

**EDS Upgrades and CBRA Improvements**

**Addendum No. 2**

**DATE OF ADDENDUM: 08/17/2016**

The following changes, additions, and/or deletions are considered as Addendum No. 1, and are hereby made a part of the contract documents. All bidders are required to base their bid upon the information furnished in this addendum; and as required in the contract documents. The Contractor is required to acknowledge Addendum No. 1 in their company proposal. Failure to acknowledge addendum on the bid form will result in bid being declared non-responsive.

Bid records will be available for public inspection after issuance of the notice of intent to award or the award of the contract. Bidder should contact the Airport to arrange an appointment to review the bid record.

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The sealed bids received by date scheduled for **August 23, 2016 at 2:00 p.m.** in the Spokane has not changed.

Attached are the following documents to be acknowledged with each contractors bid package as part of Addendum No. 2

Attachments to this addendum are as follows:

1. RFI Bid Questions
2. Sample Portering Calculations

**CHANGES, ADDITIONS, DELETIONS AND/OR CLARIFICATIONS TO THE CONTRACT DOCUMENTS:**

**GENERAL NOTES/CLARIFICATIONS**

There are no additional notes or clarifications issued with this addendum.

**End of Addendum No. 2**

## RE-BID QUESTIONS TRACKING LOG

Project Name: EDS Upgrades and CBRA Improvements

Project Location: GEG  
Date Issued: 08/17/2016

Item No.	Project Document Reference	Question	Response
1	Project Manual Section 347716 & Drawing BM-503	Project Manual Section 347716 & Drawing BM-503: The drawings show Baggage Inspection Table details that reflect PGDS v5.0, which requires Baggage Status Displays at each BIT. If it is the intent of the Owner or the Engineer to want BSDs at each BIT, please provide specifications on the desired display hardware.	This project is not PGDS 5.0 compliant.
2	Project Manual Section 347716	Project Manual Section 347716: Please provide specifications (make, model, size, etc.) for the new ribbon displays to be installed at each Baggage Removal Point.	It is specified page 347716-22 (P. 1-line message display assemblies)
3	Project Manual Section 347716	Project Manual Section 347716: Page 347716-55 references a new Motor Control Panel, A2-CC3, which will hold the VFDs for SB2-08/13. Please provide specifications on this new MCP and/or details on existing MCPs.	It will be 1-door panel with 60A (page 347716-55) and enclosures are specified in page 347716-20.
4	Project Manual Section 347716	Project Manual Section 347716: Page 347716-49 states that there will be eighty (80) hours of airport maintenance training, which is a much greater number of hours as compared with the airport operations training and TSA operations training. Please confirm that eighty (80) is correct.	Change eighty (80) hours of airport maintenance training to eight (8).
5	Project Manual Section 347716	Project Manual Section 347716: In regards to the existing upper level system will the selected contractor be able to obtain source files in order to modify the system as necessary? Please also provide more information on the type of software used in the system.	Source files will be made available to the successful bidder.
6		Reference made during site visit for the GC's to utilize the vendor currently employed by SIA for the interim baggage handling operation while the conveyors are being changed. Please provide contact information for follow up.	The airport currently uses Kodiak Security Services for additional security services, including escorting through SIDA and portering; contact info is 509.244.3929.
7		The requirements for "portering" are too "open ended" so it is impossible to compare bids. In order for the bids to be fair and accurate, I suggest you determine a set dollar amount and have all the General Contractors include that as an allowance in their bid for portering. (Refer to Section 001010 Summary of Work and Item 3 in Addendum #1). There is currently no way to determine how many porters are required, or for how long. Without defining this better, SIA opens itself up for potential contract disputes later on. You could either direct the GC's to include a certain dollar amount as an allowance, or include a certain number of porters for a given duration and a set number of hours per day. We have the contact phone number for Kodiak Security Services, but that will only give us their rates.	See the attached sample Porter Calculation as a guideline. Porters can come from a variety of labor categories, so long as they can perform the task, and be screened and badged by the airport. The Contractor is responsible for providing porters for the phased duration of the work. If the Contractor's estimated schedule is greater than that indicated in the Contract Documents, then portering cost shall be adjusted appropriately.
8		Company planning to bid on SIA project; is there a specific wage determination assigned for this project in regards to those prevailing wages?	The prevailing wage rates for the project can be found at: <a href="http://www.lni.wa.gov/tradescicensing/prevwage/wa-gerates/">http://www.lni.wa.gov/tradescicensing/prevwage/wa-gerates/</a> Both the state prevailing wage law and the federal Davis-Bacon and related Acts apply, contractors must pay the higher of the state or the federal wage rates, on a classification by classification basis.
9	347716-1 1.01 B. 3.A	Due to the potential of building constraints, we are requesting that this required minimum clearance be lowered to 7'6."	Existing tug clearance must be maintained. 8'-0" preferred, 7'-6" absolute minimum.
10	347716-18 2.01.U.3	We are requesting a "pan" style catwalk be allowed as an equal substitution.	Relocate A1 existing crossover catwalk. No new catwalk is required.
11	26 05 29-4 3.5.A.2	Do we need to x-ray all anchoring locations where pre- or post-tensioned concrete is located prior to anchoring.	The existing drawings do not indicate pre- or post-tensioned concrete slabs, columns or beams. However, if contractor suspects a structural element is pre- or post-tensioned then the reinforcement must be located prior to placing anchors.
12	347716-11 2.01.A.2.E.3	Our standard color for drip pans is yellow. Is it okay to use our standard color for drip pans?	No. The existing drip pans match the conveyor color.

Item No.	Project Document Reference	Question	Response
13	A-02 347716-51	Please confirm what testing is required at the end of the project to ensure the system is in an acceptable state for customer acceptance.	VTC will witness OEM testing described in section 5.01 BHSC Testing to include but not limited to: static, dynamic and functional testing of each of the systems modified or replaced to ensure conveying performance and controls/tracking performance, e-stop zoning and BHS integration and communications with the upgraded ISD machine software. TSA IV&V testing is not anticipated.
14		Request confirmation that the P.E. stamping requirements for structural elements are limited to the conveyor system structural elements, connections and associated loads, point loads imposed to the building structure only. We will not providing validation of the buildings structural capacity.	Yes.
15		Request copies of the CTX integration guide for the CTX9400 which has been selected for the CEG project.	Scope of work does not include integration or modifications to the BHS to CTX interface.
16	347716-18 2.01.U.4	The National Electric code as it relates to working space in front of electrical components will not be possible using the spec requirement for catwalk.	The current scope of work does not include any catwalk.
17	347716-16 2.01.N.8	The Siemens HSD II Control Panel meets all the above, however does not provide the E-Stop. Control station typical drawing includes a Type-7 Control Station (next to diverter).  Please advise, if we can proceed with not using any Type-7 control stations, given that the Siemens Control Panel functions to meet the above specifications, and we will provide a control station near all Siemens HSD II devices if required for the E-Stop functionality.	This is acceptable as long as all functional and operational requirements for HSD sub-system are met.
18	001010-3 1.2.A.4.K.4	Please confirm if the BHS contractor is responsible for providing the porters.	Portering cost is to be included in the bid.
19	347716-18 2.1.T.2	Request to use 4" round pipe with ¼" wall thickness as a replacement for the posts; as it is its standard product.	Bid to project specifications. All requests for substitution will be discussed after bid award.
20	347716-1 1.01.B.2.A	This is in direct conflict with the contract drawings. In the contract drawings, 36" is noted twice as the clearance requirement. These locations are in the General Notes Section #5 on Drawing No. BM-100 and on drawing No. BM 502. Please confirm the required clearance is above the conveying surface.	Specification supersedes drawings. Please use Specification Section 34 77 16 1.01.B to define Bag Clearance requirements.
21		Request substitution to supply Morcon CBRA table in lieu of Lucasey.	Bid to project specifications. All requests for substitution will be discussed after bid award.
22	347716-21 2.02 N	Do all motors require quick disconnects.	Yes.
23	000309-3 § 2	What version of PGDS is compliant with this project?	This project is only PGDS compliant in relation to the PLC change process.
24		What is the PGDS version of the current running system?	This system was certified pre PGDS.
25		Please confirm the existing interface between CTX9000 and BHS PLC can remain same and does not require any modification for the upgraded CTX9000 and BHS PLC.	Current project scope of work does not include any modifications to the existing screening machine interface.
26		Please confirm there is no SAC.	There is no SAC.
27	347716-51 A-02	Please confirm "Glideview" handles both Graphic Status Display and Reports.	Yes.
28		Please confirm the Glideview project (development) is available and can be delivered to project team.	The contractor will have full access to the upper level system in the airport.
29		The current PLC system is an warm-back up configuration. Does the back-up PLC retain tracking information?	No. This configuration and warm-back logics remain the same as it is now.
30		Please confirm all the Motor control panel that needs to be modified as per the specification, airport can provide the as-built drawing in the AutoCAD '.DWG' file format.	Assume that all as-built documentation will be provided in .pdf format. A majority of drawings are available in '.DWG' format; however we cannot confirm that all drawings are in '.DWG' format.

Item No.	Project Document Reference	Question	Response
31		Please confirm existing current PLC code and RSNetworx configuration files is available for the project team.	Yes.
32		ED3-14 shows HSD- is HSD to be supplied as a new unit? It does not show in the equipment list as new HSD.	SB1 is the HSD diverter that is on the ED3-14. This diverter is to be supplied as new.
33		The VTC spec. lists \$500 then lists \$1,000/day in the schedule portion of the general conditions.	The liquidated damages reference in Section 000420 Bid Form apply.
34	Exhibit A 347716	With this project at least partially funded by the TSA, please confirm PGDS requirements and related testing & certification will not be required.	
35	Add Alternate #2	a. To what level of PGDS will the modified CBRA be tested against? b. Will the addressing and correction of deficiencies be considered additional scope? c. If this alternate is accepted, will additional time be granted to perform these tests?	a. CBRA is tested for static, functional, tracking and status display using ribbon strip. b. Correction of deficiencies if identified by TSA will be considered additional scope. c. Yes, if the testing alternate is accepted the schedule will be adjusted.
36		Has the TSA reviewed and accepted the proposed controls design as described within the RFP?	TSA has completed a 100% design review with no outstanding open items
37	ED2/ ED4 & XO1	Will the removal of ED2 & ED4 and the installation of XO1 require system throughout testing?	Removal of ED2 and ED4 does not trigger re-testing of ED1 and ED3. The XO1 installation does not change or impact conveyor speeds feeding the existing ISD machines, therefore no ISD though put testing is required.
38	Temporary Belt Conveyor	a. There appears to be a temporary belt conveyor parallel with column 8 in the public area. Is this conveyor powered? If yes, please clarify how it is to be powered and controlled. b. What, if any, reports are required for the temporary screening machines and related temporary conveyor?	a. The airport has a temporary conveyor to be used for the temporary lobby screening solution. Power for the conveyor is shown on the electrical drawings. A disconnect is used to power on the conveyor. b. No anticipated BHS reporting is necessary. TSA and Reveal will provide all reporting.
39		Will the upgrade of the CTX9000 to CTX9400 affect the existing communication and "handshake" between the existing BHS control system such that programming changes may be required?	Morpho has indicated that the handshake and communications between BHS and the ISD remains the same.
40	001340, page 8, item H	Does this requirement apply to baggage conveyor equipment? If yes, please confirm accurate as built drawings will be provided of the existing systems in an editable format upon award.	This section applies to all new work. Existing as-builts will be provided in .pdf format.
41	Technical Support	Based on the numerous controls changes that will be made to the existing baggage handling system, it is recommended that a comprehensive Technical Support package should be included within the scope of this project. Please confirm that technical support for a fixed period should be included in bid pricing, and also the general requirements for scope. A service agreement for specified period of time a minimum of 2-3 years.	No. Technical support post contract can be discussed at a later date.
42		Relating to the Concourse C CBRA upgrade, please confirm there is sufficient space within the existing motor control panel(s) to accommodate the additional drives.	The current scope of work does not include any additional panels in concourse C.
43		Should the bidder assume all data drops will be of sufficient length to be reused?	No. Cable extenders can be used.
44		Please confirm the existing source code relating to the BHS upper level controls (graphical, reports, etc.) will be provided to the successful bidder upon award.	All source code will be provided.

# Sample Porterage Calculation

Source: Specification Section 001010

This is one example of how to quantify the number of Porters required to meet the project requirements. Other costs may include badging, administrative cost for scheduling of porters. Porters can come from a variety of labor sources, but all must pass security screening and be badged. The Contractor is responsible for pricing the portering requirements.

## General Porterage

Porters are generally required for 18 hours per day for 7 days a week and can be adjusted to meet actual flight schedules.

## Concourse C

Provide as a minimum one porter at the temporary lobby screening site to assist TSA in transitioning bags from the temporary screening node to the ticket counter for the duration of the current flight hours from 0600 to 2355 hours. Provide additional porters as required for break periods and shift changes.

Anticipated construction duration is 42 working days or 58 calendar days.

...duration of the current flight hours from 0600 to 2355 hours. 2355 hrs - 0600 hrs = 17 hrs 55 min therefore use 18 hrs/day 7 days/week.

hrs/day	days/wk	hrs/wk	40 hrs/porter	No. Porters/week
18	7	126	3.15	Say 3
				3

Calendar days	No Weeks
58	8.3

Total Porterage hrs	Portering rate	Portering Cost
994.3	<b>\$30.00</b>	\$29,828.57

Rate determined by Contractor

Contingency Cost, badging cost or other costs determined by Contractor

## A1 to A2 Crossover

Portering not required

## A3 CBRA

A minimum of one porter is needed for the duration of Delta's current flight schedule from 0515 through 2000 hours. Provide additional porters as required for break periods and shift changes. Anticipated construction schedule duration is 15 working days or 21 calendar days.

2000 hrs - 0515 hrs = 14 hrs 45 min      Say 15 hrs/day      Use flight schedule rather than general portering

hrs/day	days/wk	hrs/wk	40 hrs/porter	No. Porters/week
15	7	105	2.625	Say 3
				3

Calendar days	No Weeks
21	3.0

Total Porterage hrs	Portering rate	Portering Cost
360.0	<b>\$30.00</b>	\$10,800.00

## A2 CBRA

A minimum of one porter is needed for the duration of United Airlines current flight schedule from 0500 through 1335 hours. Anticipated construction schedule duration is 25 working days or 35 calendar days.

1335 hrs - 0500 hrs = 8 hrs 55 min say 9 hrs/day

hrs/day	days/wk	hrs/wk	40 hrs/porter	No. Porters/week
9	7	63	1.575	Say 2
				2

Calendar days	No Weeks
35	5.0

Total Porterage hrs	Portering rate	Portering Cost
400.0	<b>\$30.00</b>	\$12,000.00

## A1 CBRA

Portering not required