliver this project as required by this Contract. This includes any modifications to the existing base building systems.
- 9.3 Typical construction vehicle access to the project site will be through Gate 70. See Attachment 1 for ingress/egress route. In order to pass through Gate 70, prior permitting must occur and only tools/materials directly associated with each contractor's/subcontractor's work will be allowed through Gate 70. Only with prior written approval, large equipment and material items may enter the worksite through the roll-up doors located in the north wall of the HBS building via the north lower roadway.

9.4 Upon completion of construction, Contractor shall submit 4 full size and 4 half size drawing sets, and 4 CDs in AutoCAD Release 2012 (*.dwg. files) and PFD files of CONFORMED FOR RECORDS set of drawings.

9.5 Delivery of Equipment

9.5.1 The Contractor shall develop a plan of action for accepting delivery of equipment that does not interfere with airport operations.

9.5.2 The Contractor shall also plan for an off-site, safe, secure and protected storage of all equipment delivered before its actual installation.

9.5.3 All equipment shall be kept from the degrading effects caused from exposure to the elements. All loss of equipment due to improper storage shall be the responsibility of the Contractor.

9.5.4 All equipment delivered on site shall be installed within two (2) weeks of delivery date.

10.0 SENSITIVE SECURITY INFORMATION

The Department of Homeland Security and the Transportation Security Administration (TSA) oversees this EDS Recapitalization and Optimization project. Some of the information pertaining to this project is classified as Sensitive Security Information (SSI) by the Department of Homeland Security/Transportation Security Administration. The use and handling of any Sensitive Security Information by everyone associated with this project must follow all TSA required procedures for the storing, using and destroying of this information.

11.0 MISCELLANEOUS

11.1 Special Reporting: The DOA is required to file monthly reports by the 10th of each month with the TSA as a condition of the TSA Other Transaction Agreement (OTA). The Design/Build Contractor shall supply the following information in electronic format to the DOA no later than close of business of the second day of the month. If the second day of the month is a Sunday the Design/Build Contractor shall supply information to DOA no later than close of business on the third day of month. The information supplied by Design/Build Contractor shall include (a) list of design and construction items completed in past month, (b) updated pdf of Primavera P6 schedule, (c) updated list of key project issues, and d) updated TSA Appendix C Design and Construction Services Milestones for each

CBIS area. Failure of the Design/Build Contractor to provide the information listed above by monthly deadline will result in the pay application request approval and payment being delayed. If the TSA modifies their monthly reporting requirements the Design/Build Contractor will be required to supply the DOA with all necessary information for the DOA to complete the TSA monthly reports as per the monthly reporting deadline listed above.

11.2 Construction Work Hours: The contractor will be limited to construction work during hours of the day that are acceptable to TSA and the DOA. Most of the anticipated construction is expected to occur at night except for specific instances that TSA and the DOA approve day work. Typical work hours each night will result in 3 to 5 hours of availability for the BHS to remain out of service. At 3:00 AM daily the BHS system shall be ready for the TSA to begin baggage inspections. The window of work opportunity may be affected by IROPs and Flight Schedule fluctuations.

11.2.1 Intrusive and Non-Intrusive work:

11.2.1.1 “Intrusive Work” is for work effecting operational TSA certified baggage lines. “Intrusive Work” can only be done when the TSA CBIS operations are not occurring. This daily work period is at night and is generally for the 3 to 5 hours as noted above.

11.2.1.2 “Nonintrusive Work” is for work on non-operational pre TSA certified CBIS baggage lines. Additional “Nonintrusive Work” work hours beyond the normal nightly 3 to 5 hours will be allowed if approved by the TSA and DOA. The DOA will coordinate with TSA to obtain as many additional “Nonintrusive Work” work hours as possible.

11.2.2 This contract requires that coordination with all stakeholders will ensure that reduction of Baggage Screening capacity is minimized during the following periods: Christmas/New Year’s Holiday December 20th +/- through January 5th +/-, Thanksgiving Week, and the designated week of ‘Spring Break’ as determined by the airlines effect the work in each area during these time periods. In addition to these holiday periods there may also be some special event periods. The DOA will coordinate closely with the TSA and airlines to minimize these limited work days or construction no work days.

11.2.3 The number of calendar days listed for substantial completion takes into account that there are a limited number of times during the year that

certain construction activities cannot take place or are limited due to higher passenger baggage inspection demand in the CBIS area. The DOA will coordinate with the TSA and airlines to minimize these limited work days or no construction work days. The contractor will not be granted additional contractual work days to complete their work due to these work restrictions as long as the restricted work days do not exceed 60 days in any 12 month period.

11.2.4 Annually Atlanta Airlines Terminal Corporation (AATC) Blackout Periods – Annually AATC will have days for a Utility Service Request and Roof Access Holiday Blackout Schedule. Below is the AATC memorandum for the year 2016. On an annual basis an updated memorandum will be given to the BHSC and the BHSC shall adhere to the AATC memorandum requirement. The BHSC should note that this AATC Holiday Blackout Schedule does not restrict all EDS Recapitalization construction activities. It will only impact construction activities that are impacted by restrictions in the memorandum.

MEMORANDUM

DATE: May 3, 2016
TO: All Contractors and the Airport Community

**RE: Utility Service Request and Roof Access – Holiday Blackout
Schedule**

The following dates are the blackout dates for the 2016 calendar year.

NO Utility Service Requests will be scheduled or performed during these times:

Holiday Blackout Period		
Holiday	Start Date	End Date
Memorial	Friday 11pm, May 27, 2016	Tuesday 11pm, May 31, 2016
July 4th	Friday 11pm, July 1, 2016	Tuesday 11pm, July 5, 2016
Labor Day	Friday 11pm, September 2, 2016	Tuesday 11pm, September 6, 2016
Thanksgiving	Friday 11pm, November 18, 2016	Monday 11pm, November 27, 2016
Christmas/New Year's	Monday 11pm, December 19, 2016	Monday 11pm, January 2, 2017

For all emergencies please, contact AATC Duty Manager at 404-530-2112.

Thank you for your cooperation!

Cynthia Daniels Contractor Liaison

Atlanta Airlines Terminal Corporation

Hartsfield-Jackson Atlanta International Airport

404.530.2144 Office

404.530.2106 Fax

- 11.3 Single Vendor systems:** There are a few existing systems within the CBIS areas that can only be modified by the DOA required and approved vendor. The contractor must use and pay the DOA approved vendor to do all construction work on these systems. The list of single system vendors that must be used includes work on the CCTV system, door entry keypads, and fire protection system. A single vendor systems line item allowance has been established in this contract for the HBSC to be reimbursed for paying for these DOA required and approved vendors to do their work.
- 11.4 Coordination with TSA contractors:** The TSA will be employing a contractor that will be providing services for the removal of existing EDS machines, supplying the new CTX 9800 EDS machines and the installation of the new EDS machines. The design/build contractor will need to coordinate with TSA contractor for this work. The design/build contractor will also need to coordinate with TSA's contractor Battelle and the DOA for required CBIS certification testing.
- 11.5 Construction Work Areas:** Work areas will be within the AOA (Airport Operations Area). All requirements for working within an AOA must be met.
- 11.6 Restoration of existing facility to condition prior to construction:** The Design/Build Contractor is responsible for repairing all surfaces and equipment in the existing facility that is altered or damaged during construction, to a condition that is the same as found prior to construction or to a condition the DOA deems as safe and satisfactory.
- 11.7 Floor Patching:** The Design/Build Contractor shall patch any floor area that because of conveyor or other equipment removal has resulted in chipping, spalling or creation of a divot. Patching material should be a single component, polymer-reinforced, high-strength, cement-based patching and resurfacing mortar. Surface preparation must comply with manufacturer's recommendations. Anchor bolts may be cut sheer with floor slab with no

patching required if no surrounding concrete damage is visible. Bolt must be flush with floor and create no trip hazard.

- 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.
- 11.9 LED Lighting:** The Design/Build Contractor shall install LED light fixtures adjacent to new locations of the EDS machines. Install eight (8) fixtures in the North Terminal CBIS. Install ten (10) fixtures in the South Terminal CBIS. The exact locations are to be coordinated with Owner prior to installation. These lights shall be designed to be energy efficient and produce sufficient light intensity (50 foot candles at 3 feet above the floor at EDS machines) to facilitate maintenance of each EDS machine.
- 11.10 Temporary Contingency Planning:** The Design/Build Contractor shall be responsible for coordinating with and assisting the DOA in preparation of temporary contingency plans for each phase of construction, including attending contingency meetings with DOA and airlines and producing documents to define and illustrate any work-arounds necessary to facilitate these plans.
- 11.11 Upper Level Controls:** Upper level controls for entire HBS must be upgraded including hardware and software. Baggage sortation system is integrated into the HBS system and must be upgraded together as a whole system upgrade.
- 11.12 Contractor shall provide 1 (one) laptop per Domestic Terminal (one for North and one for South) capable of running all necessary software to maintain and modify the upper and lower level controls. Include all necessary hardware and software to communicate with the system. Each laptop shall have software used to maintain, troubleshoot, and modify upper and lower level code. Include all licenses and backup of final project programming computer code.**
- 11.13 Phasing Plans:** A detailed project phasing concept shall be developed by the Contractor and submitted to the DOA for coordination and approval by the DOA and the TSA. The City supplied Ricondo/CAGE preliminary phasing plans may be utilized and/or incorporated as appropriate into this process.
- 11.14 Baggage Sortation Message:** Coordinate through the DOA Project Manager the BSM (Baggage Sortation Message) requirements of the airline stakeholders.
- 11.15 EDS and OSR Network:** EDS and OSR (On-Screen Resolution) Network must be upgraded per TSA PGDS STIP Requirements for Checked Baggage Systems to support the new CTX 9800 machines.

- 11.16 Restriction on start of Domestic Terminal South Construction:** The construction enabling work on the Domestic South Terminal CBIS can only start after all six 9800 CTX EDS machines in the Domestic North Terminal CBIS have been accepted by TSA and have been satisfactorily operational for one week.
- 11.17 CBRA Upgrades Construction going on Simultaneously:** During the time period that EDS Recap work occurs the DOA may have another TSA upgrade project going on simultaneously. This project would upgrade all CBRA rooms at ATL to meet the Chapter 9 requirements of PGDS version 5.0. The Contractor needs to be aware that some coordination with this CBRA contractor will be required and there may be minor impacts to the EDS Recap construction operations.
- 11.18 Terminal Modernization Construction going on Simultaneously:** During the time period that EDS Recap work occurs the DOA may have another TSA upgrade project going on simultaneously. The Terminal Modernization project will likely have work being performed within the limits of work of this project. The EDS Recapitalization Contractor will be required to coordinate through the DOA their work activities on this project with the work activities of the Terminal Modernization project. Some of the work activities on the EDS Recapitalization construction schedule will likely be impacted with minor delays or minor inconveniences.
- 11.19 Plumbing Floor Drains:** The Design/Build Contactor needs to locate the new CTX 9800 machines in such a manner that the current floor drains can be used without being relocated. Exceptions will be considered by the DOA if other important factors warrant new drain locations.
- 11.20 Additional Warranty Requirements:** In addition to the other warranty requirements in the contract the Contractor shall meet following requirements.
- 11.20.1** During the warranty periods the contractor shall provide personnel based in the metro Atlanta area that are acceptable to the DOA. The personnel shall be available so as to be able to arrive at ATL project job sites within 4 hours after a warranty item notification email is sent. At a minimum the following personnel shall be required. (i) Brock Controls technician or engineer, (ii) Conveyor contractor technician or engineer and (iii) electrician.
- 11.20.2** The Contractor shall submit resumes of each individual showing the qualifications and capabilities of the personnel to resolve potential

warranty issues. Included with each resume shall be the metro Atlanta address (either business and/or home). If a personnel change is necessary the Contractor shall submit a replacement that is acceptable to the DOA.

11.21 OSR Room Connectivity: North and South Terminal OSR room connectivity is required as defined below.

11.21.1 In the North Terminal install CAT6 cable from the existing primary and secondary MUX units to the existing OSR room identified on Drawing 01(full dwg definition required) and provide 8 data port locations within this North Terminal OSR room. Casework shall also be provided to facilitate 8 work stations.

11.21.2 In the South Terminal install CAT6 cable from the existing primary and secondary MUX units to the existing OSR room identified on Drawing 02(full dwg definition required) and provide 24 data port locations within this South Terminal OSR room. Casework shall also be provided to facilitate 24 work stations.

12.0 Project Organization:

- 12.1** A project organizational chart to show the Design/Build Contractor how the day to day management of project is structured is attached as Attachment 2.
- 12.2** During the design phase of the project, the Design/Build Contractor will report directly to and receive instruction only from the DOA project manager (DOA PM). The Design/Build Contractor will also direct matters related to the final closeout of the project to the DOA PM.
- 12.3** During construction the Design/Build Contractor will report directly to and receive instruction only from the DOA Construction Manager (CM). The CM will report to and confer with the DOA PM on the project construction.
- 12.4** The DOA PM will have a support team to assist with the project. The support team will include DOA support staff, ATL airport stakeholders and DOA consultants. The DOA support staff will include, but not be limited to, DOA engineering, estimating, security, accounting, legal, procurement, airport upper management and others. The ATL stakeholders will include, but not be limited to, airlines, FAA, AATC, Airside Operations, Airport Security, TBI and others. The DOA consultants will include any necessary consultants that the DOA may need to support the technical review and management of this project.

- 12.5** The DOA PM or his/her designee shall be the only source of contact and transmittal of all information to the TSA. Any Contractor contact with the TSA in any form shall only occur after the Contractor receives written pre-approval by the DOA PM.

SECTION SP-1 MOBILIZATION

01) DESCRIPTION

- a) This item shall consist of preparatory work and operations, including, but not limited to, those necessary for the movement of personnel, equipment, supplies, and incidentals to the project site; and for all other work and operations which must be performed or costs incurred prior to beginning work on the various items on the project site for upgrades to the Checked Baggage Inspection Systems (CBIS) located in the Domestic North Terminal **and Domestic South Terminal**.
- b) The Contractor will be provided a staging area and material stockpile area; its limits shall be as agreed to by the City. The staging area shall be configured to have public access. This item is also intended to compensate the Contractor for all costs for providing all temporary fencing and gates required at access routes to the Contractor staging/storage area and the removal of the same at the completion of the project, and to provide final clean-up and restoration of the Contractor staging/storage area. All required utilities for the Contractor's staging area shall be arranged and promptly paid for by the Contractor directly with the appropriate utility agency. Utility arrangements are subject to the City's approval. No separate payment shall be made for any item required for the Contractor to enclose and set up his operational areas. Contractor shall restore the site to its original condition, to the satisfaction of the City upon completion of the contract work; grassing is required as a part of the restoration. No separate payment shall be made for any restoration work.

02) BASIS OF PAYMENT

- a) The amount bid for Mobilization should not exceed five percent (5%) of the total amount bid for the Contract, less allowances. If circumstances warrant an amount greater than five percent (5%), the amount in excess of five percent (5%) will be paid on the final invoice.
- b) Partial payments will be made as follows:

Milestone	Cumulative Percent of the Price to be paid
Submittal of Safety Plan	10%
Submittal of Security Plan	20%
First Month after Construction Start	45%
Second Month after Construction Start	75%
Third Month after Construction Start	95%

The final five percent (5%) of the amount bid for Mobilization shall be paid after demobilization and final cleanup of the Contractor staging/storage area and the entire jobsite.

- c) Payment will be made under:
Item SP-1-1- Mobilization - Per Lump Sum.

END OF SECTION SP-1

SECTION SP-2 PROJECT CONTINGENCY

01) DESCRIPTION

- a) This section shall consist of work to be accomplished at the discretion and direction of the Owner per SC-14, Project Contingency/Allowances. As such, the Contractor is not to plan to commit or commit any funds associated with this Allowance without prior written approval by the Owner. It shall include items of work consistent with and related to the project which are not shown on the plans but which may be necessary for the successful completion of the contract for upgrades to the Checked Baggage Inspection Systems (CBIS) located in Domestic Terminal North **and Domestic Terminal South**. It is expected that work under this section will be accomplished utilizing construction items established under the other sections of these specifications.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work. Additionally, the work shall be further described by the Engineer in written form and /or on modifications to the contract drawings or on supplemental drawings. In any event, no work or expenses will be allowed under this section without the prior written approval of the Engineer.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made under:

Item SP-2-1 – Project Contingency– Per Allowance

END OF SECTION SP-2

SECTION SP-3 SPARE PARTS

01) DESCRIPTION

- a) This section shall consist of work to be accomplished at the discretion and direction of the Owner per SC-14, Project Contingency/Allowances. As such, the Contractor is not to plan to commit or commit any funds associated with this Allowance without prior written approval by the Owner. It shall include the supplying of spare parts for the Domestic Terminal North *and Domestic Terminal South* CBIS. It is expected that work under this section will be accomplished utilizing construction items established under the other sections of these specifications.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work. Additionally, the work shall be further described by the Engineer in written form and /or on modifications to the contract drawings or on supplemental drawings. In any event, no work or expenses will be allowed under this section without the prior written approval of the Engineer.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made under:

Item SP-3-1 – Spare Parts – Per Allowance

END OF SECTION SP-3

SECTION SP-4 DOA STIPULATED SINGLE VENDOR SYSTEMS

01) DESCRIPTION

- a) This section shall consist of work to be accomplished at the discretion and direction of the Owner per SC-14, Project Contingency/Allowances. As such, the Contractor is not to plan to commit or commit any funds associated with this Allowance without prior written approval by the Owner. It shall include the payment for work performed by DOA Stipulated Single Vendor System services at the Checked Baggage Inspection Systems (CBIS) located in the Domestic North Terminal **and Domestic South Terminal**. It is expected that work under this section will be accomplished utilizing construction items established under the other sections of these specifications.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work. Additionally, the work shall be further described by the Engineer in written form and /or on modifications to the contract drawings or on supplemental drawings. In any event, no work or expenses will be allowed under this section without the prior written approval of the Engineer.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per the Contract.
- b) ***There are a few existing systems within the Domestic South and Domestic North Terminal CBIS areas that can only be modified by the DOA required and approved vendor. The HBSC must use and pay the DOA approved vendor to do all construction work on these systems. The single vendors system that must be used (if needed on this project) includes those for the CCTV system, door entry keypads, and fire protection system. This single vendor systems line item allowance has been established in this contract for the HBSC to be reimbursed for paying for these listed DOA required and approved vendors to do their project required system work.***

04) BASIS OF PAYMENT

- a) Payment will be made under:

Item SP-4-1 – DOA Stipulated Single Vendor Systems – Per Allowance

END OF SECTION SP-4

SECTION SP-6 CONTROLS AND PROGRAMMING – NORTH TERMINAL

01) DESCRIPTION

- a) Work under this section consists of all design, installation and implementation of the all project controls and programming for the North Terminal. This work shall comply with the appropriate sections of the Contract Documents.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per SC-11 and other provisions of the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made in a monthly cycle based upon the earned value of the work completed for this item for the respective month.
- b) The Schedule of Values required by SC-11 shall incorporate payment for this Item.
- c) Payment will be made under:

Item SP-6-1 – Controls and Programming *for North Terminal* – Per Lump Sum

END OF SECTION SP-6

SECTION SP-7 CONSTRUCTION – NORTH TERMINAL

01) DESCRIPTION

- a) Work under this section consists of all **North Terminal** project construction except for the construction that is included in SP-6 (Controls and Programming). This work shall comply with the appropriate sections of the Contract Documents.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per SC-11 and other provisions of the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made in a monthly cycle based upon the earned value of the work completed for this item for the respective month.
- b) The Schedule of Values required by SC-11 shall incorporate payment for this Item.
- c) Payment will be made under:

Item SP-7-1 – Construction – North Terminal – Per Lump Sum

END OF SECTION SP-7

SECTION SP-8 DESIGN - SOUTH TERMINAL

01) DESCRIPTION

- a) Work under this section consists of all project South Terminal design except for the design that is included in SP-9 (Controls and Programming Inclusive Of Design, Installation and Implementation). This work shall comply with the appropriate sections of the Contract Documents.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per SC-11 and other provisions of the Contract.

04) BASIS OF PAYMENT

- a) Partial Payments will be made as follows:

<u>Milestone</u>	<u>Cumulative Percent of the Price to be paid</u>
Modified 30% TSA Deliverable	20%
70% TSA Design Deliverables Submitted & DOA Design Development Phase (70%) Submitted	50%
70% TSA Design Deliverables Approved & DOA Design Development Phase (70%) Approved	55%
100% TSA Design Deliverables Submitted & DOA Construction Document Phase (95%) Submitted	80%
100% TSA Design Deliverables Approved & DOA Construction Document Phase (95%) Approved	85%
Final TSA Project Construction Drawings and Specifications Approved & DOA Construction Document Phase (100%) Corrected Final Approved	90%

TSA Project Record Drawings/CAD As-Built Submittal Approved
& DOA As-Built Drawings and Specifications Approved 100%

b) The Schedule of Values required by SC-11 shall incorporate the partial payment as shown above in a).

c) Payment will be made under:

Item SP-8-1 – Design – *South* Terminal – Per Lump Sum

END OF SECTION SP-8

SECTION SP-9 CONTROLS AND PROGRAMMING – SOUTH TERMINAL

01) DESCRIPTION

- a) Work under this section consists of all design, installation and implementation of the all project controls and programming for the South Terminal. This work shall comply with the appropriate sections of the Contract Documents.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per SC-11 and other provisions of the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made in a monthly cycle based upon the earned value of the work completed for this item for the respective month.
- b) The Schedule of Values required by SC-11 shall incorporate payment for this Item.
- c) Payment will be made under:

Item SP-9-1 – Controls and Programming *for South Terminal* – Per Lump Sum

END OF SECTION SP-9

SECTION SP-10 CONSTRUCTION – SOUTH TERMINAL

01) DESCRIPTION

- a) Work under this section consists of all South Terminal project construction except for the construction that is included in SP-9 (Controls and Programming). This work shall comply with the appropriate sections of the Contract Documents.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per SC-11 and other provisions of the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made in a monthly cycle based upon the earned value of the work completed for this item for the respective month.
- b) The Schedule of Values required by SC-11 shall incorporate payment for this Item.
- c) Payment will be made under:

Item SP-10-1 – Construction – **South** Terminal – Per Lump Sum

END OF SECTION SP-10

SECTION SP-11 NON-CLEAR CONVEYOR LINE – NORTH TERMINAL

01) DESCRIPTION

- a) Work under this section consists of all design and construction of a new non-clear conveyor line in the North Terminal CBIS. This work shall comply with the appropriate sections of the Contract Documents.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per SC-11 and other provisions of the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made in a monthly cycle based upon the earned value of the work completed for this item for the respective month.
- b) The Schedule of Values required by SC-11 shall incorporate payment for this Item.
- c) Payment will be made under:

Item SP-11-1 – Non-Clear Conveyor Line *in the North Terminal CBIS* – Per Lump Sum

END OF SECTION SP-11

SECTION SP-13 NON-CLEAR CONVEYOR LINE – SOUTH TERMINAL

01) DESCRIPTION

- a) Work under this section consists of all design and construction of a new non-clear conveyor line in the South Terminal CBIS. This work shall comply with the appropriate sections of the Contract Documents.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per SC-11 and other provisions of the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made in a monthly cycle based upon the earned value of the work completed for this item for the respective month.
- b) The Schedule of Values required by SC-11 shall incorporate payment for this Item.
- c) Payment will be made under:

Item SP-13-1 – Non-Clear Conveyor Line *in the South Terminal CBIS* – Per Lump Sum

END OF SECTION SP-13

SECTION SP-17 PROJECT CONTINGENCY / EMERGENCY SERVICES

01) DESCRIPTION

- a) This section shall consist of emergency work to be accomplished at the discretion and direction of the Owner per SC-14, Project Contingency/Allowances. As such, the Contractor is not to plan to commit or commit any funds associated with this Allowance without prior written approval by the Owner. Should an emergency pursuant to Sec. 2-1192, Emergency Procurement, of the City of Atlanta's "Procurement and Real Estate Code" arise during the performance of this contract, whether related or unrelated to the "Project", upon agreement between the Owner and the Contractor, Contractor shall perform the emergency Work, invoice and receive payment in accordance with this Section and SC-14. It is expected that work under this section will be accomplished utilizing construction items established under the other sections of these specifications.

02) GENERAL PROCEDURES

- a) All work performed under this section shall comply with the various other sections of these specifications and Contract which are appropriate for each specific item of work. Additionally, the work shall be further described by the Engineer in written form and /or on modifications to the contract drawings or on supplemental drawings. In any event, no work or expenses will be allowed under this section without the prior written approval of the Engineer.

03) MEASUREMENT AND PAYMENT

- a) Measurement for work accomplished under this section shall be in accordance with the various other sections of the contract and specifications corresponding to the specific items of work involved. Method of payment shall be per the Contract.

04) BASIS OF PAYMENT

- a) Payment will be made under:

Item SP-17-1 – Project Contingency / Emergency Services – Per Allowance

END OF SECTION SP-17

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

PROJECT NUMBER FC-8676

**EDS RECAPITALIZATION AND OPTIMIZATION – NORTH AND SOUTH DOMESTIC
TERMINAL**

EXHIBIT E – PRICING FORM

<u>BASE SCOPE</u>						
PROVIDE THE DESIGN AND CONSTRUCTION OF DOMESTIC NORTH TERMINAL CBIS EDS AND DOMESTIC SOUTH 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 _____ _____ PER LUMP SUM				
SP-2	ALLOWANCE	AS REQUIRED, PROJECT CONTINGENCY, AT <u>SIX MILLION DOLLARS AND ZERO CENTS</u> PER ALLOWANCE			\$6,000,000	00
SP-3	ALLOWANCE	AS REQUIRED, SPARE PARTS, AT <u>ONE MILLION DOLLARS AND ZERO CENTS</u> PER ALLOWANCE			\$1,000,000	00

BASE SCOPE

PROVIDE THE DESIGN AND CONSTRUCTION OF DOMESTIC NORTH TERMINAL CBIS EDS AND DOMESTIC SOUTH 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>TWO HUNDRED THOUSAND DOLLARS</u> <u>AND ZERO CENTS</u> PER ALLOWANCE			\$ 200,000	00
SP-5	LUMP SUM	L.S., DESIGN – NORTH TERMINAL CBIS, AT _____ _____ PER LUMP SUM				
SP-6	LUMP SUM	L.S., SUBCONTRACT AMOUNT FOR BROCKS SOLUTIONS, INC., TO PERFORM ALL CONTROLS AND PROGRAMMING SCOPE OF WORK FOR NORTH TERMINAL CBIS INCLUSIVE OF DESIGN, INSTALLATION AND IMPLEMENTATION, AT _____ _____ PER LUMP SUM				

BASE SCOPE

PROVIDE THE DESIGN AND CONSTRUCTION OF DOMESTIC NORTH TERMINAL CBIS EDS AND DOMESTIC SOUTH 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
	LUMP SUM	L.S., PRIME CONTRACTOR'S MARKUP FOR SUBCONTRACT AMOUNT FOR BROCKS SOLUTIONS, INC., TO PERFORM ALL CONTROLS AND PROGRAMMING SCOPE OF WORK FOR NORTH TERMINAL CBIS INCLUSIVE OF DESIGN, INSTALLATION AND IMPLEMENTATION, AT _____ _____ PER LUMP SUM				
SP-7	LUMP SUM	L.S., CONSTRUCTION – NORTH TERMINAL CBIS, AT _____ _____ PER LUMP SUM				
SP-8	LUMP SUM	L.S., DESIGN – SOUTH TERMINAL CBIS, AT _____ _____ PER LUMP SUM				

BASE SCOPE

PROVIDE THE DESIGN AND CONSTRUCTION OF DOMESTIC NORTH TERMINAL CBIS EDS AND DOMESTIC SOUTH 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-9	LUMP SUM	L.S., SUBCONTRACT AMOUNT FOR BROCKS SOLUTIONS, INC., TO PERFORM ALL CONTROLS AND PROGRAMMING SCOPE OF WORK FOR SOUTH TERMINAL CBIS INCLUSIVE OF DESIGN, INSTALLATION AND IMPLEMENTATION, AT _____ _____ PER LUMP SUM				
	LUMP SUM	L.S., PRIME CONTRACTOR'S MARKUP FOR SUBCONTRACT AMOUNT FOR BROCKS SOLUTIONS, INC., TO PERFORM ALL CONTROLS AND PROGRAMMING SCOPE OF WORK FOR SOUTH TERMINAL CBIS INCLUSIVE OF DESIGN, INSTALLATION AND IMPLEMENTATION, AT _____ _____ PER LUMP SUM				
SP-10	LUMP SUM	L.S., CONSTRUCTION – SOUTH TERMINAL CBIS, AT _____ _____ PER LUMP SUM				

BASE SCOPE

PROVIDE THE DESIGN AND CONSTRUCTION OF DOMESTIC NORTH TERMINAL CBIS EDS AND DOMESTIC SOUTH 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-11	ALLOWANCE	AS REQUIRED, PROVIDE THE DESIGN AND CONSTRUCTION OF AN ADDITIONAL NON-CLEAR CONVEYOR LINE IN THE SOUTH TERMINAL CBIS, PER DRAWING #B6-S-101, AT <u>ONE MILLION DOLLARS AND ZERO</u> <u>CENTS</u> PER ALLOWANCE			\$1,000,000	00
SP-17	ALLOWANCE	AS REQUIRED, PROJECT CONTINGENCY / EMERGENCY SERVICES, AT <u>ZERO DOLLAR AND ZERO</u> <u>CENT</u> PER ALLOWANCE	—	—	0	00
		TOTAL BASE BID _____ _____ _____				

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 <hr/> <hr/> <hr/> 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-12	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 _____ _____ _____ <i>NUMBER OF ADDITIONAL CONTRACT DAYS REQUIRED BY CONTRACTOR</i> _____ 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 AND SOUTH TERMINALS

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-13	LUMP SUM	L.S., PROVIDE THE DESIGN AND INSTALLATION OF ONE UNINTERRUPTED POWER SUPPLY (UPS) FOR EACH OF THE 6 EDS MACHINES IN THE DOMESTIC NORTH TERMINAL CBIS AND FOR EACH OF THE 8 EDS MACHINES IN THE DOMESTIC SOUTH TERMINAL CBIS. UPS UNITS PROVIDED BY OTHERS, AT _____ _____ _____ PER LUMP SUM				
	LUMP SUM	L.S., CONTRACTOR'S COST FOR PROVIDING INSURANCE FOR ADDITIVE ALTERNATE #3 IN ACCORDANCE WITH EXHIBIT D, AT _____ _____ _____ PER LUMP SUM				

ADDITIVE ALTERNATE #4

ADD ONE SHUNT LINE DOMESTIC SOUTH 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-14	LUMP SUM	L.S., PROVIDE THE DESIGN AND INSTALLATION OF ONE SHUNT LINE INCLUDING BROCK CONTROLS AND PROGRAMMING IN THE DOMESTIC SOUTH TERMINAL FOR A 9 TH EDS MACHINE, AT				
		<hr/> <hr/> <hr/> <p>PER LUMP SUM</p>				

	LUMP SUM	L.S., CONTRACTOR'S COST FOR PROVIDING INSURANCE FOR ADDITIVE ALTERNATE #4 IN ACCORDANCE WITH EXHIBIT D, AT				
		<hr/> <hr/> <hr/> <p>PER LUMP SUM</p>				

ADDITIVE ALTERNATE #5

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
SP-15	LUMP SUM	<i>L.S., CONTRACTOR'S COST FOR PROVIDING A 1-YEAR EXTENSION TO THE 1 YEAR REQUIRED WARRANTY, AT</i> <hr/> <hr/> <hr/> <i>PER LUMP SUM</i>				

DEDUCTIVE ALTERNATE #1

DELETE ONE SHUNT LINE DOMESTIC SOUTH 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-16	LUMP SUM	L.S., DELETE THE DESIGN AND INSTALLATION OF ONE SHUNT LINE IN THE DOMESTIC SOUTH TERMINAL FOR THE 8 TH EDS MACHINE (INCLUDING DELETING OF BROCK CONTROL AND PROGRAMMING), AT _____ _____ _____ PER LUMP SUM				
	LUMP SUM	L.S., CONTRACTOR'S COST FOR PROVIDING INSURANCE FOR DEDUCTIVE ALTERNATE #1 IN ACCORDANCE WITH EXHIBIT D, AT _____ _____ _____ PER LUMP SUM				

APPENDIX C
DAVIS BACON WAGE RATES

General Decision Number: GA160133 03/11/2016 GA133

Superseded General Decision Number: GA20150133

State: Georgia

Construction Type: Building

County: Clayton County in Georgia.

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.15 for calendar year 2016 applies to all contracts subject to the Davis-Bacon Act for which the solicitation was issued on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.15 (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2016. The EO minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/08/2016
1	01/22/2016
2	03/11/2016

ASBE0048-001 04/01/2015

	Rates	Fringes
ASBESTOS WORKER/HEAT & FROST INSULATOR.....	\$ 26.17	14.96

ASBE0048-002 04/01/2015

	Rates	Fringes
FIRESTOPPER.....	\$ 26.17	14.96

BOIL0026-001 01/01/2013

	Rates	Fringes
BOILERMAKER.....	\$ 24.91	19.69

ELEV0032-001 01/01/2016

	Rates	Fringes
ELEVATOR MECHANIC.....	\$ 38.12	29.985+a+b

PAID HOLIDAYS:

- a. New Year's Day, Memorial Day, Independence Day, Labor Day, Vetern's Day, Thanksgiving Day, the Friday after Thanksgiving, and Christmas Day.

b. Employer contributes 8% of regular hourly rate to vacation pay credit for employee who has worked in business more than 5 years; 6% for less than 5 years' service.

 ENGI0926-001 07/01/2013

	Rates	Fringes
POWER EQUIPMENT OPERATOR:		
Backhoe/Excavator, Bobcat/Skid Loader/Skid Steer, Bulldozer, Forklift, and Loader.....	\$ 23.39	10.13
Crane.....	\$ 27.88	10.13
Oiler.....	\$ 18.70	10.13

 * PLUM0072-023 08/01/2015

	Rates	Fringes
PLUMBER.....	\$ 27.70	13.38

 * PLUM0072-024 08/01/2015

	Rates	Fringes
PIPEFITTER (Including Installation of HVAC Pipe, HVAC Unit, & HVAC Electrical /Temperature Controls).....	\$ 27.70	13.43

 SFGA0669-001 04/01/2015

	Rates	Fringes
SPRINKLER FITTER (Fire Sprinklers).....	\$ 27.04	16.37

 SHEE0085-001 08/01/2012

	Rates	Fringes
SHEET METAL WORKER (Including HVAC Duct Installation; Excluding Metal Roof Installation).....	\$ 29.70	13.07

 SUGA2012-040 08/11/2012

	Rates	Fringes
ACOUSTICAL CEILING MECHANIC.....	\$ 15.00	0.00
ALARM INSTALLER.....	\$ 19.36	3.78
BRICKLAYER.....	\$ 16.00	0.00
CARPENTER (Drywall Finishing, Drywall Hanging, and Metal		

Stud Installation).....\$ 18.22	0.00
CARPENTER, Excludes Acoustical Ceiling Installation, Drywall Finishing/Taping, Drywall Hanging, Form Work, and Metal Stud Installation.....\$ 18.63	0.00
CEMENT MASON/CONCRETE FINISHER...\$ 15.59	2.45
ELECTRICIAN (Low Voltage Wiring and Installation of Sound and Communication Systems).....\$ 21.65	6.61
ELECTRICIAN, Excludes Low Voltage Wiring and Installation of Alarms and Sound and Communication Systems.....\$ 20.65	3.13
FLOOR LAYER (Carpet, Vinyl and Resilient Flooring).....\$ 20.00	0.00
FORM WORKER.....\$ 13.37	0.50
GLAZIER.....\$ 17.50	0.00
INSULATOR (Batt, Blown and Foam).....\$ 17.67	0.14
IRONWORKER, REINFORCING.....\$ 20.48	8.41
IRONWORKER, STRUCTURAL.....\$ 20.00	0.35
LABORER: Common or General.....\$ 11.90	0.99
LABORER: Flagger.....\$ 13.44	0.00
LABORER: Landscape.....\$ 12.19	0.00
LABORER: Mason Tender - Brick...\$ 9.00	0.00
LABORER: Pipelayer.....\$ 12.00	0.23
OPERATOR: Asphalt Spreader.....\$ 16.53	0.00
OPERATOR: Grader/Blade.....\$ 17.52	0.00
OPERATOR: Roller.....\$ 14.49	0.00
OPERATOR: Screed.....\$ 14.17	0.00
PAINTER: Brush, Roller and Spray.....\$ 15.00	0.82
ROOFER, Excludes Installation of Metal Roofs.....\$ 10.49	0.64

SHEET METAL WORKER (Metal Roofs Installation).....	\$ 21.75	0.00
TILE FINISHER.....	\$ 10.36	0.00
TILE SETTER.....	\$ 20.00	0.00
TRUCK DRIVER: Dump Truck.....	\$ 15.77	0.00
TRUCK DRIVER: Lowboy Truck.....	\$ 17.41	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and

the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION