DECEMBER 7, 2018

ADDENDUM NO. 5

FOR

REQUEST FOR PROPOSAL ("RFP")

FOR

LEAD ARCHITECTURAL DESIGN SERVICES – TERMINAL AREA PLAN – FOR THE O'HARE 21 PROGRAM AT O'HARE INTERNATIONAL AIRPORT

SPECIFICATION NO. 428915

For which Proposals are due in the office of the Chief Procurement Officer, Department of Procurement Services, Room 103, City Hall, 121 N. LaSalle Street, Chicago, IL 60602 **at 4:00 p.m., Central Time, on January 7, 2018.**

The following changes and/or revisions are incorporated into the above referenced RFP Document as noted. All other provisions and requirements as originally set forth remain in force and are binding.

THE RESPONDENT MUST ACKNOWLEDGE RECEIPT OF THE ADDENDUM IN THE COVER LETTER SUBMITTED WITH THEIR PROPOSAL

SECTION 1. NOTICE OF REVISIONS TO THE RFP

1.	A revised Submittal Checklist has been added as Attachment A of this Addendum.
2.	The PowerPoint presentation and attendee list from the Pre-Proposal Conference held on November 8, 2018 has been added Attachment B of this Addendum and is ***for reference only.***
3.	CDA has obtained point cloud raw data for portions of Terminal One and Two, and the Rotunda structure. A USB drive has been created for each firm and will be sent via FedEx.
4.	Hard copies of Volume I should be prepared on 11" X 17 size paper, printed double-sided and bound on the short side. Hard copies of Volume II should be prepared on "8½" X 11" size paper (preferably recycled), printed double-sided and bound.
5.	Exhibit L, Section 7, Project Name: Baggage Handling System (BHS) Equipment, of the Combined O'Hare Airlines Use and Lease Agreement has been added as Attachment C of this Addendum.
6.	Section VIII, Required Information, Subsection C, #2, Land Use Plan, on Page 25 of the RFP document, is hereby deleted from the requirements.

SECTION 2. ANSWERS TO QUESTIONS SUBMITTED FOR CLARIFICATION OF THE RFP

Question 1:	In the Request for Proposal (RFP), page 25, item B (15), compliance with "Facility Space Program" is required per the "Program Definition Document". Is the "Facility Space Program" the same as the "OGT Facility Requirements" described on page 33 of the "Design Competition Brief"? If not, how can we obtain a copy of the Facility Space Program?
Response:	***The OGT Facility Requirements delineates the amount and type of space to be provided in the response, no other document will be issued.***
Question 2:	The RFP included the distribution via cd of existing facilities as-built conditions. Does the CDA intend to distribute further information defining the programming, planning or phasing strategies defined in previous efforts?
Response:	***No. Other information will be provided regarding the programming, planning or phasing other than the responses to questions contained herein. However, at the Pre-Submittal conference a question was fielded from one of the Respondents whereby they inquired about the possibility that addition electronic information may exist for Terminal Two and if so can it be provided and utilized for the formulation of the response. CDA has obtained point cloud data from a previous project for portions of Terminal One and Two, and the Rotunda structure. A USB drive has been created for each Firm and will be sent via FedEx.***
Question 3:	The Submittal Checklist on the first page of the RFP references; Conflict of Interests and under M/WBE Documentation Narrative, Schedule B and JV Agreement, Schedules C-1, and Letter of Certification-Schedule D-1 as required information for Volume I however, these are not mentioned in the REQUIRED INFORMATION on page 24. Please confirm if these documents are required as part of the submission.
Response:	***Yes. Refer to the revised Submittal Checklist included as Attachment A of this Addendum.***
Question 4:	Is it at the individual team's discretion to define the content, structure and attendees of the interview or will CDA issue further instructions?
Response:	***Yes. It is at the team's discretion to define.***
Question 5:	Are we allowed to add additional consultants to further fulfil our MBE/WBE efforts and Mentorship program? Addendum #3 (Question 141) noted that respondents could. What is the process for adding MWBE sub consultants per Addendum 3, Question 141?
Response:	***Yes. Respondents are to submit a Schedule D, listing the MBE/WBE firms to be utilized on the project. Additionally, Respondent's must submit a Schedule C for each MBE/WBE firm that is listed on the Schedule D.***
Question 6:	Will the City make available a list of firms deemed ineligible as result of the RFQ process for the TAP?
Response:	***No.***
Question 7:	The RFQ and the subsequent Addendum #3 noted in several places that the project Technical Requirements (Question 24), drawings, diagrams and tabular programs that were the basis of the final lease agreements would be made available to shortlisted Respondents (Question 45) and other baseline drawings and date will also be provided (Question #62). Does CDA intend to provide in the near future?
Response:	***No. Not for the purposes of the response to the RFP.***
Question 8:	Will a detailed cost estimate previously prepared as the basis of the identified TAP budget be provided?

Response:	***The information for what is included in the project budget has been provided. No additional information will be forthcoming other than clarification included in this Addendum related to the questions received.***
Question 9:	The RFP and the Competition Brief make several mentions of concessions – retail and food/beverage/etc. Illustrating concepts and locations are required as part of the submittal, yet Addendum #3 clearly states in response to Question #55 that concessions planning will be provided separately by CDA and "the Program Definition Documents detailing the amount of space required for concessions" will be provided to the shortlisted Respondents. Will CDA provide that information as well?
Response:	***No. Respondents have been given a square footage requirement for concessions development and it is expected that a conceptual plan will be developed for the departure level of the concourse indicating how concessions will be incorporated into the facility.***
Question 10:	Please describe/define the airline club space noted as approximately 50,000SF in the Brief. Is it one space? Several? How are existing club spaces affected in T1, T3 and T5?
Response:	***During the Airline Use and Lease Agreement negotiations, the hub airlines each indicated a requirement for 50,000 square feet of club space. The program has split this between the OGT and Satellite 1 however, at this stage does not allocate the space to any particular airline. The total requirement in the OGT is 50,000 square feet.*** ***It is desired that the space has the flexibility to be subdivided into multiple clubs. The placement and ability to subdivide the space is up to the Respondent to determine, however will be subject to stakeholder engagement throughout the design process.***
Question 11:	Is there more information available regarding the Baggage Handling System? Technology? Performance requirements?
Response:	***Exhibit L of the Airline Use and Lease Agreement (AULA) (Project 7) provides some additional detail on the Baggage Handling System. Exhibit L references two separate early baggage storages areas however they are considered collocated and the total required area for both has been presented in the Design Brief. Exhibit L also states that 4 pre-cleared baggage claim units shall be provided. Updated requirements had revised that to 3 precleared baggage claim units. Respondents should provide Baggage Handling System space as per the program. No further information is available at this time as the preliminary work that has been done to date is currently being updated. Refer to Attachment C of this Addendum.***
Question 12:	How and where do we accommodate the future express train from downtown?
Response:	***The incorporation of the express train is not anticipated to be in the OGT at this time. It is currently anticipated that passengers accessing the airport via the future express train will connect through existing below grade passenger tunnels linking the terminals with the parking garage and shuttle center.***
Question: 13	Is there information on the tunnels and future APM satellite connections – size, platform types and functional descriptions?
Response:	***For the purposes of the design competition, platforms can be assumed to be 55 foot wide and 500 foot long in total (incorporating vertical circulation within this footprint). The section of the platform for passenger boarding and alighting can be assumed to be approximately 300 foot in length excluding the vertical circulation. The sizing, layout and requirements of platforms and vertical circulation will be further vetted with stakeholders throughout the design process.***

	It should be noted that the RFQ/RFP indicated that that APM shall be capable of being extending to Terminal 3 and the configuration of the APM platform in the OGT/OGC take that into account.
Question 14:	The RFP Submittal Checklist does not appear to include all material described within the body of the RFP itself (e.g. video walkthrough, cost estimate etc). In addition, RFP Section VIII. "Required Information" refers to Volume I only. There is no specific reference to Volume II. We assume that the body of the RFP takes precedent over the Submittal Checklist.
Response:	***See response to Question 3 above.***
Question 15:	When is it envisaged that the "Public Input" described in Section II. B. 4. will take place and over what time period?
Response:	***The public input period will commence after the last interview tentatively beginning January 17th through January 23rd.***
Question 16:	Can the model be bigger (currently 45" x54", would be better 65"x54" or 70"x 45" to be able to show more of the existing structures for reference), alternatively could the scale be smaller?
Response:	***No.***
Question 17:	Can the orientation of the model be adjusted?
Response:	***No. It is intended that all models will have the same orientation and context so that the jury may better understand the comparison between the responses.***
Question 18:	What is the preferred format for the video (resolution, codec, file-extension etc.)?
Response:	***The format of the video shall be MP4. the file size limitation for the videos is currently being determined and will be confirmed in a future Addendum.***
Question 19:	Please confirm that an MBE/WBE firm's letter of Certification from Cook County Illinois is acceptable. The RFP seems slightly ambiguous in this regard.
Response:	***Yes.***
Question 20:	Is it acceptable to fill in % values for the Schedule D-1 forms?
Response:	***Yes.***
Question 21:	Please confirm whether the Mentor Protégé Agreements must be submitted at this stage.
Response:	***Yes, Mentor-Protégé Agreements are to be submitted with the RFP.***
Question 22:	Please clarify whether 11" x 17" paper is required for both Volumes or just the Volume which contains the drawings and renderings?
Response:	***Refer to the revised Submittal Checklist included as Attachment A of this Addendum.***
Question 23:	Will the airport be providing Terminal and Apron demand analysis (growth forecast) for the OGT?
Response:	***Respondent's should follow the programmatic requirements as stated in the Competition Brief at this stage. See response to Question 31 above for additional information.***
Question 24:	What Level of Service is required (e.g. passenger/BHS areas…Reclaim / ticketing)?

Response:	***Stakeholder specific input has been provided on Level of Service including wait time targets and incorporated into the space program. IATA Optimum Level of Service has been considered in instances where no feedback has been provided. As this airline data is commercially sensitive it cannot be shared at this stage, therefore Respondents should follow the provided space program.***
Question 25:	Is the space requirement for Goods In/Waste Away included in the Retail Support area?
Response:	***The goods-in and waste-out strategy is under development with stakeholders currently. It can be assumed it will be included between the retail support area and circulation space.***
Question 26:	Should the OGT Facility Requirements for Transfers Recheck, Arrivals Hall, Retail and F&B Section, subtotal be 135,725?
Response:	***That is correct the total should be 135,725 square feet. The sub-total provided of 105,013 square feet is for the commercial (concessions) requirement) and did not include transfers recheck and arrivals hall.***
Question 27:	How was the EDS quantity developed?
Response:	***The Explosive Detective Systems (EDS) requirements were developed based upon spread sheet analysis using forecast future flight schedule data, assessing both originating bags and transfer bags (from international/Pre-Clear flights). The analysis was based on TSA PGDS methodology and included an allowance for redundant EDS machines. The EDS requirements will be further vetted with stakeholders throughout the design process.***
Question 28:	How was the Early Bag Storage area developed and was there a specific Early Bag Storage technology assumed to create the SF requirement?
Response:	***The Early Baggage Storage (EBS) was assumed to operate with an Individual Carrier System (ICS) technology. For flexibility purposes it is desired that the required capacity be in one (1) location utilized for baggage originating from Terminals 1,2 and 3, including baggage generated from international to domestic transfer recheck and pre-clear transfer activity, where required.***
Question 29:	Is there a planning level MAP estimated for OGT?
Response:	***The proposed space program is built up based on various demand factors including peak and annual demand. No further demand information is available at this time. Respondents should follow the provided space program.***
Question 30:	Are the BHS requirements provided for the design year, or does this include “future proofing” or growth?
Response:	***The program provided includes some level of safeguarding for future operations. BHS requirements will be subject to further stakeholder engagement throughout the design process.***
Question 31:	Is a design day flight schedule available?
Response:	***Design Day Flight Schedules (DDFS) have been developed to inform the space requirements (amongst other inputs). Some future proofing has been incorporated into the facility requirements not reflected in the design day schedule. The DDFS will not be provided at this time to ensure that all Respondents are providing solutions that are comparable. Respondents should follow the space program as defined in the Design Competition Brief. CDA does not want Respondents to optimize the facilities and square footage based upon the flight schedule at this stage.***

Question 32:	Are there any MCT goals for OGT?
Response:	***No. Specific Minimum Connection Time (MCT) goals have not been developed for the OGT. This will be further vetted during design with stakeholders as existing MCTs at O'Hare are established by the airlines at their discretion.***
Question 33:	Does the 405,700 ft2 area for a Baggage Sortation System include all the conveyor connections form the OGT CBIS/CBRA, to T1, T3, as well as the tunnel connections and overhead sort operations in each satellite?
Response:	***The 405,700 square foot in the program includes delivery lines and sortation conveyor systems in the OGT/OGC including connections to CBIS/CBRA areas, to the sortation system above the make-up areas in the OGC, to the tunnel interface and to the EBS.***
Question 34:	We estimate that the Baggage Make-Up requirement of 120,000 ft2 equates to approximately 200 cart/ULD positions (based on 600 ft2 per MU position). This would be lower than the current capacity at T5. Please confirm.
Response:	***The 120,000 ft2 assumes 252 cart positions. The BHS requirement has been developed in collaboration with stakeholders and will be subject to further vetting.***
Question 35:	Demolition – Does a Hazmat report exist that we can reference? This will help assign hazmat removal dollars to demolition.
Response:	***HazMat abatement is not included in the design to budget for the OGT & OGC.***
Question 36:	Costs for the relocation of existing utilities impacted by demolition are assumed to be excluded, correct?
Response:	***Correct.***
Question 37:	PA system costs for the terminal may be part of the base costs but what airline/ gate specific PA systems?
Response:	***The aircraft gates are non-exclusive use gates, therefore a common system will be provided and included in the costs. All airline specific costs are not included in the budget this includes airline operations space, club lounges etc. and will be provided at a core and shell level of development.***
Question 38:	TSA Screening Equipment. Should we assume that the base costs only include infrastructure?
Response:	***Yes. All baggage costs and TSA equipment costs are covered under a separate budget and are not to be included in the budget estimate. The cost of the structure enclosing the CBIS is to be included.***
Question 39:	There seems to be not enough clarity in the MARS approach with regards to ADG 6 requirements. Could this be further specified?
Response:	***The OGC will be operated dynamically across the day as a mixed domestic and international-use concourse based on demand. Thus, both a widebody-heavy and a narrowbody-heavy fleet mix must be considered. For the purposes of the design competition, the following can be assumed:*** • ***For domestic use: 17 narrowbody Group III positions will be required.*** • ***For International activity: 3 Group VI positions, 5 Group V positions, and 3 narrowbody positions for a total of 11 positions.*** ***It is the City's intention that the available gate frontage be configured in a manner that maximizes its utility in both domestic and international configurations.***
Question 40:	Is a separation of BHS systems required based on the carrier or is a common system acceptable?

Response:	***It is currently assumed each hub airline will have a dedicated CBIS and make-up area to be shared with partner airlines, however flexibility must be provided between systems for redundancy and for interline bag transfers between the two hub airlines and their partners.***
Question 41:	At the Pre-submittal conference, the program area was clarified as 2,247,508sf and not 1.875msf. What are Design Contingency and Site Limitations Contingency areas intended for?
Response:	***It is anticipated that the design of the individual project components as defined in the facility requirements often do not "fit" together exactly without additional area to meld the spaces together. The design contingency is an acknowledgment that additional area beyond the purely defined programmatic requirements may be necessary. This places a limit on what the City believes may be the maximum amount of space necessary to complete the design.*** ***Similarly, the Site Limitations Contingency acknowledges the irregular shapes of the interface in and around Terminal 1 and the rotunda building may require some additional area to resolve the geometries of the site. These areas where intended to provide some flexibility to the Respondents to resolve the design. If the design results in not needing the amount of space allocated it should not be included nor included in the budget estimate.***
Question 42:	The diagram on page 26 and rendering on page 10 of the TAP OGT Design Competition Brief (DCB) indicates a connection from OGT to ATS, but the table on Pages 27, and 32 do not show this functional requirement. Is this intended to be included?
Response:	***Yes. A new pedestrian connection from the ATS to the OGT is included and it is considered part of the circulation space.***
Question 43:	Is the project still targeting LEED Gold equivalence without pursuing formal certification with the GBCI? And what version of LEED should be assumed?
Response:	***Yes. LEED V.4 should be assumed.***
Question 44:	The CDA Sustainable Airport Manual guidance manual was referenced in the earlier RFQ document, but is not mentioned in this RFP document, is that still to be used for guidance, coordination or tracking purposes for the project?
Response:	***Yes.***
Question 45:	What standard assumptions (depreciation, maintenance costs, discount rate, payback period/ hurdle rate, etc.) does the CDA use for its Total Cost of Ownership calculations?
Response:	***Respondents do not need to provide a cost benefit analysis for the systems at this time.***
Question 46:	Please clarify if items listed on page 24, *VIII. Required Information* including Proposal Content, Drawings, Renderings and Cost Estimates are intended to be included in Volume II (not Volume I) as described in the Submittal Checklist.
Response:	***Refer to the revised Submittal Checklist included as Attachment A of this Addendum.***
Question 47:	Is it acceptable for Volume I-Conflicts of Interest and MBE/WBE Documentation to be sized as 8 ½" x 11"?
Response:	***See response to Question 46 above.***
Question 48:	Is the ALP available in CAD format? File name *ORD - Updated-Future-ALP-Sheet-1 - DRAFT - 2018-0122.pdf.*

Response:	***The draft ALP is subject to ongoing regulatory review by the FAA and will not be provided.***
Question 49:	Please describe the content and any specific formatting required for the 4'x6' board that will be displayed at Terminal 2.
Response:	***That is still in development and will be provided at a later date.***
Question 50:	We understand that fees are not required for this proposal. For Schedule C-1 and D-1, is it acceptable to partially complete the form stating a commitment to the MBE/WBE percentages, but excluding dollar value?
Response:	***Schedules C and D should include the percentage of work that will be allocated to an MBE/WBE firm in lieu of dollar amounts.***
Question 51:	Is the U.S. Government FAR Audited Overhead Rate recognized by the City of Chicago?
Response:	***This will be discussed with the selected Respondents during negotiations.***
Question 52:	DCB shows the OGT as 2,247,508sf, and 1,875,000sf on page 38. Please clarify.
Response:	***The total of newly constructed area is approximately 1,875,000M square feet, with the incorporation of the existing Terminal 2 area the total functional required areas are estimated to be approximately 2,247,508 square feet. The programmatic requirements are approximate and includes an allowance for line items such as circulation space and site limitation contingency. The amount of space indicated for these functions are represented as a percentage of the overall total. Dependent upon the solution provided, the ability to fit the required spaces together the overall total square footage of the facility may vary. See response to Question 41 above for additional clarification.***
Question 53:	The RFP states "actual" trade costs for phasing and temporary improvements, enabling and ancillary tasks", but cannot be determined at this early stage of design, and we recommend excluding from the costs
Response:	***Agreed, normal phasing costs are cannot be determined at this point however, the RFP indicated a requirement to diagrammatic explain how the Respondents proposed solution will be implemented while keeping a portion of Terminal 2 in operation until sufficient replacement facilities are operational in the newly rebuilt/reconfigured facility. Should the proposed solution requirement significant temporary facilities, systems or structure it should be included in the overall estimate.***
Question 54:	The RFP rendering indicates a connection from T2 to ATS, but the table does not show this functional requirement. Is it intended to be included?
Response:	***Yes. See response to Question 42 above.***
Question 55:	Define tenant fit out for Airlines, Concessions, other stakeholders. Can you clarify what fit out for each of these categories?
Response:	***The airline, concession and other stakeholder spaces shall be core and shell however, all basic utilities shall be provided at the lease line of the space.***
Question 56:	The RFP suggests 10 PBB's and on page 29 as many as sixteen which may be required in a MARS configuration. Since passenger boarding bridges and associated gate area ground service equipment will not be affected by design intent of this competition, may this work be excluded from the budget assessment? Can we assume that sufficient MEP capacity exists to support the OGT, S1, and S2? Further, since the OGT is assumed to be the connection point for MEP to serve all satellites to phase 2, does the stated budget

	provide adequate allowance for upsizing of systems and spaces to feed S1, S2, as well as future S3, S4, and APM systems?
Response:	***For the OGT, assume the existing H&R plant will provided sufficient capacity for heated and chilled water, assume high voltage power will be available at the footprint of the building for transformation and distribution through the OGT and OGC.*** ***It is not determined at this time that distribution for MEP systems to Concourse S1 and S2 shall be fed from the OGT. For the purposes of the submittal, assume sufficient capacity exist at the footprint of the building to service the building. Do not assume any cost for improvements to MEP infrastructure outside the footprint area of the terminal.*** ***Assume a minimum of twenty-three (23) passenger boarding bridges are required and in the cost estimate unless the Respondents solution requires additional bridges to accommodate the required fleet mixes.***
Question 57:	Airport-wide Protective Design Narrative – This question is specific in relation to the level of protection for the frontage and landside/public areas. Has a level of protection/blast criteria been defined for this project or airport-wide standard?
Response:	***No. It has not been defined and will be subject to stakeholder consultation during design.***
Question 58:	Existing Security Systems – Should this project assume the existing security systems (access control system and video surveillance system) will be able to support the security systems added under this project?
Response:	***Yes.***
Question 59:	Are the new CBIS(s) in the OGT to replace existing CBISs in T1 and T3 systems?
Response:	***Yes. It is currently the intention that the CBIS in T1 and T3 will be decommissioned.***
Question 60:	Are all makeup areas envisioned and/or required to be located on the apron level? - Page 25
Response:	***All new makeup areas are envisioned to be at apron level based on stakeholder engagement and cost considerations. Respondents can propose alternatives but must address any budgetary and operational implications.***
Question 61:	If each hub airline is required to have their own CBIS, sort and makeup, each makeup area presumably needs to include dedicated makeup devices for each hub carrier with connectively only to its respective CBIS. Is this correct or should some flexibility to reallocate makeup devices from one airline to another (i.e., connectively to both CBISs) be provided for some or all makeup devices?
Response:	***The planning process has assumed each hub airline has its own dedicated CBIS, sortation and make up systems within OGT/OGC and Satellite S1. In the case of CBIS/CBRA it is envisioned that connections between systems will be required for redundancy purposes and interline bags.***
Question 62:	Is a future planning day schedule and/or projected peak hour passenger and peak hour air traffic movements available for the OGT?
Response:	***See response to Question 31 above.***
Question 63:	How many annual passengers are anticipated to be processed through the OGT, OGC, S1 & S2?

Response:	***See response to Question 29 above.***
Question 64:	What are the anticipated connecting passengers percentages; International to Domestic/International and Domestic to International/Domestic?
Response:	**In the range of 57% to 61% of total passengers using Terminals 1, 2 and 3 and associated gates are anticipated to be connecting. 59% to 63% of passengers on domestic flights and 45% to 49% of passengers on international flights using Terminals 1, 2 and 3 and associated gates are anticipated to be connecting.** **Of the connecting passengers, in the range of 25% to 35% are anticipated to be domestic to international or vice versa and the remainder are domestic to domestic or vice versa. There are negligible international to international connecting passengers.**
Question 65:	We understand the Phase 1 includes construction of the OGT, OGC, S1 & S2. Please clarify how passengers are anticipated to access the satellites in this phase (by foot, bus or APM) – pg. 25
Response:	***Passengers from the landside will access S1 and S2 either by the OGT or Concourse C in Terminal 1. The APM tunnel will also contain a pedestrian corridor that will be used for access to S1 and S2. Vertical circulation from the OGT/OGC down to the Station platform and pedestrian tunnel is required and included in the Respondents design and included in the budget. Costs for the infrastructure should be limited to the footprint of the OGT and OGC.***
Question 66:	Page 25 indicates checked baggage from Terminal 3 will also be directed to the early baggage storage facility and the outbound baggage make up areas in the OGC. Please confirm if existing CBIS/CBRA will be retained in Terminal 3 and if the preliminary program for the OGT include makeup capacity for all or a portion of existing T3 (Concourse L, K, H, G).
Response:	***It is intended that all checked baggage from Terminal 3 will be processed in the OGT/OGC. This includes baggage screening, early bag storage, and baggage make- up. Inbound domestic baggage shall remain in Terminal 3.*** ***For Terminal 1 it is assumed that baggage screening and early bag storage shall be in the OGT/OGC however the baggage make-up shall partially remain in its existing location with additional facilities in the S1 concourse. Inbound domestic baggage shall remain in Terminal 1.***
Question 67:	Reference is made to safeguarding for an ultimate plan. Is there a Master Plan available? Should the design of OGT anticipate/safeguard for demand from future expansion (additional satellites) – pg. 27
Response:	***No. There is no future plan available other that the diagram indicating the TAP Phase 1 development plan. Some level of future proofing has been included in the facility requirements.***
Question 68:	Please confirm the minimum number/size of gates required in Phase 1 (OTC, S1 & S2)? – pg. 29
Response:	***See response to Question 39 above. The number of gates in Satellites S1 and S2 will not be provided. Respondents should provide solutions to meet the stated facility requirements.***
Question 69:	Is there a minimum number/size of gates required during construction? – pg. 29
Response:	***The City and stakeholders will work on a construction phasing and implementation plan that minimizes impact to gates during construction. Respondents should***

	assume that additional gates will need to be implemented on the satellites or OGT prior to substantial impact to existing gates.
Question 70:	Page 29 notes the need for the 1 ADG-VI on OGC whereas the diagram shows the ADG-VI on Satellite 1. Is there a preference? Please clarify.
Response:	***There is a need for 1 ADG-VI position on the OGC and one position on S1 concourse. Flexibility should be provided for additional ADG-VI to be provided should the planning and design process require.***
Question 71:	Page 25 references a common early bag storage system while page 33 references 2 independent systems. Please clarify if there is a preference and confirm if two separate CBIS facilities are planned.
Response:	***Two (2) separate CBIS facilities of appropriate capacity are planned, one between Terminal 1 and the OGT and one between Terminal 3 and the OGT. Redundancy between the two systems should be provided.***
Question 72:	The requirements for the airside loading dock include provision for goods screening? We would anticipate airside to deliveries to be pre-screened bonded or screened on entry to the airfield. Please confirm if screening is required or if the loading dock required landside access. – pg. 35
Response:	***Screening Facilities are not required at the loading dock.***
Question 73:	Regarding the Baggage-Departures Program area of 700,295 sf, can additional information be provided on the assumptions and equipment requirements, including: - Are two separate CBIS/CBRAs (one for each hub airline/partners) to be provided? - Can the bag storage capacity be provided to better define the space requirement? - Is a pre-sort envisioned to route bags to two or more difference makeup areas (separate from the final sortation presumed to occur in the makeup area)? - Is the area based on a specific number and type of makeup device (e.g., sort piers, flat plates or slope plate units)?
Response:	• ***Two (2) separate CBIS/CBRA areas are to be provided, one for each hub airline plus their partners. Redundancy should be provided between the two CBIS/CBRA areas for redundancy.*** • ***A total EBS capacity of 4,500 normal size bags is currently assumed.*** • ***Pre-sort functionality is not currently envisioned.*** • ***There is no specific number of devices required so long as the requirement for 252 make-up positions can be met. Single level sort piers are currently envisioned.*** • ***It should be noted that the BHS requirements will be subject to further stakeholder engagement.***
Question 74:	Are dual feeds or only one feed per claim device required (page 33 vs page 35)? Is the related square footage requirement for these belts (including work aisles, staging lanes and drive aisles) intended to cover one or two belts per device?
Response:	***Dual feeds should be assumed for international reclaim devices. Single feeds are acceptable for domestic and pre-clear reclaim belts shorter than 150 linear feet. The program area/square footage requirement provided should be followed.***
Question 75:	Does O'Hare have a Wastewater (Sewage) Treatment Plant? If so, is clean effluent from the plant distributed back to the terminal area?
Response:	***No. It is not distributed back to the terminal.***
Question 76:	Has a planning study for the APM train been conducted? Is platform and vertical circulation sizing available for the design teams to use? Can we assume the platform and

	vertical circulation for these future stations are part of the program circulation number?
Response:	***A preliminary study has been conducted.*** ***See response to Question 13 above for further information on the sizing of platforms.*** ***The platforms and vertical circulation are additional to the program figure for circulation.***
Question 77:	Please confirm that the landside ATS train is not part of the OGT phase1 scope of work, and it will be provided by another designer in a future phase. Please confirm the bridge element that is shown connecting to the existing ATS station at T2 and any requirements for this bridge. Is this bridge planned to replace the bridge that currently exists? Will this new bridge be at the same level with the existing ATS bridge?
Response:	***See response to Question 42 above.***
Question 78:	Please explain reworked shuttle service and reduction in traffic with the recently opened Multi-Modal Facility.
Response:	***The ATS will serve passengers accessing the Multi-Modal Facility, replacing the current shuttle operation from the terminals. It should be assumed that all traffic currently using the existing Bus/Shuttle Center will be relocated to the Multi-Modal Facility.***
Question 79:	Will the CDA accept additional space and programmatic suggestions, beyond those identified program? Can these suggestions be part of the design contingency area identified in the program?
Response:	***Yes. Respondents may suggest additional programmatic areas, however they will need to be accounted for the in the budget estimate. See response to Question 41 above.***
Question 80:	Could more information be shared about the building, control tower and at grade parking near the Rotunda Building? Can this be relocated, or does it need to remain throughout all phases of the work?
Response:	***The FAA Airport Traffic Control Tower and at-grade parking spaces allocated to the FAA must remain or be replaced in kind throughout all phases of work and adverse impacts minimized during construction. The loading dock facility at the base of the rotunda can be relocated once a new facility is in place; however, Respondents should note that this facility also supports operations within Terminal 3 and its Concourses.***
Question 81:	Please clarify the “Forecourt” design requirements. What elements of the forecourt must remain? What elements may be removed? What elements may be relocated?
Response:	***There are no forecourt design requirements. The forecourt reference pertains to the area between the arrival and departure roadway and the OGT processing facilities. Dependent on the Respondents proposed solution, this area may or may not be affected. If a Respondent chooses to completely rebuild the existing Terminal 2 ticketing building or propose a completely new structure encompassing all facility requirements “behind” the existing Terminal 2 ticketing building it may create a forecourt when the existing building is removed. In the event this is the proposed plan please provide drawings of the intended forecourt configuration.***
Question 82:	Is there an ideal depth for the airside tunnel? What is the desired floor elevation? What is the desired depth below apron elevation?

Response:	***There is not an identified elevation for the tunnel. However, it should be minimum of 8 feet below grade so the apron paving may be separated and isolated from the tunnel structure.***
Question 83:	Does CDA have a firm plan in place for the O'Hare Express Train station location? Should the design team plan for an underground station near CTA, or an elevated station near OGT?
Response:	***See the response to Question 12 above.***
Question 84:	Will the city provide a Project Professional Liability policy (also called "OCIP") to cover the selected teams as discussed in the RFQ and RFP?
Response:	***A PPL ("Project Professional Liability") insures professional services such as architectural and engineering services. At present, pursuant to Exhibit 4 of the RFP, the selected Consultant(s) must provide their own professional liability insurance. To the extent the City obtains a PPL, the City shall advise the selected consultant(s) accordingly.***
Question 85:	The Competition Brief states that the OGC should have a gate for ADG VI / Code F aircraft, but the exhibits seem to show that aircraft parked at S1. Please clarify.
Response:	***See response to Question 70 above.***
Question 86:	Please provide a fleet mix for proposed aircraft to be parked at the OGT and OGC.
Response:	***See response to Question 39 above.***
Question 87:	Please confirm size of Volume I as listed on Page-2. Should the materials be provided in 11"x17" or 8.5"x11"?
Response:	***See response to Question 46 above.***
Question 88:	Please clarify the required deliverables for both Volume I and II. The information listed on the Submittal Checklist (page 2) differs from the Required Information listed on Pages 24-28.
Response:	***See response to Question 46 above.***
Question 89:	Please provide a dimensioned detail of the model base and height to ensure the models will fit in the display cases.
Response:	***That information is currently under development and will be confirmed in a future Addendum. Shop drawings will be provided of the bases being constructed.***
Question 90:	Please clarify the required format for the presentation boards, specifically the size, material, and content expected.
Response:	***See response to Question 49 above.***
Question 91:	Please provide details on the monitor to be used during the interview.
Response:	***That information will be confirmed in a future Addendum. Respondents will be required to provide their own computer equipment to run the video the available video inputs include HDMI and DVI Interface.***
Question 92:	Please provide a copy of the presentation and sign-in sheet from the Pre-Submittal Conference.
Response:	***Refer to Attachment B of this Addendum.***

Question 93:	The OGT area is intended to use some existing space. May we have the facility condition assessment for T2?
Response:	***Currently, there is not a facility assessment for Terminal 2.***
Question 94:	Is OGT expected to have MEP infrastructure to support S1 and S2, or future S3 and S4?
Response:	***See response to Question 56 above.***
Question 95:	Since baggage systems are expected to connect to T1 and T2, is the infrastructure to those included in budget?
Response:	***No. The design to budget for the baggage systems, which includes connections to existing systems in Terminal 1 and Terminal 3, in the OGC and the OGT are included in a separate budget and do not need to be included in the Respondents budget number.***
Question 96:	The Design Competition Brief describes a "newly constructed terminal" but also suggests re-use of the existing terminal. Please clarify.
Response:	***The RFP indicated that a portion of the ticketing area of T2 must remain in place until the replacement capacity is operational. The existing Terminal 2 ticketing building does not provide the required number of check-in positions in the facilities requirements. CDA anticipates that some level of reconfiguration of the terminal will be required, it is up to the Respondents to determine the level of reconfiguration or replacement of the existing portion of Terminal 2 to meet their design objective within the programmatic budget.***
Question 97:	Phasing and enabling works cannot be designed without stakeholder input and will not be detailed enough to identify "trade costs". We recommend removing this element from the proposed budget.
Response:	***See response to Question 53 above.***
Question 98:	Early Bag Storage is described as a departures function, is it also intended to accommodate longer dwell transfer bags?
Response:	***Yes.***
Question 99:	Please provide a presentation/interview agenda, or any specific items we are to address during the interview.
Response:	***See response to Question 4 above.***
Question 100:	Is T-2 considered a historic structure?
Response:	***No.***
Question 101:	The RFQ discussed that the frontage and ticketing area of T2 would remain. At the Pre-Submittal Conference it was stated that this area could be demolished and built new. Please clarify which is correct.
Response:	***See response to Question 96 above.***
Question 102:	Please provide how the evaluation criteria listed in Section II: Evaluation of Submittals, B. Evaluation Criteria (page 15) will be weighted.
Response:	***The weight of the evaluation criteria will not be provided.***

Question 103:	On page 18 under **V. PROGRAM OVERVIEW, CDA VISION and TAP OBJECTIVES** Paragraph C you note that item "9. Program Definition Documents (PDD's)". will be provided to the Design Consultant and again on Page 20 you note "A detailed list of scope terms will be provided after the Program Definition Documents are complete and prior to contract negotiation."
Response:	***This information is not required for this submission and will be provided to the selected Respondents.***
Question 104:	On Page 25 under B. **Proposal Content** you state "This section outlines the various design deliverables which will be required of design teams and should be incorporated into the response submitted by the architect." You then stated in item "15. Compliance with Facility Space Program defined in Program Definition Document;"
Response:	***The facility requirements were provided in RFP Design Brief and remain consistent except where clarified by the responses to the submitted questions.***
Question 105:	Please provide guidance how you expect, and we can provide, compliance with the PDD within our Proposal, since it is a document that we do not have even and is not yet complete.
Response:	***See response to Question 104 above. Since the PDD will not be issued to the Respondents, the Respondents will not be held to compliance to the PDD.***
Question 106:	In the **Global Terminal Development Design Competition Brief on** page 32 under **OGT Facility Requirements** there is a list of OGT-OGC Required Functional Areas. During the Pre-Submittal Conference it was noted that construction of the area and volume of space for the OGT APM station was to be provided. Since the APM System costs are excluded from the budget is the constructed area and volume of space excluded from the required Functional Area? If it is included, please identify in which functional area listing the APM area is accommodated.
Response:	***See response to Question 13 above.***
Question 107:	Page 2 of RFP labels Volume 1 as being Conflict of Interests & MBE/WBE Documentation. Page 24 of RFP states that our submission should be submitted in 11x17 format. Traditionally, MBE/WBE Documentation is provided in 8.5x11 format, please confirm desired format.
Response:	***See response to Question 46 above.***
Question 108:	For Schedule C's and D – should we use % pledges in lieu of $ amounts?
Response:	***Yes.***
Question 109:	Do we need to submit Mentor-Protégé Agreements?
Response:	***Yes.***
Question 110:	If we are submitting Mentor-Protégé agreements - How do we document Sub-consultant to Sub-consultant Mentor-Protégé Agreements?
Response:	***Sub-Consultant to Sub-Consultant Mentor-Protégé Agreements should follow the same procedure as Prime to Sub-Consultant Mentor-Protégé Agreements.***
Question 111:	Can the 1-minute video that we are submitting with our proposal and that will also be posted on-line as well as displayed at the Chicago Architecture Center and O'Hare Terminal 2, contain audio?
Response:	***No audio will be allowed.***

Question 112:	Is it the intent of the CDA, for the existing utility tunnels located below Terminal 2, and concourses E and F to remain in place?
Response:	***The "Ring Tunnel" below existing Terminal 2 will remain, the tunnels under the E and F Concourse should only remain if there is a proposed functional use.***
Question 113:	Please describe in more detail the "bag first" process.
Response:	***The bag first process requires an arriving international passenger to claim their luggage prior to seeing and agent for immigration and customs review. All passengers may be required to utilize an Automated Passport Control (APC) kiosks dependent upon the technology utilized.***
Question 114:	The RFQ describes site sections as a drawing deliverable. Are these pavement sections and/or sections through the apron and gate interface?
Response:	***It is intended to be provide functional understanding of the building. It is assumed that sections through the gate interfaces will be required to provide the evaluator an understanding of how the building functions. Sections through pavement sections are not required.***
Question 115:	Since our site is very contained, please describe the level of detail of the land use plan?
Response:	***The land use plan requirement can be deleted from the requirements, Respondents shall provide a site plan of the intended improvements with sufficient context of surrounding environment.***
Question 116:	Please confirm the area of the project – 1.875 million SF or 2.248 million sq. ft.
Response:	***See response to Question 52 above.***
Question 117:	Are the sq. ft. numbers listed on page 32 of the Design Brief gross or net?
Response:	***Gross.***
Question 118:	Is there an area requirement for waste management, goods in/waste out (loading bays)?
Response:	***Yes. Refer to the table on Page 32, Facilities Requirement, of the Design Competition Brief.***
Question 119:	Is the new access bridge and station from the terminal 2 to people mover part of this project's scope?
Response:	***See response to Question 42 above.***
Question 120:	What is the limit of the Terminal 2 demolition and improvement along the curb-front?
Response:	***See response to Question 96 above.***
Question 121:	Will the documents that were created by the planning team be made available to the shortlisted teams that do not have a member of the Ricondo, Landrum & Brown, Corgan team?
Response:	***No further information will be provided.***
Question 122:	Your budget is $1.3B – would it be possible to get a cost breakdown for how that figure was tabulated?
Response:	***No.***

Question 123:	What equipment should be included in the Cost Estimate?
Response:	***The exclusion for the cost estimates are included on Page 39 of the Design Competition and/or modified by the response to the questions in this Addendum. All other equipment located inside of or attached to the building shall be included.***
Question 124:	What is the critical determining factor in the phased demolition of existing Terminal 2? How long does the Terminal 2 Head House need to remain intact? Is it acceptable to service Concourse G by Terminal 3 during construction?
Response:	***No. The portion of Terminal 2 indicated in the brief shall remain in place until equal or greater capacity is available in the newly built portion of the OGT. See responses to Questions 81 and 96 above.***
Question 125:	Is there an expected level of the service (IATA) that we are expected to meet?
Response:	***The expected level of service is C.***
Question 126:	Since they have been put into operation, what functions in Terminals 1 and 3 does the City feel are inadequate due to scale & complexity Is there an opportunity to receive this information informally and/or develop our own vision?
Response:	***No. Information will be received informally, you are free to develop you own vision of the solution.***
Question 127:	Could we have a plan and elevation of the presentation room at the Chicago Architecture Center?
Response:	***Yes, it will be provided at a later date.***
Question 128:	Has the City determined how the public input will be weighted in the evaluation of our design concept?
Response:	***See response to Question 102 above.***
Question 129:	What does the City mean by Forecourt Design? We understand that the canopy, sidewalk and roadway remain intact.
Response:	***See response to Question 81 above.***
Question 130:	What is the head clearance on the head of stand vehicle service road?
Response:	***A minimum of 14' clear.***
Question 131:	The first set of tables on Page 32 indicates a floor area requirement of 25,000 sq. ft. for Early Bag Storage. Is there a height assumed for this space to provide an overall volumetric requirement and therefore an approximate baggage storage capacity? Early bag storage capacity is typically based on building volume, not area.
Response:	***The EBS is currently assumed to have a clear height of at least 20 feet. It is acknowledged that based on differing technology the EBS space requirement may increase beyond the 25,000 square feet identified in the program. The Respondent may increase the size of the EBS if their solution does not fit in the proposed 25,000 square feet footprint however must address any cost and operational implications. Further stakeholder engagement throughout the design process will refine the size of the EBS facility.***
Question 132:	Are Exhibits 1 -8 included on pages 54-62 required in the submittal? If so, which volume and tab?

Response:	***Refer to the revised Submittal Checklist included as Attachment A of this Addendum for Required Content.***
Question 133:	In the Request for Proposal (RFP), page 25, item B (15), compliance with "Facility Space Program" is required per the "Program Definition Document". Is the "Facility Space Program" the same as the "OGT Facility Requirements" described on page 33 of the "Design Competition Brief"? If not, how can we obtain a copy of the Facility Space Program?
Response:	***The facility requirements including in the Design Brief are to be utilized for the response. No additional information will be provided, however review all responses to this Addendum for additional clarification on space requirements.***
Question 134:	The RFP included the distribution via cd of existing facilities as-built conditions. Does the CDA intend to distribute further information defining the programming, planning or phasing strategies defined in previous efforts?
Response:	***No. CDA does not.***
Question 135:	The Submittal Checklist on the first page of the RFP references; Conflict of Interests and under M/WBE Documentation Narrative, Schedule B and JV Agreement, Schedules C-1, and Letter of Certification-Schedule D-1 as required information for Volume I however, these are not mentioned in the REQUIRED INFORMATION on page 24. Please confirm if these documents are required as part of the submission.
Response:	***Yes. See revised Submittal Checklist included as Attachment A of this Addendum.***
Question 136:	Is it at the individual team's discretion to define the content, structure and attendees of the interview or will CDA issue further instructions?
Response:	***See response to Question 4 above.***
Question 137:	Can you please provide anticipated completion date for each component of the TAP program? Please clarify the design and construction deadlines anticipated for the project.
Response:	***The final construction and implementation schedule is currently under development and is not currently available.***
Question 138:	Is there a schedule expectation for delivery of gates?
Response:	***The scheduled delivery of the gates is not pertinent to the response.***
Question 139:	What is the expectation for the Land Use Plan?
Response:	***The Land Use Plan requirement can be deleted from the requirements, Respondents shall provide a site plan of the intended improvements with sufficient context of surrounding environment.***
Question 140:	Page 23 of the Brief describes replacement of the BHS in all terminals. Do we understand correctly that the intent is for the existing baggage handling systems in Terminals 1 and 3 (including existing CBIS and makeup) to remain and may be replaced/updated in those existing spaces (as part of this program or in the future)?
Response:	***It is intended that the T1 basement make-up will be retained and be re-equipped and renovated, and that use of existing CBIS/CBRA systems in this basement and in Concourse B will be discontinued. It is intended that use of the T3 basement for screening and make up will be discontinued.***
Question 141:	Page 33 of the Brief says that each hub airline is to have their own sort system, CBIS/CBRA, early bag storage and makeup...Are two separate CBIS/CBRAs (one for each hub airline/partners) to be provided as follows:...1) American CBIS connected only to

	portion of OGT check-in 2) United CBIS connected only to portion of OGT check-in (This assumes that bags checked in T1 and T3 are screened there).
Response:	***It is intended that United Airlines and partners bags checked in at T1 and the OGT will be screened at one CBIS. American Airlines and partners bags checked in at T3 and the OGT will be screened at a second CBIS. It is intended that existing T1 and T3 CBIS facilities will be discontinued. Redundancy between the two CBIS areas should be provided.***
Question 142:	Page 25 (seventh/last bullet) describes baggage checked in T3 being directed to a common EBS for utilization by makeup areas on apron level of OGC and Satellite 1. There is no similar statement about T1 is that correct?
Response:	***Terminal 1 bags will also be routed to an early bag storage system in the OGT.***
Question 143:	Are early bag storage systems for each hub airline to be provided as follows?...1) American EBS for bags checked/screened in T3 and OGT? 2) United EBS for bags checked/screened in OGT? or 3) should bags checked in T1 also be included?
Response:	***See response to Question 66 above.***
Question 144:	Is the 25,000-sf area intended to cover both hub airlines EBSs?
Response:	***Yes. The number of bags to be stored has been provided it is up to the Respondent to provide the necessary volume to accommodate the required number of bags.*** ***See response to Question 131 above.***
Question 145:	Can the total volume of space (height) and/or some target minimum bag storage capacity be identified to better define the program requirement and help us determine feasible locations (enough vertical space as well as footprint)?
Response:	***See response to Question 131 above.***
Question 146:	Are all new makeup areas envisioned and/or required to be located on the apron level (as described on page 25)?
Response:	***It is currently anticipated and preferred by Hub Airlines that baggage make-up would be accommodated on the apron level of the facility. The Respondents are free to suggest other locations if they meet the budgetary requirements of the program.***
Question 147:	Are new makeup areas envisioned/required in both the OGC and Satellite 1 as said on page 25 (with ability to add more in Satellite 2 in future).
Response:	***Yes. For the OGC and S1 with the capability to have make-up in S2 should the demand dictate.***
Question 148:	Is the 120,000 sf area intended to cover both/all of these makeup areas (OGC+Sat1 or OGC+Sat1+future Sat2)?
Response:	***The square footage listed is only for the OGT/OGC depending on configuration suggested. Only the OGT and the OGC should be considered for this submission and all facility requirement listed are for that facility. No facility requirements are provided for the S1 and S2 concourse, which are in addition to the provided space program***
Question 149:	Is the makeup program requirement based on a specific number and/or preferred type of makeup device (e.g., sort piers, flat plate or slope plate units)?
Response:	***There is no specific number of devices required so long as the requirement for 252 make-up positions can be met. The proposed 252 positions are based on stakeholder and planning team requirements assessments, single level sort piers***

	which has been vetted through stakeholder engagement.
Question 150:	If each hub airline is required to have their own CBIS, sort and makeup, is each makeup area only to be connected to one or the other? or 2) does each area need to include dedicated makeup devices for each hub carrier with connectively only to its respective CBIS and EBS? or 3) should the flexibility to reallocate makeup devices from one airline to another (i.e., connectivity to both CBISs and EBSs) be provided for some or all makeup devices?
Response:	***See response to Question 66 above.***
Question 151:	Can some clarification be provided as to what the 405,700 sf of sort system area is meant to represent/include and what intent should be inferred from it being separate from the smaller makeup area requirement?
Response:	***See response to Question 33 above. The make-up area comprises make-up devices and tug and cart circulation and staging.***
Question 152:	Are dual feeds or only one belt per claim device required (page 33 vs page 35)?
Response:	***See response to Question 74 above.***
Question 153:	Is the related program area requirement for these belts (including work aisles, staging lanes and drive aisles) intended to cover one or two belts per device?
Response:	***See response to Question 74 above.***
Question 154:	Please provide the planning profile and volumetric floor area and height area for the apm tunnel structure under the terminals.
Response:	***See response to Question 13 above.***
Question 155:	Demolition – Does a Hazmat report exist that we can reference to help assessing hazmat removal dollars / scope to demolition?
Response:	***Hazardous materials abatement is not included in the project budget and does not need to be considered for the response. It is carried in a separate budget.***
Question 156:	There are costs for the relocation of existing utilities impacted by demolition. Who bears these costs?
Response:	***The costs are not included in the project budget and are budgeted for separately.***
Question 157:	While Tenant fit out is by the airlines, should we assume that all infrastructure costs for this fit out are part of the base budget?
Response:	***Yes. Tenant fit out will be by the Airlines, in addition concessionaires and other tenants except for Federal Agencies will be responsible for their fit out. Infrastructure costs are part of base budget.***
Question 158:	What kind of an allowance should be made for FFE?
Response:	***Cost for FFE should be developed by the Respondent. See response to Question 157 above.***
Question 159:	Are FIDSS/ BIDS costs part of the base costs?
Response:	***Yes.***
Question 160:	PA system costs for the terminal may be part of the base costs but what airline/ gate specific PA systems?

Response:	***See response to Question 37 above.***
Question 161:	Should we assume that the base costs only include infrastructure for TSA Screening Equipment?
Response:	***See response to Question 38 above.***
Question 162:	Has there been a determination on how passenger flow from the aircraft will take place? Is it Boarding Gate – Baggage Collection – Immigration – Customs – Exit or is it Boarding Gate – Immigration – Baggage Collection – Customs – Exit? This will have a big impact on area allocation for the design.
Response:	***See response to Question 113 above.***
Question 163:	Is there a breakdown for the gates for which type of aircraft a boarding gate is expected to service as the requirements vary quite a lot based on aircraft type?
Response:	***The gate positions are required to accommodate both international and domestic activity. The OGC is intended to be flexible to be utilized in a domestic capacity during certain portions of the day and all gates shall be able to service all ADG III/ Code C aircraft. At other times of the day the terminal will be used in an international configuration and should have the capability to accommodate ADG V / Code E aircraft. There is also the requirement to accommodate one Group VI or Code F aircraft (subject to planning and design requirements). Please see question number 39 for fleet mix requirements.***
Question 164:	Is a separation of BHS systems required based on the carrier or is a common system acceptable?
Response:	***See response to Question 40 above.***
Question 165:	Will back of house FFE be part of the base budget?
Response:	***CBP, TSA and other Federal agencies shall be fully fitted out including FFE. All other back of house spaces do not need to be included in the budget.***
Question 166:	While 'Buy American' is a city requirement/ preference, are there any % restrictions on how much may be procured internationally?
Response:	***Buy American-type preferences for City projects generally are a function of the funding source. Presently, the City does not anticipate federal funding for the terminal project, so State requirements such as the Illinois Steel Products Procurement Act, 30 ILCS 565/1 et seq. would apply.***
Question 167:	Will baggage trollies/ electric carts/ etc. be part of the Design to Budget number?
Response:	***No. They do not need to be included in budget estimates included in the response.***
Question 168:	Please clarify the definition of "non-administrative" tasks which require approval prior to billing.
Response:	***Subject to the review and approval of the CDA, other costs or expenses incurred by the selected Consultant(s) as reasonable and necessary for the proper performance of the Services and allowable and directly allocable to the project. With respect to items not expressly stated, costs or expenses that are allowable and allocable per FAR (Federal Acquisition Regulation) Part 31 Contract Cost Principles and Procedures, as it may be amended from time to time, shall be considered properly reimbursable.***

Question 169:	Will the CDA accept compiled accountant's records in lieu of audited records to prove the Overhead and Burden rates?
Response:	***No.***
Question 170:	Will the CDA accept the use of 1.5 Overhead and Burden rates without audit?
Response:	***No.***
Question 171:	Will the competition phase be considered an effort that qualifies as it pertains to recovery of printing and reproduction costs?
Response:	***No.***
Question 172:	Will CDA accept a 1.5 multiplier on approved hourly rates for overtime work?
Response:	***No.***
Question 173:	Will overtime require prior CDA approval?
Response:	***Yes.***
Question 174:	When will the CDA make a determination on whether they are going to buy project insurance?
Response:	***See response to Question 84 above.***
Question 175:	Can a Joint Venture entity subcontract 100% of the scope to its shareholders?
Response:	***This is not prohibited. However, to ensure that the Joint Venture is compliant with all of the terms and conditions, the City reserves the right to make inquiries.***
Question 176:	Will the City consider 30 day payment terms for the monthly payments?
Response:	***No.***
Question 177:	Will the City consider replacing the duty to comply language with all laws "in effect now or later" with "in effect now?
Response:	***No.***
Question 178:	Is Acoustical modeling anticipated to be a design requirement?
Response:	***Yes. However, that level of detail is not required for this submission.***
Question 179:	Should Acoustical Sound Plan modeling be a design requirement?
Response:	***Yes. However that level of detail is not required for this submission.***
Question 180:	Are Mock ups for purposes of Acoustical testing or treatments anticipated in the scope?
Response:	***It is undetermined at this time.***
Question 181:	Is Site testing of existing interior and exterior Acoustical conditions anticipated in scope?

Response:	***No. Not at this time.***
Question 182:	Tenant fit out of spaces inclusive of gates and retail are not anticipated in scope per RFP. Shall we assume Acoustical White Space of such spaces to be within Acoustical scope or shall we consider Core and Shell design only, to be within scope?
Response:	***This is to be determined.***
Question 183:	Should special noise and vibration control for baggage systems be anticipated as being required?
Response:	***Yes.***
Question 184:	Are there light levels that need to be maintained specific to FAA guidelines or anything beyond the IES recommendations?
Response:	***Apron lighting level should meet minimum FAA requirements.***
Question 185:	Is the video walkthrough that is required at the time of the interview process (p.26, item E. Video Walkthrough) a "**Minimum"** of 1 minute or a "**Maximum"** of 1 minute? The rfp clearly states **"**1 minute **Minimum."** At the pre submittal conference we thought we heard the requirement was, "1 minute **Maximum."**
Response:	***The video that will be posted to a public website for review by the public should be no longer than one (1) minute and is due on January 7, 2019 with the Proposal. The video walkthrough is due at the time of the interview process and should be at a minimum one (1) minute in length.***

END OF ADDENDUM NO. 5

CITY OF CHICAGO
DEPARTMENT OF PROCUREMENT SERVICES

SHANNON E. ANDREWS
CHIEF PROCUREMENT OFFICER

ATTACHMENT A

REVISED SUBMITTAL CHECKLIST

REVISED SUBMITTAL CHECKLIST

This checklist is provided for ease of review of the Respondent's submittal content; however, it is the responsibility of the Respondent to ensure that all the required material requested in this RFP is addressed and included in the Respondent's submittal.

Required Content

Volume I - Required Content 11" X 17" format

□ Cover letter
□ Drawings
□ Renderings
□ Video
□ 4'x6' Graphic Board

Volume II - Required Content 8 ½" X 11" format

□ Conflict of Interests (if necessary)
□ MBE/WBE Documentation – Narrative
    □ Schedule B and JV Agreement, if appropriate
    □ Schedule C-1 for each proposed MBE/WBE Subcontractor
    □ Letter of Certification from City of Chicago for each proposed MBE/WBE Subcontractor
    □ Mentor-Protégé Agreements, if appropriate
□ Exhibit 2a Maximum Hourly Rates per Position & Multipliers

ATTACHMENT B

PRE-PROPOSAL CONFERENCE POWERPRESENTATION AND ATTENDEE LIST

TERMINAL AREA PLAN

O'HARE GLOBAL TERMINAL DEVELOPMENT

PRE-SUBMITTAL CONFERENCE FOR LEAD ARCHITECTURAL RFP

NOVEMBER 8, 2018

AGENDA

INTRODUCTIONS

PROCUREMENT PROCESS

Proposal Requirements | Questions Due Date | Proposal Due Date | Interview Dates

COMPLIANCE

Contract Goals MBE/WBE Goals | Best Efforts Documentation

SUBMITTAL REQUIREMENTS

Proposals | Videos | Model

INTERVIEW PROCESS

Format | Location Details

QUESTIONS

CLOSING REMARKS

WELCOME AND INTRODUCTIONS

Richard Butler – 1st Deputy (Acting)
Chicago Department of Aviation

Alejandro Leon – Deputy Commissioner – Design & Construction
Chicago Department of Aviation

Lisa Freelon – Senior Procurement Specialist
City of Chicago Department of Procurement Services

PROCUREMENT TIMELINE

Issuance of Request for Proposal	October 30, 2018
Pre-Submittal Conference	November 8, 2018
Question Cut-Off Date	November 15, 2018
Submissions Due	January 7, 2019
Interviews	January 15 and 16, 2019

Contract MBE/WBE Goals

Best Efforts Documentation

SUBMITTAL REQUIREMENTS

PROPOSALS DUE TO:	**Bid & Bond Room** **No later than 4:00 p.m., Central Standard Time on January 7, 2019.**

Address to:
Shannon E. Andrews, Chief Procurement Officer
City Hall - Department of Procurement Services
121 N. LaSalle Street,
Bid & Bond Room 103
Chicago, Illinois 60602
Attention: Lisa Freelon,
Senior Procurement Specialist

- *Respondents must submit: one (1) original, twenty (20) paper copies, and twenty (20) electronic copies in one searchable PDF format, all on individual USB drives.*

Labeled as follows:
Proposal Enclosed
RFP for Lead Architectural Design Services – Terminal Area Plan – for the O'Hare 21 Program
Specification No. 428915
Due: 4:00 p.m., Central Standard Time,
January 7, 2019
Submitted by: _____
(Name of Respondent)
Package ___ of ___

SUBMISSION REQUIREMENTS

Under separate cover submit 20 electronic copies on USB drives and 20 hard copies of the Proposals responding to this RFP should be prepared using a font no smaller than 12 point (with the exception of text associated with a graphic image no less than 8 point) on 11”x17“paper, printed double-sided and bound.

There is no page limitation for the submittal and the respondents are free to prepare the amount of information they believe will sufficiently convey their design intent and communicate their understanding and solution to the airport’s needs.

The electronic version of the response must, to the extent practicable, mimic the structure required for the hard copies (Original and Copies).

All renderings included in the submittal shall be provided in individual electronic format with a minimum resolution of 2560 x 1920.

Physical Models please see section below.

1 PROPOSAL CONTENT

This section outlines the various design deliverables which will be required of design teams and should be incorporated into the response submitted by the architect. The submittal should include the following:

1. The respondent shall narratively explain their design approach that addresses this project in specific detail explaining their Architect’s design vision and key features for the development of the O’Hare Global Terminal and O’Hare Global Concourse and its ability to achieve the CDA’s goals and objectives and design aspirations;
2. Explain through narratives, diagrams, sketches and renderings the design proposal for the OGT & OGC and its relevance in the overall TAP program;
3. Explain through illustrations the design process, and reason for choosing proposed OGT configuration;
4. Strategy for Aircraft MARS stand and apron layout;
5. Strategy for integration and interface of new facilities with existing structures while maintaining and enhancing the architectural legacy of those structures;
6. Explain functionality of Landside design through narratives, diagrams and renderings;
7. Architectural concept and design features;
8. Functional flows for Passengers, Baggage, goods movement;
9. Baggage systems;
10. Retail layout;
11. Forecourt design;
12. Walking distances;
13. Constructability of design and Construction Approach – Speed, Quality, Innovation & Modularity;
14. Demonstrate the incorporation of Universal Design Principles;
15. Compliance with Facility Space Program defined in this document on page 30;
16. Narratives on design data with regards to addressing site challenges, sustainability studies, future proofing and flexibility of proposed design and construction;
17. Relevant research and studies on trends in the aviation industry to highlight design ideas or suggestions.

SUBMISSION REQUIREMENTS

2 DRAWINGS

Design drawings for the proposal shall include but not limited to following:

1. OGT & OGC Plans with Terminals, associated airside and landside facilities
2. Land Use Plan
3. Site plans, Site Sections and Elevations
4. Drawings indicating various flows including interconnections to other terminals
5. All floor plans, cross sections and interior elevations
6. Drawings indicating aircraft, passenger, baggage, staff, goods delivery and distribution and refuse flows.
7. Terminal Apron layout
8. Enlarged drawings of key design features (appropriate scale)
9. Retail Layout
10. Airside layout illustrating MARS gate layouts appropriate scale
11. Departure and Arrival forecourt layouts (appropriate scale)
12. Typical Gate Lounge
13. Passenger Boarding Bridge interfaces and circulation at gate locations
14. Baggage handling

Note: The drawings shall provide a level of detail reflecting the underlying purpose and intent of the Architect. Submission of additional drawings which in the opinion of architect are helpful in expressing the design proposal's intent and characteristics are left to the discretion of Architects.

The unit of measurement for all design deliverables should be in us Imperial Units (feet & inches).

3 RENDERINGS

1. Views of OGT from main approach road, and other significant areas
2. Exterior views of Terminal (from landside and airside)
3. Views of key interior spaces within Terminal & Concourse
4. Check-in hall
5. Baggage Reclaim & Arrivals Hall
6. Departure lounge (Retail)
7. Typical Pier/Gate Lounge
8. Interior views
9. Exterior views
10. Illustrate the interfaces between the OGT and OGC with Terminal 1 and the Rotunda Structure

Note: views listed above shall be from human eye level. Additional views shall be provided which offer alternate viewpoints including:

Aerial view of Terminal with existing buildings added for context. (Terminal 1, Concourse B, Terminal 3, Control Towers, and Parking Garage)

Other Aerial views of OGT & OGC as necessary

4 VIDEO WALKTHROUGH

Architects shall prepare a walkthrough (minimum 1 minute) to illustrate design intent of the OGT and the OGC.

Note: Any other interactive visual aids such as VRMLs are left to the discretion of Architects. Walkthrough can be submitted at the time of Proposal Presentation.

SUBMISSION REQUIREMENTS

5 PHYSICAL MODEL

Show full form and arrangement of OGT and OGC including Terminals, landside and airside facilities as per scope – Scale shall be 1" = 40'

OGT & OGC Sectional Model – appropriate scale that best showcases the key design features. This requirement may be satisfied with a single model depending on how respondent elects to construct the model.

The request for proposals specifies that models/samples shall be submitted as evidence of the type and quality of items or illustration of design offered in the proposal, such models/samples shall be delivered & assembled (if required) at the site and by the time as stated in the timeline in Section E Project Timeline. Proposal should be marked clearly with the Proposal number, item number and the name of the Proposer. Where models/samples are required, failure to provide the required models/samples at the stipulated time may render the Proposal liable to be consider non responsive.

The Respondent shall note that all models/samples submitted will not be returned to the proposer.

In event the models/samples are to be moved to another location as required by CDA during the course of Proposal evaluation, the Respondent shall move and transport the models/samples including dissembling and re-assembling at no additional cost to CDA.

All costs, including but not limited to all shipping and transportation duties incurred in providing and delivering such models/samples to CDA, shall be borne by the Proposer.

6 COST ESTIMATES

The cost estimate should be broken down in sufficient detail for the evaluation committee to review and establish consistency with the overall project budget. This includes the following categories:

- Foundations and below grade structure
- Superstructure
- Enclosure
- MEP Systems
- Interior Finish
- Equipment
- Vertical Circulation
- FFE
- Total Estimated Costs

The OGT and OGC has a programmatic requirement for approximately 1.875 million square feet of newly constructed terminal area and an established construction budget of $1.3B dollars.

SUBMITTAL REQUIREMENTS

VIDEO DUE TO:	**Bid & Bond Room** **No later than 4:00 p.m., Central Time, on January 7, 2019.**

A video walkthrough of the Respondents proposed solution shall illustratively demonstrate the passenger journeys for arriving and departing passengers. The video's may be of a length that fits the proposers approach to the oral interview strategy.

A version of the video will be posted to a public website for review by the public. The video utilized for the public input process shall be no more than 1 minute in length and shall be in a maximum file size and file format to be determined. The video used for the public display may be the same video utilized for the interview process at the discretion of the Respondents. Should the elect to provide a longer video for the interview, only the public version of the video is due at the Respondent's time of submission on January 7th.

The videos will utilized in a public display on a single monitor and the display will sequenced to play all videos in the same order that interviews were held.

SUBMITTAL REQUIREMENTS

MODELS DUE TO:

Chicago Architecture Foundation
At the Time of Interview on January 15th or 16th, 2019.

Address:

Chicago Architecture Center
111 East Upper Wacker Drive

The models are due at the time of the interview. The models shall be to a scale of 1" = 40' and will be placed on a maximum 45" x 54" base.

INTERVIEW FORMAT

INTERVIEW LOCATION:	**Chicago Architecture Center** **111 East Upper Wacker Drive**

DURATION

The interview will be approximately two (2) hours in duration and will take place on January 15th and 16th. The participants will be given one (1) hour to present and one hour (1) will be reserved for questions and answers.

Respondents will be given 30 minutes to set up prior to the interview and 15 minutes to remove presentation materials after the interview.

The interview will be limited to a maximum of eight (8) persons including any technical support personnel.

INTERVIEW ORDER

At the time of submittal of the proposals to the Bid Bond room on or before the 7th of January Respondents will be asked to draw a number out of a container continue number pieces of paper between **1 and 5. The number that is drawn will determine the interview order, location of where the model is placed and the sequence the videos will be played in.**

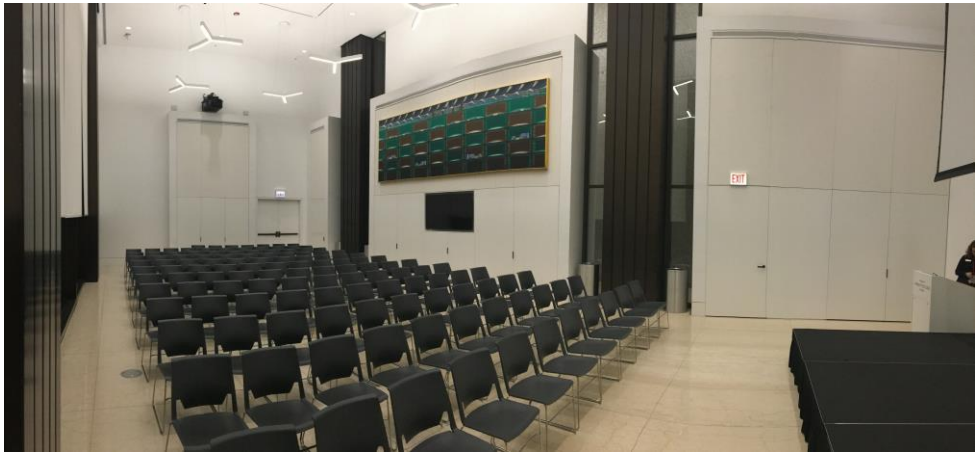
INTERVIEW LOCATION

INTERVIEW LOCATION:	**Chicago Architecture Center** **111 East Upper Wacker Drive**

INTERVIEW LOCATION

The interview will be held at the Chicago Architecture Center in the Joan & Gary Gand Lecture Hall

The interview room contains audio visual equipment that can be utilized of the presentation. Viewing the interview room in advance is by pre arranged appointment only.



PUBLIC INPUT

LOCATIONS:	Chicago Architecture Center, O'Hare International Airport Displays and Publicly available website

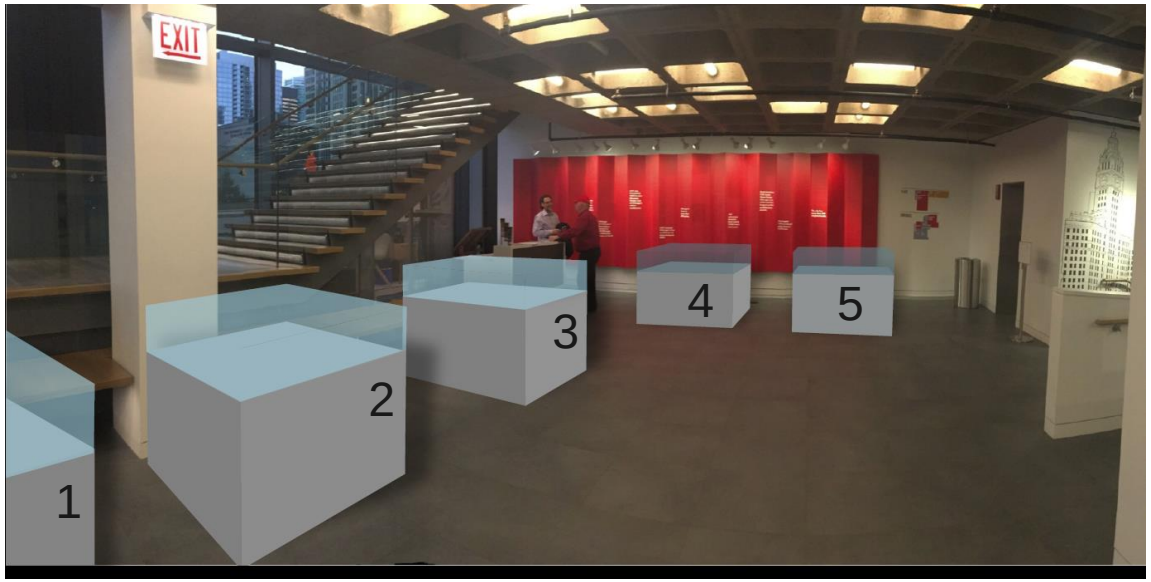
Address to:
Various
Chicago Architecture Center 111 East Wacker Drive
Terminal 2 Chicago O'Hare Airport

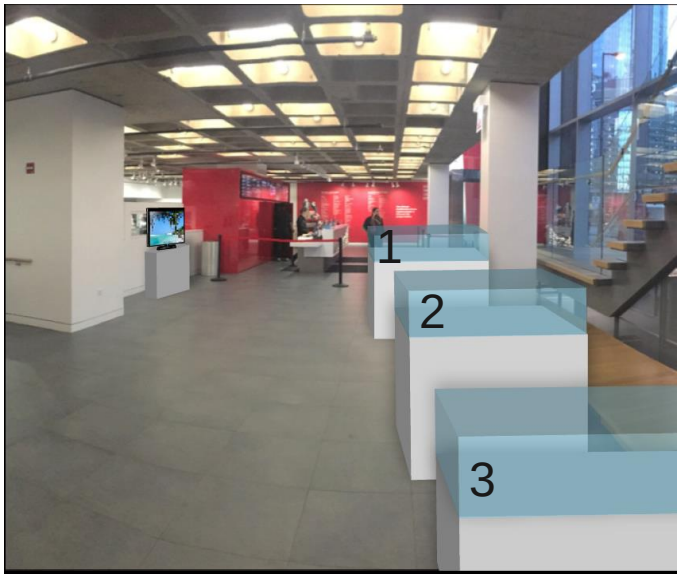
Public input shall be solicited in the selection process for one week immediately following the interview process. The models will be placed in the Chicago Architecture Center for public viewing for approximately one week. A model table and transparent cover will be provided for the Respondent to place their model on.

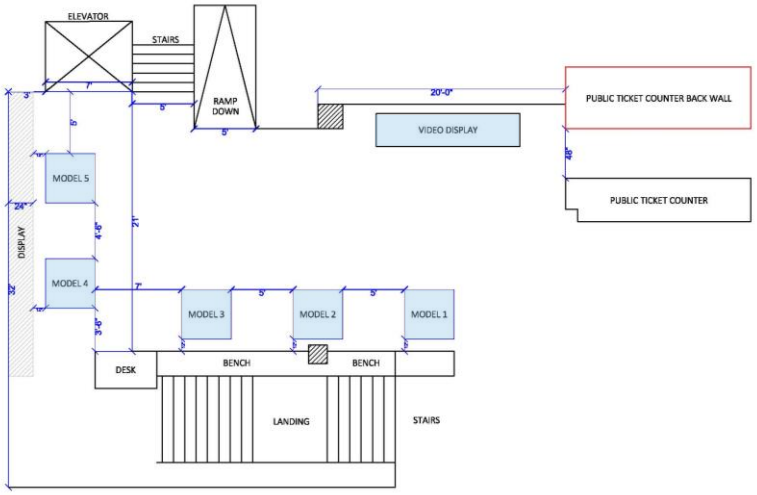
A single video display will accompany the models and display the Respondents video content required as a component of the submittal. The videos will also be available via the internet to interested parties to provide input on the submissions. The videos will utilized in a public display on a single monitor and the display will sequenced to play all videos in the same order that interviews were held.

In addition a public display will be installed at O'HARE International Airport. The Respondents will need to provide a high quality display of the their proposal mounted on mounted board for incorporation into the display. A graphic format and size will be provided for the Respondent's to produce the exhibit and it will be due at the time of submission on January 7th 2019 by 4:00 p.m. to the Bid Bond Room.

CHICAGO ARCHITECTURE CENTER LOBBY







QUESTIONS

Questions are required to be submitted in writing and shall be addressed to:
LisaL.FreelonGilbert@cityofchicago.org

Anything stated at this Pre-Submittal Conference is not intended to change the solicitation document. Any changes will be in writing in the form of an addendum issued by Department of Procurement Services.

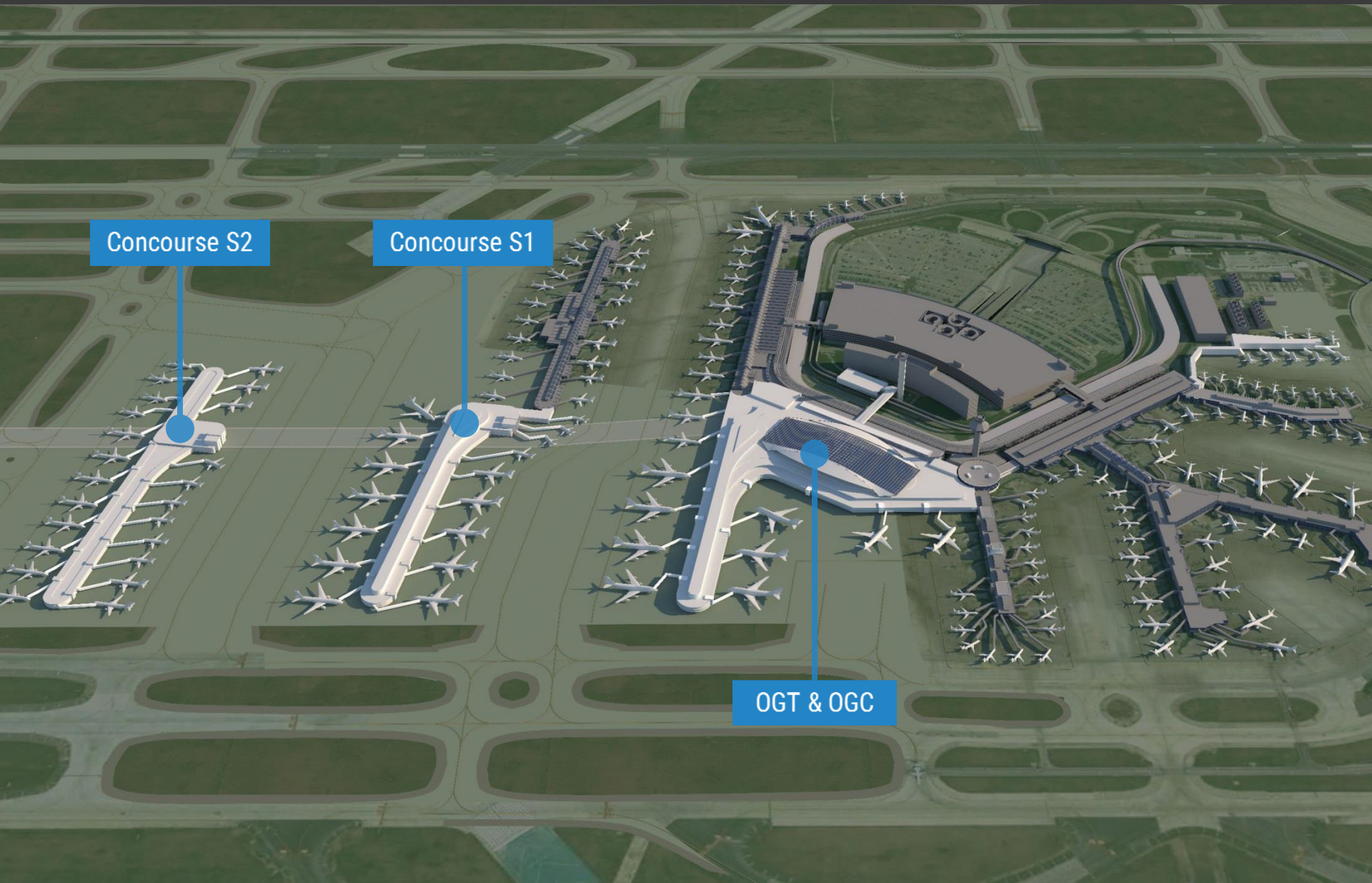
TERMINAL AREA PLAN

O'HARE GLOBAL TERMINAL DEVELOPMENT

TECHNICAL INFORMATION IN OF SUPPORT Q & A

NOVEMBER 7, 2019

TERMINAL AREA PLAN (TAP)



CURRENT AND FUTURE DEMAND ALLOCATION

CURRENT DEMAND ALLOCATION

Currently, Terminals 1, 2 and 3 serve a majority of domestic traffic and also serve international departures of the hub airlines and select partners. Terminals 1, 2 and 3 have no international arrivals capability.

Terminal 5 serves all international arrivals and the majority of international departures from the foreign flag carriers with the only Federal Inspection Station (FIS) at O'Hare. Terminal 5 also serves all of Frontier Airlines operations. Table 1 summarizes the current airline allocation as of September 20, 2018 at O'Hare.

TERMINAL 1

- All United Airlines departure operations
- All United Airlines domestic and precleared arrival operations
- Departure operations of Lufthansa and All Nippon Airways

TERMINAL 2

- Delta Air Lines
- Air Canada
- United Airlines departures (limited operation)

TERMINAL 3

- All American Airlines departure operations
- All American Airlines domestic and precleared arrival operations
- Departure operations of Iberia and Japan Airlines
- All other domestic airlines (except Frontier Airlines)

TERMINAL 5

- All international arrivals
- Preclear arrivals of Foreign Flag Carriers
- All other Foreign Flag Carriers departure operations
- Frontier Airlines

CURRENT AND FUTURE DEMAND ALLOCATION

FUTURE DEMAND ALLOCATION

A future demand allocation which supports the goals and objectives identified for the TAP has been considered throughout the planning of the TAP facilities.

The future demand allocation scenario currently assumes the hub airlines co-locating in the Core Area with their foreign flag partner airlines, supporting more efficient transfers of passengers, reducing minimum connection times, and making for
a more efficient operation.

INTERNATIONAL OPERATIONS

- International operations of both hub carriers and their foreign flag partners are currently planned to focus around the OGC/OGT and Satellite 1.
- The non-aligned foreign flag airlines are currently assumed to continue to operate from Terminal 5.

DOMESTIC OPERATIONS

- United Airlines is currently assumed to continue to focus domestic operations around Terminal 1.
- American Airlines is currently assumed to continue to focus domestic operations around Terminal 3.
- All other domestic operations are currently assumed to be focused at Terminal 5.

NEED FOR TAP

TAP is required for several reasons:

- The terminal campus at O'Hare is split into two main complexes, Terminals 1, 2 and 3 comprising the 'Core Terminals' and Terminal 5. The newest of these facilities is Terminal 5, constructed in 1993. The newest of the Core Terminals (Terminal 1) was constructed in 1988, while the oldest (Terminals 2 and 3) were originally constructed in 1962.
- Additional gate capacity is needed to support future airline growth and to mitigate operational inefficiencies and delays caused by the existing configuration.
- Terminal 5 is the only international arrivals capable facility at O'Hare. Any connecting passengers from the Core Terminals to Terminal 5 or Terminal 5 to the Core Terminals must transfer landside, having to rescreen at security prior to boarding their connecting flight. This creates long minimum connection times and reduces O'Hare's competitive advantage in the transfer market.

The core objectives of TAP include:

- The addition of approximately 25 percent more gate capacity in the first phase
- Modernizing and replacing the oldest terminal facilities at O'Hare including the replacement of the baggage handling system in all terminals. The new systems are intended to utilize the latest technology and comply with the latest standards, supporting airline growth.
- Integrating domestic and international terminal operations and enhancing passenger and baggage connectivity through:
    - The new O'Hare Global Terminal to house expanded immigration and customs facilities
    - Co-location of domestic and international arrival gates
    - Ability for airlines in alliances to consolidate operations within a single terminal facility, positioning O'Hare to be a global alliance hub for all three major airline alliances.

The integration of domestic and international operations will minimize the need for passengers and baggage to transfer between Terminal 5 and the Core Terminals. This will benefit the Federal Agencies, minimizing unnecessary federal screening of passengers.

In addition to these core objectives of the TAP, additional goals for the design have been identified. The design should:

- Create a single central terminal complex with three zones as opposed to the current layout with three distinct terminals.
- Effectively utilize the existing curb-front.
- Provide efficient connections between the OGT and Terminals 1 and 3, both landside and airside.
- Provide a solution that is equally beneficial to Terminals 1 and 3.
- Compliment Terminals 1 and 3 in areas where they are inadequate due to increasing scale and complexity of the operation since they began operation.
- Maximize the re-use of existing infrastructure including existing buildings, landside facilities and utilities. Demolition of existing facilities should where possible focus around the oldest facilities.
- Maximize the life of Terminals 1 and 3 from an operational functionality perspective. (The TAP Phase 1 is not intended to refurbish Terminals 1 and 3).
- Minimize the need for passengers and baggage to transfer between Terminal 5 and the Core Terminals.
- Deliver operating efficiencies supporting further airline growth.
- Be scalable, supporting future expansion.
- Minimize operational impacts during construction.
- Maximize commercial revenues.

FACILITY INTERCONNECTIVITY OBJECTIVES

EXISTING CONNECTIONS

Between Terminal 1 (Concourse B) and Concourse C, there is an existing, underground pedestrian tunnel that connects the departure areas and holdrooms of these facilities. This connection is currently intended to be retained.

O'HARE GLOBAL TERMINAL AND O'HARE GLOBAL CONCOURSE

Supporting the objectives and goals identified for the TAP design, the OGT/OGC and Satellites are planned to serve the airlines in a flexible manner. It is important that current and new facilities are inter-connected. This includes connections that are aboveground, through an underground pedestrian tunnel, or located either before security (landside) or after security (airside).

- To allow for passengers to move freely through the Core Terminals, landside and airside connections are currently planned between the OGT and Terminals 1 and 3.
- On the landside, above-ground connections are currently intended between the check-in areas of the OGT and Terminals 1 and 3 along with a connection between the baggage claim areas of the OGT and Terminals 1 and 3.
- Similarly, the departure areas of the OGT and Terminal 1 and 3 are currently assumed to have an above-ground airside connection. The departure areas of the OGC and OGT are also expected to require an above-ground airside connection.
- The OGT is currently planned to house the FIS facilities for international arriving passenger screening. Therefore, a sterile arrivals connection between Satellite 1 and the OGT/OGC is currently planned. The sterile arrivals connection between Satellite 1 and the OGT is currently expected to be provided as an underground pedestrian tunnel, separated from the pedestrian tunnel connecting the departure areas of the OGT and Satellite 1.
- In addition to passenger connections, corridors are currently expected to be provided for checked baggage to move between the OGT, where checked baggage is currently expected to be sorted and undergo security inspection, and Satellite 1, where outbound baggage make-up (OBM) areas are currently planned. This baggage corridor is currently planned within an underground tunnel and sized for either a high-speed conveyor system or a drive-aisle for baggage carts and tugs to carry the baggage.
- It is also anticipated that the OGT will also provide a common early baggage storage system for utilization by the outbound baggage make-up areas on the apron levels or the OGC and Satellite 1.
- Checked baggage from Terminal 3 will also be directed to the early baggage storage facility and the outbound baggage make up areas in the OGC.

FIS – MODIFIED BAG FIRST PROCESS

The new U.S. Customs and Border Protection (CBP) Federal Inspection Station (FIS) facility in the OGT will implement the bag-first passenger processing concept. Traditional international arrivals processed at U.S. airports involve arriving international passengers interacting with an Immigration Services Officer (ISO) before proceeding through to baggage claim, then through customs and finally exiting the terminal. The bag-first concept is a relatively new strategy in passenger processing that has been implemented in multiple international terminals across the United States.

The bag-first concept involves the implementation and use of Automated Passport Control (APC) kiosks, Mobile Passport Control (MPC) application on personal mobile devices and Global Entry "known traveler" kiosks that replace the traditional method of filling out customs declaration forms and being seen by an ISO. Eligible passengers use the APC/Global Entry kiosks and MPC app to answer questions that would normally be filled out on a paper form and then include a face-to-face interaction with the ISO; for eligible passengers the form is no longer needed. After using a MPC, APC or Global Entry kiosk passengers are issued a receipt. They proceed to baggage claim and an exit queue. Prior to exiting, passengers present their receipt to a CBP Officer who finalizes their inspection for entry into the United States.

The design teams should consider current and future technology and flexibility when laying out the OGT FIS.

FACILITY INTERCONNECTIVITY OBJECTIVES

FACILITY INTERCONNECTIVITY OBJECTIVES

TERMINAL CORE FACILITY INTERCONNECTIVITY DESCRIPTION

	FACILITY CONNECTION	FACILITY
1	OGT – TERMINAL 3	BAGGAGE CLAIM; CHECK-IN AREAS (NON-SECURE CONNECTION)
2	OGT – TERMINAL 3	DEPARTURE AREAS / HOLDROOMS (SECURE CONNECTION)
3	OGT – TERMINAL 1	BAGGAGE CLAIM; CHECK-IN AREAS (NON-SECURE CONNECTION)
4	OGT – TERMINAL 1	DEPARTURE AREAS / HOLDROOMS (SECURE CONNECTION)
5	TERMINAL 1 – CONCOURSE C	DEPARTURE AREAS / HOLDROOMS (EXISTING CONNECTION)
6	OGT – SATELLITE 1	DEPARTURE AREAS / HOLDROOMS
7	OGT – SATELLITE 1	SATELLITE 1 STERILE ARRIVALS CORRIDOR AND OGT FIS FACILITY
8	OGT – SATELLITE 1	OGT CBRA / CBIS AND SATELLITE 1 OUTBOUND BAGGAGE MAKE-UP AREA
9	CONCOURSE C – SATELLITE 1	DEPARTURE AREAS / HOLDROOMS
10	SATELLITE 1– SATELLITE 2	SATELLITE 1 AND 2 DEPARTURE AREAS / HOLDROOMS
11	SATELLITE 1– SATELLITE 2	SATELLITE 1 AND 2 OUTBOUND BAGGAGE MAKE-UP AREAS (SAFEGUARDED CONNECTION FOR ULTIMATE PLAN)
12	OGT – OGC	DEPARTURE AREAS / HOLDROOMS
13	OGT – OGC	OGC STERILE ARRIVALS CORRIDOR AND OGT FIS FACILITY

NOTES:

OGT – O'Hare Global Terminal

OGC – O'Hare Global Concourse

CBRA – Checked Baggage Reconciliation Area

CBIS – Checked Baggage Inspection Systems

SATELLITES 1 AND 2

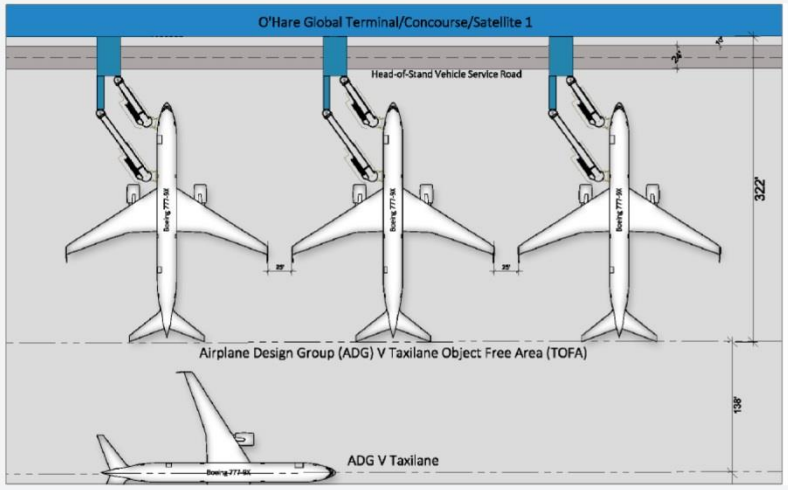
As noted earlier, Satellite 1 is currently expected to require several connections to the OGT:

- A sterile arrivals connection from Satellite 1 to the OGT.
- A connection between the departure areas of OGT and Satellites 1 and 2.
- A checked baggage corridor between the checked baggage screening area of the OGT and the OBM of Satellite 1.
- Additionally, Satellite 1 is currently planned to connect to existing Concourse C via an above-ground airside link.

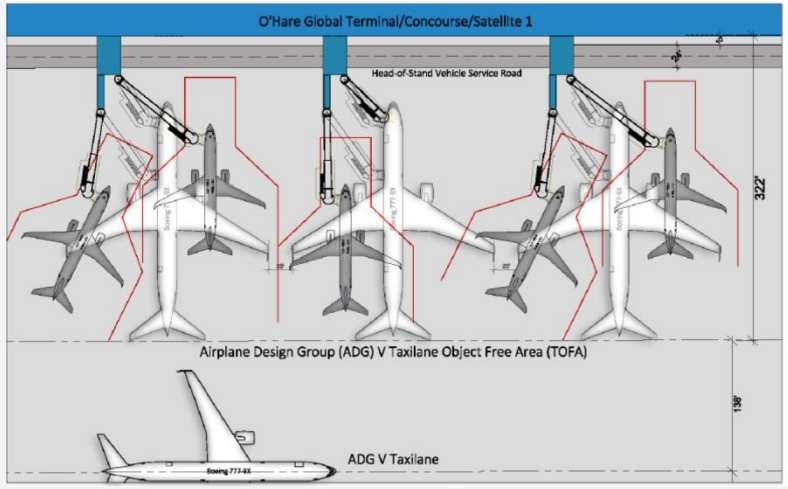
In the ultimate Terminal Area Plan build, an underground baggage corridor is currently assumed to connect the OBM areas between Satellites 1 and 2. While not needed in the Phase I build, this baggage corridor would be safeguarded to ensure no future development would prevent its implementation.

SITE CONSTRAINTS AND AIRSIDE GEOMETRY

SMALL WIDEBODY AIRCRAFT PARKING CONFIGURATION



LARGE NARROWBODY AIRCRAFT PARKING CONFIGURATION



MULTIPLE AIRCRAFT RAMP SYSTEM (MARS)

SITE CONSTRAINTS AND AIRSIDE GEOMETRY

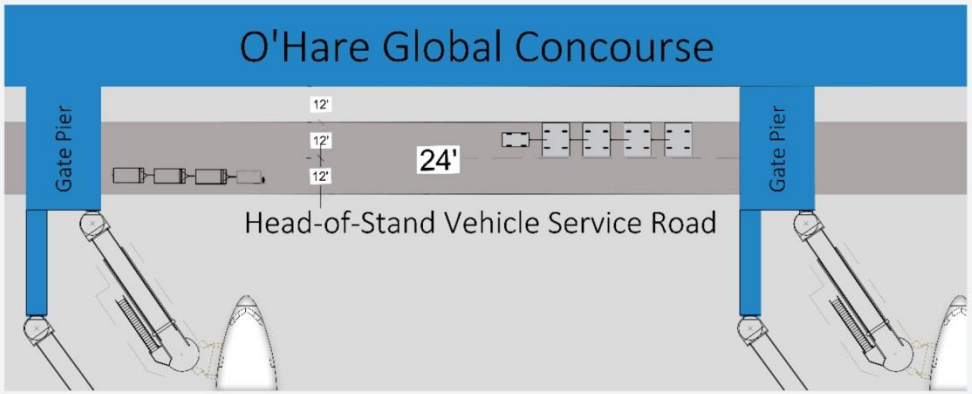
Previous planning studies and stakeholder interface has established the site boundaries for the development of the OGC program including the OGT and Satellites S1 and S2. The OGT and OGT will be accessed via a duel taxilane system on the west and east side of the concourse. The taxilanes will have 245' of separation from taxilane centerline to taxilane centerline (Airplane Design Group V). The centerline to object free area (OFA) will be 138' with an aircraft stand depth of 322' from aircraft parking limit line to face of building. The OGC will have a head-of-stand vehicle service road (VSR) that will contain two 12 foot lanes with a vehicle parking zone 12 feet wide immediately adjacent to the concourse (assumes parallel parking). There will be no tail-of-stand vehicle service road at the OGC. The OGC will need to accommodate a single ADG VI or Code F aircraft parking position. The concourse is currently configured to be approximately 150' wide not including any gate piers or fixed building section extending over the head of stand road. The dimension criteria indicated on the diagram are fixed with the exception of the concourse with which may be up to 150' wide.

MULTIPLE AIRCRAFT RAMP SYSTEM (MARS)

The airfield configuration of the TAP Phase 1 program envisions the O'Hare Global Terminal and Concourse to be configured to allow maximum flexibility to accommodate a variety of aircraft fleet mixes. During international peak periods, the terminal must accommodate widebody aircraft (e.g. B777-9X), however during domestic banks the terminal will need to accommodate narrowbody aircraft (e.g. B757-300 and A321neo). The aircraft apron should be planned for MARS to maximize flexibility. Each MARS gate should be configured with two passenger boarding bridges (PBBs). When a widebody aircraft is parked at the MARS gate, both PBBs should be able to service the aircraft. When two narrowbody aircraft are parked at the MARS gate, the two PBBs should be able to be utilized independently to service each aircraft.

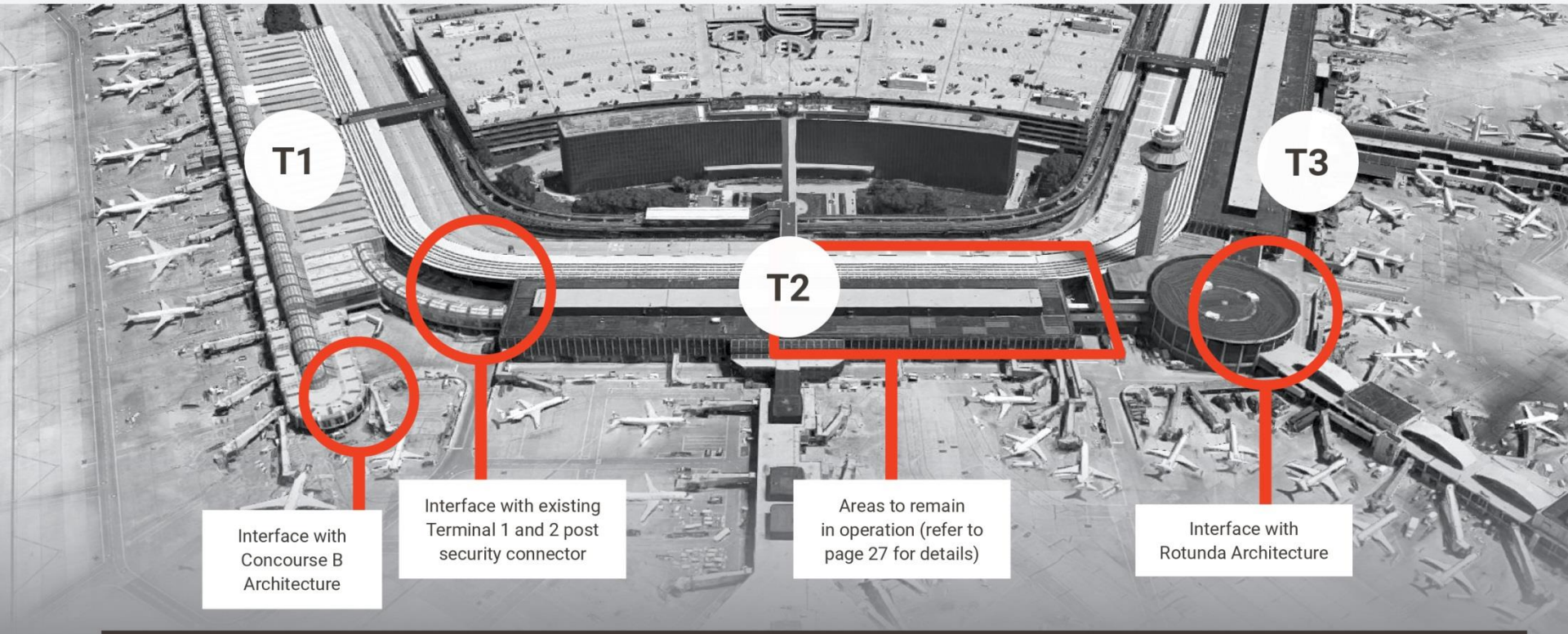
The gate piers should be planned to accommodate international and domestic activity as well as provide independent operations to the extent possible when utilized by more than one aircraft.

SITE CONSTRAINTS AND AIRSIDE GEOMETRY



INTEGRATION WITH EXISTING CONDITIONS & PHASING

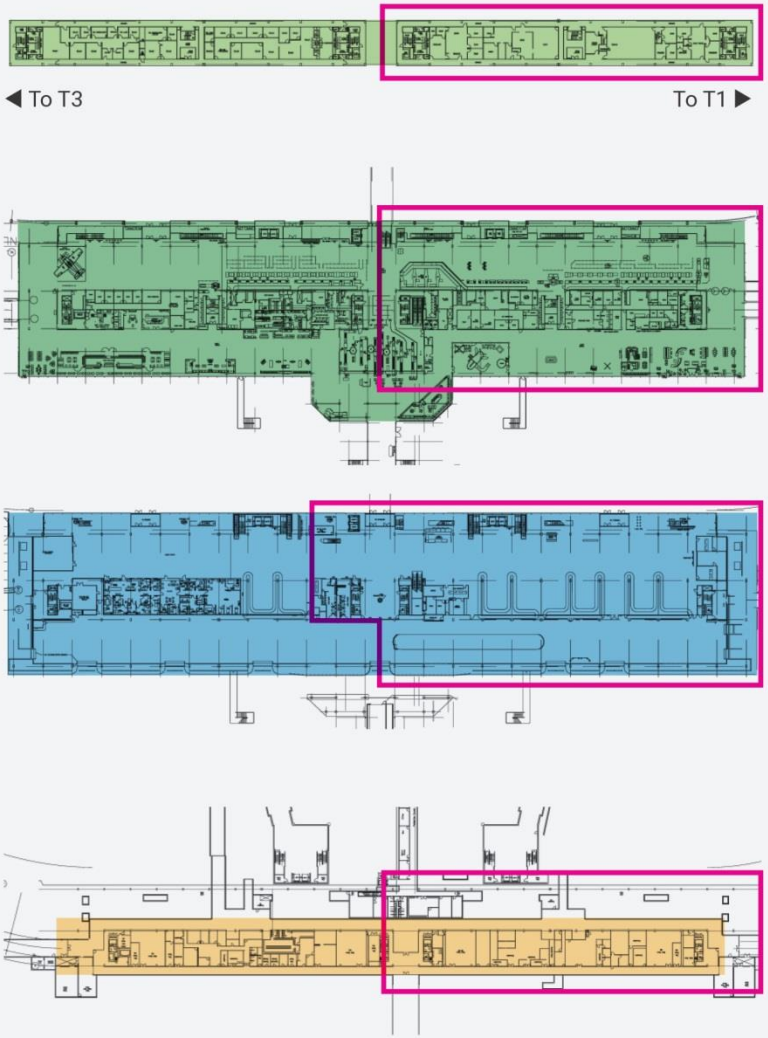
As previously stated the modernization of O'Hare's facilities will also recognize and preserve the historic significance of designated terminal structures through coordination with the Illinois State Historic Preservation Office and the FAA.



Site Constraints:

- OGT Connects Directly to Both Structures
- Design Tender will Solicit Architectural Solution to Avoid Adverse Impacts to Existing Structures

INTEGRATION WITH EXISTING CONDITIONS & PHASING



The new OGT & OGC will interface with two existing architecturally relevant buildings, Concourse B and the Rotunda Building. The OGC is an extension of Concourse B and provides an airside link between the existing and new terminal complexes. Careful consideration must be given to the interface between the new and existing structures both inside the building and the aircraft and apron interfaces.

The rotunda structure currently serves as the airside interface between Terminals 2 and 3 and as the entrance to Concourse G. It is currently anticipated that the OGT will be built in-close proximity to the rotunda structure and will need to functionally retain the ability to transition between Terminal 2 and 3 in a secure environment. It is also a stated goal for CDA to provide the ability to continuously transition between Terminals 1,2 and 3 in an interior environment.

The response shall clearly illustrate how the intended interfaces shall be articulated between Terminals 1,2 and 3 considering the architectural relevance of the existing facilities.

PHASING

Due to operational requirements and lack of available facilities a portion of the existing Terminal 2 structure with access to gates located in Concourse G will need to remain in place until newly developed facilities can be made available for use. Once these facilities are fully operational the remaining portion of Terminal 2 can be redeveloped.

The illustrations depict the area by floor that will be required to remain in operation. Airline Baggage carts will need access to and from the inbound and outbound baggage make up areas on the apron level of the terminal building. In addition, the loading docks and commissary currently located in the linkage between Terminal 2 and the Rotunda will need to remain operational until additional facilities come on-line. Proposed solutions should consider the operational phasing requirements.

OGT FACILITY REQUIREMENTS

OGT-OGC REQUIRED FUNCTIONAL AREAS	NUMBER OF UNITS REQUIRED	TOTAL SPACE REQUIRED (SQ. FT.)
CHECK-IN		
CHECK-IN KIOSKS	149	11,319
IN-LINE CHECK-IN		
BAG DROPS	96	29,023
AGENT	133	39,172
TOTAL IN-LINE	229	
CHECK-IN ATO SPACE		41,220
	SUBTOTAL	**120,734**
BAGGAGE - DEPARTURES		
EDS SCREENING MACHINE REQUIREMENT	18	88,740
EARLY BAG STORAGE		25,000
BAGGAGE SORTATION SYSTEM		405,700
BAGGAGE OPERATIONS		60,855
BAGGAGE MAKE-UP		120,000
	SUBTOTAL	**700,295**
SECURITY SCREENING (CONSOLIDATED)		
TRADITIONAL LANES	10	20,832
EXPEDITED (TSA PRECHECK) LANES	6	13,083
TOTAL LANES	16	
SUPPORT SPACE		2,400
	SUBTOTAL	**36,315**
HOLDROOMS		
REGIONAL JET (E.G. E-175)		0
SMALL NARROWBODY (E.G. A321NEO)		0
LARGE NARROWBODY (E.G. B757-300)		8,980
SMALL WIDEBODY (E.G. B777-9X)		54,790
LARGE WIDEBODY (E.G. A380-800)		0
	SUBTOTAL	**63,770**
FIS - MODIFIED BAG FIRST PROCESS		
GLOBAL ENTRY KIOSKS	10	948
U.S. AND VISITOR APC KIOSKS	119	17,747
U.S. AND VISITOR VERIFY UNITS	27	14,346
U.S. AND VISITOR TRIAGE UNITS	45	17,860
SUPPORT SPACE		22,064
	SUBTOTAL	**72,965**

OGT-OGC REQUIRED FUNCTIONAL AREAS	NUMBER OF UNITS REQUIRED	TOTAL SPACE REQUIRED (SQ. FT.)
BAGGAGE - ARRIVALS		
INBOUND BAGGAGE DROPOFF		
DOMESTIC (180 LINEAR FT. / BELT)	0	0
PRECLEARANCE (240 LINEAR FT. / BELT)	3	17,160
INTERNATIONAL (240 LINEAR FT. / BELT)	10	57,200
OUT OF GAUGE / OVERSIZE	3	900
BAGGAGE BELTS		
DOMESTIC (180 LINEAR FT. / BELT)	0	0
PRECLEARANCE (240 LINEAR FT. / BELT)	3	34,500
INTERNATIONAL (240 LINEAR FT. / BELT)	10	115,000
OUT OF GAUGE / OVERSIZE	3	4,500
	SUBTOTAL	**229,260**
TRANSFERS RECHECK	20	7,514
ARRIVALS HALL		23,197
CONCESSIONS		
RETAIL AREA		
LANDSIDE		5,092
AIRSIDE		29,913
F&B AREA		
LANDSIDE		7,638
AIRSIDE		44,869
RETAIL SUPPORT		17,502
	SUBTOTAL	**105,013**
AIRLINE AREAS		
AIRLINE OPERATIONS		28,697
FIRST CLASS LOUNGE		50,000
	SUBTOTAL	**78,697**
ADDITIONAL AREAS		
RESTROOMS		28,050
CIRCULATION		271,296
MECHANICAL / ELECTRICAL		218,744
DESIGN CONTINGENCY		218,744
SITE LIMITATIONS CONTINGENCY		72,915
	SUBTOTAL	**809,749**
	TOTAL	**2,247,508**

OGT FACILITY REQUIREMENTS

GENERAL

A preliminary terminal requirements and space program has been developed for Phase I O'Hare Global Terminal and Concourse. This preliminary program is based on previous airport-wide planning work that includes improvements and operational changes to other areas (such as Terminal 5) under separate design efforts. This preliminary program is expected to be refined by the Chicago Department of Aviation over the next few months, including through additional stakeholder engagement that will occur ahead of the architectural design process. The program includes passenger processing and operational space currently assumed included in the OGT and OGC.

Each processing area is described briefly in the sections below.

CHECK-IN

The program currently assumes three processing options exist for check-in (excluding off-Airport check-in):

- Self-service kiosks
- Bag-drop counter positions
- Full-service (agent) counter positions

To account for changing airline demand, check-in facilities are assumed to be flexible:

- Counter positions are assumed to be flexible between bag-drop and agent facilities.
- Equipment should be flexible between airlines, where required.

BAGGAGE – DEPARTURES

It is currently assumed that each of the following functions of the departure baggage systems are provided separately for each of the hub airlines (with partner airlines sharing with the hub airlines):

- sortation system
- checked baggage inspection system (CBIS) and checked baggage reconciliation area (CBRA)
- early bag storage
- baggage makeup

The preliminary space program includes outbound baggage makeup facilities, which consist of baggage makeup equipment, areas for staging and loading baggage carts, baggage cart drive (circulation) aisles, and access to and from the apron and gate positions. Operational space is included for airline staff, including baggage service offices, breakrooms, and locker rooms.

OGT FACILITY REQUIREMENTS

SECURITY SCREENING CHECKPOINT

A single, central checkpoint supporting current Transportation Security Administration (TSA) screening programs, including expedited TSA lanes (e.g., Pre✓©), is assumed. The program currently assumes the TSA provides standard screening lanes; however, the checkpoint has been programmed with sufficient length for Automated Screening Lanes. Additionally, the program includes TSA support space.

Consideration should be given to the flexibility of the security checkpoint to adapt to changes in regulatory requirements, as well as adapt to changing technology, such as the deployment of advanced technology x-ray machines.

HOLDROOMS

Holdroom space assumed in the preliminary program, used to board and deplane aircraft, accommodates seated/standing areas, boarding queues, gate agent positions, and exit aisles. Holdrooms should serve at a minimum either one widebody aircraft or two narrowbody aircraft at Multiple Apron Ramp System (MARS) positions.

FEDERAL INSPECTION STATION

The program currently assumes a modified bag-first process whereby passengers will claim their checked baggage prior to proceeding to a CBP officer. Flexibility should be provided for changes in CBP processing requirements, regulations, and new technology.

BAGGAGE – ARRIVALS

The preliminary program assumes baggage claim devices are provided with the associated active claim zone for passengers awaiting delivery of their baggage. Flexibility will be required to reallocate bag devices between preclear and non-preclear based on demand requirements. Devices should be designed for dual bag conveyor feeds.

Each claim device requires an offload device. It is currently assumed that this area includes offload conveyors, cart circulation, a staging area, and a work aisle.

Additionally, it is currently assumed that out-of-gauge claim devices are provided in both non-precleared international and precleared international arrivals areas.

OGT FACILITY REQUIREMENTS

Under separate cover submit 20 electronic copies on USB drives and 20 hard copies of the Proposals responding to this RFP should be prepared using a font no smaller than 12 point (with the exception of text associated with a graphic image no less than 8 point) on 11”x17“paper, printed double-sided and bound.

There is no page limitation for the submittal and the respondents are free to prepare the amount of information they believe will sufficiently convey their design intent and communicate their understanding and solution to the airport’s needs.

The electronic version of the response must, to the extent practicable, mimic the structure required for the hard copies (Original and Copies).

All renderings included in the submittal shall be provided in individual electronic format with a minimum resolution of 2560 x 1920.

Physical Models please see section below.

1 PROPOSAL CONTENT

This section outlines the various design deliverables which will be required of design teams and should be incorporated into the response submitted by the architect. The submittal should include the following:

1. The respondent shall narratively explain their design approach that addresses this project in specific detail explaining their Architect’s design vision and key features for the development of the O’Hare Global Terminal and O’Hare Global Concourse and its ability to achieve the CDA’s goals and objectives and design aspirations;
2. Explain through narratives, diagrams, sketches and renderings the design proposal for the OGT & OGC and its relevance in the overall TAP program;
3. Explain through illustrations the design process, and reason for choosing proposed OGT configuration;
4. Strategy for Aircraft MARS stand and apron layout;
5. Strategy for integration and interface of new facilities with existing structures while maintaining and enhancing the architectural legacy of those structures;
6. Explain functionality of Landside design through narratives, diagrams and renderings;
7. Architectural concept and design features;
8. Functional flows for Passengers, Baggage, goods movement;
9. Baggage systems;
10. Retail layout;
11. Forecourt design;
12. Walking distances;
13. Constructability of design and Construction Approach – Speed, Quality, Innovation & Modularity;
14. Demonstrate the incorporation of Universal Design Principles;
15. Compliance with Facility Space Program defined in this document on page 30;
16. Narratives on design data with regards to addressing site challenges, sustainability studies, future proofing and flexibility of proposed design and construction;
17. Relevant research and studies on trends in the aviation industry to highlight design ideas or suggestions.

SUBMISSION REQUIREMENTS

2 DRAWINGS

Design drawings for the proposal shall include but not limited to following:

1. OGT & OGC Plans with Terminals, associated airside and landside facilities
2. Land Use Plan
3. Site plans, Site Sections and Elevations
4. Drawings indicating various flows including interconnections to other terminals
5. All floor plans, cross sections and interior elevations
6. Drawings indicating aircraft, passenger, baggage, staff, goods delivery and distribution and refuse flows.
7. Terminal Apron layout
8. Enlarged drawings of key design features (appropriate scale)
9. Retail Layout
10. Airside layout illustrating MARS gate layouts appropriate scale
11. Departure and Arrival forecourt layouts (appropriate scale)
12. Typical Gate Lounge
13. Passenger Boarding Bridge interfaces and circulation at gate locations
14. Baggage handling

Note: The drawings shall provide a level of detail reflecting the underlying purpose and intent of the Architect. Submission of additional drawings which in the opinion of architect are helpful in expressing the design proposal's intent and characteristics are left to the discretion of Architects.

The unit of measurement for all design deliverables should be in us Imperial Units (feet & inches).

3 RENDERINGS

1. Views of OGT from main approach road, and other significant areas
2. Exterior views of Terminal (from landside and airside)
3. Views of key interior spaces within Terminal & Concourse
4. Check-in hall
5. Baggage Reclaim & Arrivals Hall
6. Departure lounge (Retail)
7. Typical Pier/Gate Lounge
8. Interior views
9. Exterior views
10. Illustrate the interfaces between the OGT and OGC with Terminal 1 and the Rotunda Structure

Note: views listed above shall be from human eye level. Additional views shall be provided which offer alternate viewpoints including:

Aerial view of Terminal with existing buildings added for context. (Terminal 1, Concourse B, Terminal 3, Control Towers, and Parking Garage)

Other Aerial views of OGT & OGC as necessary

4 VIDEO WALKTHROUGH

Architects shall prepare a walkthrough (minimum 1 minute) to illustrate design intent of the OGT and the OGC.

Note: Any other interactive visual aids such as VRMLs are left to the discretion of Architects. Walkthrough can be submitted at the time of Proposal Presentation.

SUBMISSION REQUIREMENTS

5 PHYSICAL MODEL

Show full form and arrangement of OGT and OGC including Terminals, landside and airside facilities as per scope – Scale shall be 1" = 40'

OGT & OGC Sectional Model – appropriate scale that best showcases the key design features. This requirement may be satisfied with a single model depending on how respondent elects to construct the model.

The request for proposals specifies that models/samples shall be submitted as evidence of the type and quality of items or illustration of design offered in the proposal, such models/samples shall be delivered & assembled (if required) at the site and by the time as stated in the timeline in Section E Project Timeline. Proposal should be marked clearly with the Proposal number, item number and the name of the Proposer. Where models/samples are required, failure to provide the required models/samples at the stipulated time may render the Proposal liable to be consider non responsive.

The Respondent shall note that all models/samples submitted will not be returned to the proposer.

In event the models/samples are to be moved to another location as required by CDA during the course of Proposal evaluation, the Respondent shall move and transport the models/samples including dissembling and re-assembling at no additional cost to CDA.

All costs, including but not limited to all shipping and transportation duties incurred in providing and delivering such models/samples to CDA, shall be borne by the Proposer.

6 COST ESTIMATES

The cost estimate should be broken down in sufficient detail for the evaluation committee to review and establish consistency with the overall project budget. This includes the following categories:

- Foundations and below grade structure
- Superstructure
- Enclosure
- MEP Systems
- Interior Finish
- Equipment
- Vertical Circulation
- FFE
- Total Estimated Costs

The OGT and OGC has a programmatic requirement for approximately 1.875 million square feet of newly constructed terminal area and an established construction budget of $1.3B dollars.

City of Chicago
Department of Procurement Services
PRE-PROPOSAL CONFERENCE ATTENDEE REGISTER

Project Name: RFP for Lead Architectural Design Services Terminal Area Plan – for the O'Hare 21 Program at O'Hare International Airport

Senior Procurement Specialist: Lisa Freelon

Specification No: 428915

Conference Date: November 8, 2018

Time: 10:00 a.m.

Location: 10510 W. Zemke Road, Chicago, IL 60666

Company Name	Attendee Name	Company Address	Telephone Number	Fax Number	Email
Ross Barney Architects	Ryan Gann	10 W. Hubbard Street Chicago, IL 60654	312-832-0600 x300		rjg@r-barc.com
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Garza Karhoff Engineering, LLC	Brenda Garza Karhoff	120 N. LaSalle Chicago, IL 60602	312-728-2596 X1		Brenda.karhoff@gke-ll.com
Brook Architecture	RaMona Westbrook	2325 S. Michigan Chicago, IL 60616	312-348-1041		rwestbrook@brookarchitecture.com

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Company Name	Attendee Name	Company Address	Telephone Number	Fax Number	Email
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Company Name	Attendee Name	Company Address	Telephone Number	Fax Number	Email
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Department of Aviation	Elizabeth Granados-Perez				
Department of Procurement	Lorel Blameuser				
Department of Procurement	Lisa Freelon		312-742-9477		lfreelon@cityofchicago.org

ATTACHMENT C

COMBINED O'HARE AIRLINES USE AND LEASE AGREEMENT

EXHIBIT L, SECTION 7, PROJECT NAME: BAGGAGE HANDLING SYSTEM (BHS) EQUIPMENT

7. PROJECT NAME: Baggage Handling System (BHS) Equipment

PROJECT OVERVIEW: Baggage Handling System (BHS) equipment and related infrastructure (other than shell space build-out) to be installed for use by hub airlines within O'Hare Global Terminal (OGT), O'Hare Global Concourse (OGC), Satellite 1 (S-1) Concourse, Satellite 2 (S-2) and in the basement adjacent to the consolidated tunnel; as well as Terminal 5 for use by airlines in operation at Terminal 5.

TOTAL ESTIMATED CONSTRUCTION COST: $690,578,000 (Excluding build-out of shell space)

CHANGES IN PROJECT SCOPE REQUIRING MII REVIEW: Any reduction in scope related to the hub airline or T5 BHS

PROJECT SUMMARY

a. BHS for Hub Airlines
   i. Provide shell building space in OGT, OGC and S-1 for outbound BHS. One hub carrier outbound sortation system and bagroom is to be provided primarily in the apron level of the OGC. The other hub carrier outbound OGT is to be provided in the apron level of S-1 and in the location of the existing bag room between Concourses B and C subject to hub airline requirements. The cost of shell building space to accommodate BHS is accounted for in other projects described herein.
   ii. The OGT is to house two separate CBIS areas – 1 for each hub carrier. Each CBIS system is to meet non-redundant and redundant EDS requirements per PGDS-V5 (or current version/revision). Systems are to be interconnected for added redundancy. These systems will be fed from OGT and existing T-1 and T-3 ATO, outbound systems. The existing CBIS area located in the current United Bag Room shall be decommissioned and removed.
   iii. Originating and transfer conveyance, subject to hub airline requirements, from existing HUB carrier terminal and concourses are to be provided to the new sortation systems in either the OGC or S-1.
   iv. The consolidated tunnel section is to provide a right-of-way for GSE and future high-speed BHS technology from the OGT sortation areas to each satellite concourse.
   v. Include right of way for baggage conveyors between the existing bag room, proposed CBIS, Concourse C to S-1, and proposed bag room locations.
   vi. Satellite concourses will include provisions for ICS BHS interface for future outbound and transfer inputs.
   vii. Individual early bag storage systems (EBS) are to be provided for each hub carrier, subject to hub airline requirements.

viii. The BHS systems shall be interconnected at the EBS or other central location to provide the ability to transport interline baggage automatically to down line carrier.

ix. BHS right-of-way and clearance requirements are to take dimensional priority over building utilities, vertical circulation cores, mechanical/electrical room placements or escalator/elevator pits and other building elements. Critical airline support spaces are to be carefully integrated with the BHS plan.

x. An underground tug road is provided in the consolidated tunnel with direct access from "Tug Alley", OGT outbound bag room, and all planned satellites to the west.

xi. The number, location and alignment of interconnecting conveyors between each carrier existing systems, transfer input points will be determined during system design and approved by each carrier. Operational efficiency and system maintenance are critical requirements.

xii. Sloped pallet international claim devices will be provided, each with redundant feed conveyors

xiii. A minimum of four domestic/pre-clear claim devices will be provided

xiv. Basement areas to be provided if determined to be required by the airlines for elements of the BHS, including Early Bag Storage (EBS) to 20' minimum clearance from finished floor to bottom of any structural member to allow for BHS clearances, space for a future ICS, or other elements of the BHS. System shall be designed to be optimized for baggage retrieval times, efficient crane usage/bag throughput, and a minimized overall footprint of the system.

xv. In OGT, BHS right-of-way for originating and transfer conveyor connected from/to Terminals 1 and 3

xvi. In Terminal 1/OGT/Concourse C, the United Airlines existing bag room shall be integrated into the new BHS equipment and right of ways.

xvii. Bag make-up room ceiling heights should be designed to 16' minimum clearance from finished floor to bottom of any structural member to allow for BHS clearances.

xviii. The program includes all BHS equipment such as transport, conveyance, screening, processing, and transfer equipment.

xix. Refurbishment of the existing T1 bag room including the relocation of the existing CBIS to the new OGT, replacement of the sort piers with new flat plate make-up devices, and connections from T1 to OGT, Concourse C, and S1 through conveyance systems shown in the illustration shown herein.

b. BHS for Terminal 5 Airlines
   i. Replacement of entire outbound baggage handling system, including conveyance between check-in, TSA screening, and outbound bagroom.
   ii. Existing conveyor demolition
   iii. New standard belt conveyors
   iv. New ICS conveyor or conventional conveyor, as recommended by independent third-party review
   v. New makeup devices
   vi. New CBIS, consolidating TSA's operation in a single system with 6 CTX 9800 DSI machines with space reserved for an additional 2 machines
   vii. Early bag storage system to be provided, sizing subject to airline requirements
   viii. Facility modifications to accommodate new system, including creation of conveyance rights-of-way and utility work

POTENTIAL AIRLINE FUNDED ELEMENTS (NOT INCLUDED IN PROJECT COSTS AND NOT SUBJECT TO MII): [None]