



Indianapolis Airport Authority

ADDENDUM NO. 2

August 3, 2010

INDIANAPOLIS AIRPORT AUTHORITY Annual Deicing Control Facilities Cleaning

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DATE: August 3, 2010

ADDENDUM NO. 2 Annual Deicing Control Facilities Cleaning

INDIANAPOLIS AIRPORT AUTHORITY

TO: All Potential Respondents

Pursuant to Section 1.6 of the Request for Proposals for the Annual Deicing Control Facilities Cleaning ("RFP"), the Indianapolis Airport Authority (the "Authority") is exercising its right to revise and modify a portion of the RFP, all as more particularly described in this Addendum No. 1; and Authority is hereby scheduling a site visit to provide all of the potential Respondents the opportunity to see facilities prior to providing proposals.

Accordingly, the following addendum items modify, change, delete from or add to, the requirements of the RFP. The articles contained in this Addendum No. 1 take precedence over the requirements of the previously published documents. Where any article of the RFP or any detail of the contract is modified or any paragraph, subparagraph or clause thereof is modified or deleted by the articles contained in this Addendum No. 1, the unaltered provisions of that article, paragraph, subparagraph or clause shall remain in effect.

August 3, 2010 Site Visit Summary

Participants: Todd Cavender, IAA; Dustin Smith, Merrell Bros. Inc; David Nirschl, Industrial Service Group LLC

Participants visited Seerley Creek Control Structures and Basins, Mars Ditch Control Structures and Basins, Drexel Run Oil Water Separator, Sterling Run Control Structure, North Taxiway Control Structure, Davis Creek Control Structure, North Collector Water Quality Structure, Center Creek Water Quality Structure and channel, Midfield EQ Structures and Basin, and Midfield Diversion Structures.

Site Visit Clarification

Question: How does time and material rates with a not to exceed work?

Response: The respondent provides bill rates for each worker classification and piece of equipment to be used on the project. This rate will be used with actual time on the project to determine the appropriate billing. The respondent also provides a total not-to-exceed amount to cover completion of all services. If the calculated rates and actual time exceed the not-to-exceed amount, the respondent must complete all work and may only bill up to the not-to-exceed amount.

Question: Which facilities belong in which not to exceed breakdown?

Response:

Seerley Creek Facilities – All structures including the supplement basin located at Seerley Creek Control Structures.

Mars Ditch Facilities – All structures located at Mars Ditch Control Structures.

Midfield Facilities – All structures located at the Midfield Diversion Control Structures and all structures located at the Midfield EQ Control Structure.

Stormwater Control Structures – Davis Creek Control Structures, North Taxiway Channel Control Structures, Sterling Run Control Structures, Drexel Run Oil Water Separator.

Water Quality BMPs – Center Creek BMP and Channel, and Central Collector BMP.

At the Center Creek Water Quality Structure, both concrete channels need to be cleaned.

Question: Is this a prevailing wage job?

Response: No

Question: Will wastewater removed from Drexel Run Oil Water Separator be allowed to be sent to Twin Bridges and or Southside land fill for solidification.

Response: Yes.

Question: How will the Midfield EQ basin cover be handled?

Response: The top of cover is cleaned when the cover is not removed. The Owner will have the cover removed (by owner) one time in the next four years and the basin liner will need to be cleaned during that year, which will be part of not to exceed proposal.

Written Questions Received

Question: Has this project ever been done before?

Answer: Yes, but additional scope was added this year.

Question: If the project has been done before, is pricing for the last contract available as public information?

Response: The project scope for this year is different than in previous years.

Question: Section 3.1.4 Sates the two disposal sites are Southside landfill and Twin Bridges landfill. Can this material be disposed of at an alternate IDEM approved disposal site if the contractor provides all required solid waste permit and approval information?

Response: No

Question: Section 3.1.4 states that solidification is not an approved option. Does this only apply to on-site solidification?

Response: No. The only solidification accepted will be for the material removed from the oil water separators.

Question: If the general contractor does not sub-contract any aspect of the project, are the WBE and MBE goals still required?

Response: Yes

Question: What is the standard protocol for equipment and personnel to enter and exit the areas that are airside?

Response: The following security specification and access control procedures apply.

70-23 SECURITY. The Contractor assures that no action by his operation will cause a safety and/or security violation of the Airports Operation Manual or Federal Aviation Administration regulations. Any fines and/or penalty costs incurred as a result of the Contractor's failure to comply with Airport or FAA regulations shall be the sole responsibility of the Contractor.

Any employee of a contractor or subcontractor who may be a risk to public safety as determined by the Airport Authority will be prohibited from entering a secured area.

Contractor shall provide all equipment and vehicle markings and barricades as required per FAA Advisory Circular 150/5370-2E, "Operations Safety on Airports During Construction." Each vehicle/piece of equipment operating within the secured area shall have the contractor's name prominently displayed on each side of the vehicle/piece of equipment and shall display an orange/white checkered flag or flashing yellow light.

- A. Operational areas for aircraft shall be maintained at all times. IAA shall coordinate the locations of these areas with the airlines.
- B. When notified by IAA the contractor shall provide an escort for Union Representatives requesting access to any project located within airport security-controlled areas. for the conduct of official union business.. Union representatives must be escorted at all times they are within security- controlled areas.

Contractor shall be responsible for completing daily Secure Area Access Control and Secure Area Vehicle Control Rosters listing all personnel and vehicles that will be operating on the project for that day. The list will then be delivered, by fax, to the Airport Access Control Manager (487-5078) prior to the start of each workday. A copy of this list will then be forwarded to Gate Security Personnel where it will be used as the approval list for that day. Approval lists are valid only for the workday on which they were signed and as such will expire at the end of that same workday. (Note: Weekly lists may be authorized, on an as needed basis, at the discretion of the Access Control Manager).

Contractor must provide sufficient, Airport authorized, security personnel at appropriate locations to ensure that the security of the AOA is maintained at all times.

Contractors on-site in security-controlled areas (AOA or SIDA) must be escorted to and from the jobsite by airport approved escort personnel. At no time shall Contractor personnel proceed unescorted into a security-controlled area. Appropriate security supervision must accompany the Contractor personnel at all times Contractor is in the AOA or SIDA to assure that security is not compromised and proper airside security procedures are followed. This may include the provision of "Flagpersons" at designated locations where vehicular traffic crosses active movement areas (Taxiways). When required, these "Flagpersons" as well as the Flagperson's escort drivers must confirm, by personnel observation, that no aircraft is approaching their position when given clearance to cross the movement area. In addition, it is the responsibility of the escort vehicle driver to verify the movement/position of all escorted vehicles at any given time. One Escort may move a maximum of two vehicles at a time through the AOA.

Additional on-site supervision within designated work limits located inside security-controlled areas (AOA or SIDA) may require the use of approved "Crew Guards". When indicated, these Crew Guards will be responsible to provide full-time visual surveillance of all contractor or subcontractor

personnel. When required, the ratio of Construction Personnel to Crew Guards shall not exceed 6:1. In addition, if a worker within the designated work limits needs to leave for any reason they must be escorted out of the area by an approved escort. In the event a Crew Guard is also approved as an Escort he may lead the individual out of the area only if the required number of Crew Guards remains available within the work limits. NOTE: Workers cannot be left with "Flagpersons" as they are to be dedicated exclusively to the safe passage of vehicular traffic across active movement areas. All Crew Guards, Flagpersons and Escorts are to be supplied by the Contractor.

Throughout the project, the perimeter of the airfield must be secured at all times in accordance with FAA standards. During periods of non-work, in the case that the integrity of the secure perimeter fence is compromised, i.e. does not comply with FAR standards (concrete secured posts, 6' minimum fabric height, top-rail, and barbed wire); the Contractor must erect a sufficient physical barrier, fabric, wire, or other adequate barrier to restrict access to the compromised area and supply appropriate on-site security personnel to prevent unauthorized entry into secured areas. Failure to comply with airfield security regulations shall result in TSA levied fines being levied, payment of which will be the responsibility of the Contractor.

Access to the job site by all Contractor and subcontractor personnel will be restricted to those gates identified in the documents. Only those gates identified will be used for construction related access to security-controlled areas.

The following companies are approved to provide this service at Indianapolis International Airport:

<i>Protection Plus</i>	<i>White Security</i>	<i>Aviation Security Company</i>
<i>2345 S. Lynhurst Drive</i>	<i>8146 McFarland Road</i>	<i>4264 Hadleigh Drive</i>
<i>Indianapolis, IN 46241</i>	<i>Indianapolis, IN 46227</i>	<i>Indianapolis, IN 46241</i>
<i>317-244-7569</i>	<i>317-882-7195</i>	<i>317-856-5533</i>

Any employee of a contractor or subcontractor who may be a risk to public safety as determined by the Airport Authority or the Construction Manager will be prohibited from entering the Site.

**Access Control Procedures
(Airfield Construction Projects)
Revised March 2006**

- 1) **All vehicles will be stopped** at the access gate prior to being granted access into any restricted area or SIDA (*Including marked Airport vehicles*). Every vehicle will be required to have:
 - Company Logo or other form of Company identification prominently visible on the vehicle
 - Yellow flashing light is displayed on vehicle such that it is visible for 360° or vehicle has an Orange and White checkered flag prominently displayed
 - Airport vehicles may have strobe lights at all four corners of vehicle instead of yellow light or flag
 - Valid vehicle identification tag matching daily Vehicle Control Roster (Contractor vehicles)
 - Correct color placard as specified on daily Access Control Roster (Issued when accessing the AOA for the first time of the day) – (If required for project)
 - Number on placard matches number listed for that vehicle on daily Vehicle Control Roster – (If required for project)
- 2) **All individuals will be stopped prior to entering airfield** to ensure the following: (Physical contact must be made of ALL ID's)
 - **Contractors**
 - Name and picture on Drivers License or Government ID matches name on daily Access Control Roster and person presenting ID
 - Last four digits of Drivers License match those listed on daily Access Control Roster
 - **Airport Personnel**
 - Picture on Airport ID matches person presenting ID
 - Name listed on ID is not on latest "Stop list"
 - **Passengers in Airport Vehicles**
 - Airport personnel identification shall be validated as above
 - Non-airport personnel will be required to present valid Operators License or other valid government issued picture identification
 - Gate guards shall maintain a list of all non-airport employees escorted by or accompanying airport employees. List must include the following:
 - a. Individuals name
 - b. Type of identification media presented and ID number
 - c. Name of airport personnel providing escort
 - d. Vehicle number in which the individual is traveling (if applicable)
 - **Escort Personnel**
 - Picture on Airport ID matches person presenting ID
 - Name and last four digits of Drivers License match those listed on daily Access Control Roster
 - Name listed on ID is not on latest "Stop list"
- 3) **Emergencies**
 - If an unauthorized person should gain access, the Airport Control Center should be contacted **IMMEDIATELY @ 487-5093**
 - In the event a person attempts to gain improper access the person should be denied access and the Airport Control Center notified immediately @ 487-5093.
 - ALL emergencies of any type should be immediately reported to the Airport Control Center @ 487-5093.