CITY OF COLORADO SPRINGS

ADDENDUM #1 RFP R15- 124 IP November 12, 2015
NAME OF PROJECT: **"Aerial Insecticide Application, Tussock Moth Program"**
PROPOSAL DUE DATE: **REMAINS:** MONDAY, NOVEMBR 30, 2015 - NO LATER THAN 2:00 PM

This document shall become as fully a part of the above named RFP and Contract Documents as if included and shall take full and complete precedence over anything stated or shown to the contrary in them.

Acknowledgment: Each Offeror shall indicate in the place provided acknowledgment of receipt of this Addendum.

Each and every Offeror, subcontractor, and material supplier shall be responsible for reading each and every item in this Addendum to ascertain the extent and manner it affects the work in which he is interested.

*****CHANGES TO THE PUBLICATION NOTICE*****

The following items and information are corrections and additions to the above referenced project.

1. **RFP DUE DATE AND TIME:**
   REMAINS: MONDAY, NOVEMBER 30, 2015 – NO LATER THAN 2:00 PM

2. **Questions/Clarifications answered on following page.**

Offeror shall acknowledge receipt of this addendum by signing below, and this addendum must be returned as part of the proposal.

_____

Signature Date

_____

Firm

Question 1:
2.12 BOND REQUIREMENTS: Will an irrevocable letter of Credit for 100% of the contract amount from our bank made out to the City of Colorado Springs be sufficient rather than a Bond?

Answer:
The City requires Performance Bond for this proposal.

Question 2:
Do you have any idea how much of the spray area will be listed as "Congested Area"? The Solicitation stated: Operations over Congested Areas (FARS 137.51): The vendor will comply with all pertinent FAA regulations. It is the responsibility of the Vendor to ensure that a plan for operating over each congested area is submitted to and approved by the FAA Flight Standards District Office having jurisdiction over that area.

Answer:
This text is found in 5.29, "Insecticide Spraying". Although the FAA has been reluctant to more clearly define "congested areas" we will assume that the majority of our treatment area will be defined as a "congested area". Close examination of the treatment area map (see Attachment 1) will strongly indicate that there are multiple residential subdivisions immediately adjacent to, and within, the treatment area. These areas may or may not need to be used as airspace for approaching or turning around during the application process, therefore …"Expect all sites to require congested area flight plans". See also 5.18 "Personnel Requirements", Part E, "Other Requirements" and additionally 5.14 "Compliance with Federal, State and Local Regulations".

Question 3:
Can you better explain 5.30 OPERATIONAL HOURS: ? The last sentence stating the example has us puzzled because we feel one AT-802 Air Tractor and one chase aircraft could be sufficient? The bid states: (On an operational day when all or any aircraft on the program cannot operate for reasons beyond the control of the contractor, a proportional adjustment will be made in the operational hours charged for that day. Such conditions would include: (1) when one or more aircraft are grounded for lack of guidance furnished by the City,(2) certain areas may not be ready for spraying, or (3) when one or more aircraft are grounded due to fog or poor visibility in their areas while others can operate. Example: if there are 4 aircraft on a program and 2 can spray the operational hours charged would be 1/2 of those used on that day.)

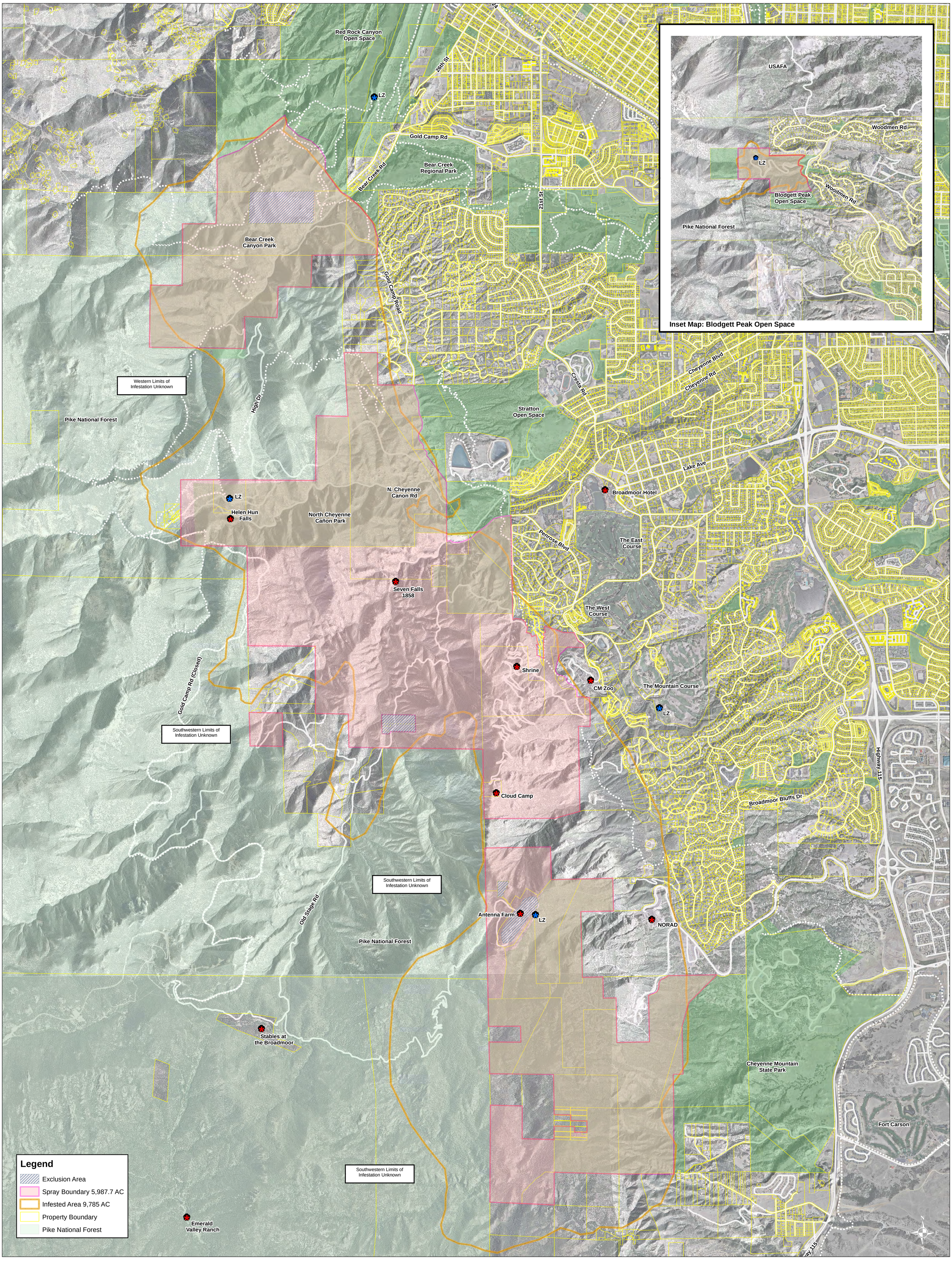
Answer:
This text is located in 5.30, "Operational Hours". The foundation for our RFP was captured using an original RFP from the State of Illinois. That original contained language which was scrubbed for our purposes and some of their requirements were inadvertently left behind. Such is the case with the text above. Their operations were much larger than ours and it appears that their vendor was paid by the hour or day, rather than our requirement of by the acre. There may be a time frame where spray operations are suspended because of adverse weather but obviously this will have no effect on the costs per acre. In addition, there may be a time frame where operations are suspended because of where the insect populations are in their life stages based on topo, altitude and aspect. Again, this should have no bearing on costs per acre. In either case, it will simply mean that there may be time periods where spraying occurs on intermittent days. And finally, treatment area SHAPE files will be provided to the vendor well in advance of implementation of this RFP. Therefore only the weather and insect gestation will alter scheduled spray days.

Question 4:
On Page 34 of the Bid package, it list: DIFFERENTIAL GPS EQUIPMENT MANUFACTURERS. Our company uses Sat Loc's in our Fixed Wing aircraft which is listed on page 34. We in our helicopters we use Trac-Map GPS Guidance Systems. We previously used AG-NAV in our helicopters but removed them as we have found Trac-Map to be a far superior guidance system over Ag-Nav. If our Trac-Map Guidance systems will meet your requirements but not listed as an approved Guidance System on Page 34, can we use it if we elect to bid this spray program using our helicopters?

Answer:
This text is partially located in 5.17, “Installation of Special Equipment on Aircraft” and Exhibit 7, “Protecting Our Forests – Protecting our Future, Appendix II located on page 77 of the actual RFP but concurrently page 34 of “Protecting our Forest”.

The guidance equipment shall be capable of accurately guiding the aircraft, while flying at application altitude, along parallel flight lines equal to the assigned swath width of the application aircraft, in blocks designated by The City. The system shall be sufficiently sensitive to provide immediate deviation indications and sufficiently accurate to keep the aircraft on the desired flight path. Post-flight processing should display track, altitude and groundspeed of aircraft during flight, with differentiation between standard flight and flight when the application system is on. Export file format must be compatible with ArcView GIS systems and must be provided in an electronic format. Full record includes position, time, altitude, speed, cross-track error, track, application system on/ off, aircraft tail number, pilot, and differential correction status.

Attachment 1



Tussock Moth & Western Spruce Budworm 2015 Outbreak

DRAFT Infestation Mapping - Nov 12, 2015