



DEPARTMENT OF PURCHASING & CONTRACT COMPLIANCE

**Winner 2000- 2007 Achievement of Excellence in Procurement Award
National Purchasing Institute**

Jerome Noble, Director



May 5, 2008

**Re: #08ITB61175K-JD – Fulton County Airport – Brown Field
Rehabilitation of Taxiways “I” & “G” and Hold Pad Construction**

Dear Bidders:

Attached is one (1) copy of Addendum 1, hereby made a part of the above referenced **#08ITB61175K-JD – Fulton County Airport – Brown Field Rehabilitation of Taxiways “I” & “G” and Hold Pad Construction**.

Except as provided herein, all terms and conditions in the **#08ITB61175K-JD – Fulton County Airport – Brown Field Rehabilitation of Taxiways “I” & “G” and Hold Pad Construction** referenced above remain unchanged and in full force and effect.

Sincerely,

Joyce Daniel

Joyce Daniel, CPPB
Assistant Purchasing Agent

This Addendum forms a part of the contract documents and **modifies** the original Bid documents as noted below:

1. Section 00420, Purchasing Forms & Instructions, paragraph 2, the first sentence should read “To be deemed responsive to this ITB, Bidders must provide the information requested and complete in detail all Purchasing Forms”.
2. Clarification of DBE participation goal for the Fulton County Airport-Brown Field Contract Compliance Good Faith Efforts response from GDOT; if a vendor falls short of the DBE goal, a good faith effort must be demonstrated by using the following criteria:

5.06 Good Faith Efforts

GDOT's determination that a bidder/offeror has exercised good faith efforts in attempting to meet the DBE contract goal are done in accordance with 49 CFR Parts 26, Appendix A.

- (a) GDOT will take into consideration a bidders, offerors, and consultant's (hereinafter referred to as “bidder”) good faith efforts when determining whether the bidder has attempted to meet the DBE contract goal. A determination of good faith efforts includes the following things:
 - (1) Documents that it has obtained enough DBE participation to meet the goal; or
 - (2) Documents that it made adequate good faith efforts to meet the goal, even though it did not succeed in obtaining enough DBE participation to do so. If the bidder does document adequate good faith efforts, GDOT will not deny award of the contract on the basis that the bidder failed to meet the goal.
- (b) In its solicitations for federally-assisted contracts for which a contract goal has been established, GDOT will require the following:
 - (1) Award of the contract will be conditioned on meeting the requirements of this section;

- (2) All bidders will be required to submit the following information to GDOT, at the time provided in paragraph (b)(3) of this section:
- (i) The names and addresses of DBE firms that will participate in the contract;
 - (ii) A description of the work that each DBE will perform;
 - (iii) The dollar amount of the participation of each DBE firm participating;
 - (iv) Written documentation of the bidder's commitment to use a DBE subcontractor whose participation it submits to meet a contract goal;
 - (v) Written confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment; and
 - (vi) If the contract goal is not met, evidence of good faith efforts must be submitted in accordance with the contract specifications.
 - (vii) The bidder must present the information required by paragraph (b)(2) of this section by the close of business on the third working day following opening of the bid as a matter of bidder responsibility.
- (c) GDOT will make sure all information is complete, accurate and adequately documents the bidder's good faith efforts before committing itself to the performance of the contract by the bidder.

3. Response to Questions:

1. On the phasing section of the plans it states that the test section should be performed between 7 PM Sat. to 7 PM Sat – Should this be Sat. 7 AM TO 7 PM.

Answer: Yes.

2. My understanding is that all construction vehicles and equipment should have flashing lights on them and all dump trucks should have the orange and white flags on them. Is this correct?

Answer: Yes, during daylight hours. All vehicles and equipment must have flashing lights during night time work.

3. Can all of the phases of work be closed at the same time?

Answer: No.

4. Who has to attend the security training?

Answer: Superintendent, Foremen, gate guards, radio operators, and flagmen.

5. Will the stone base for the access roads and the staging area be paid for under the Crushed Aggregate Base Course item?

Answer: No, it will be incidental to the work with no separate payment.

6. Will the 1' of fill material that is placed on the west access road remain at the end of the project?

Answer: Yes.

7. Does the person at the gate have to be an actual security guard or can they be a company employee?

Answer: Employee.

8. On Sheet C-10 the detail shows cracking sealing, but the Bid Form does not have a pay item for crack sealing. What quantity should the contractor use for pricing and how will this work be paid for?

Answer: See Attached specification section and revised bid form.

9. Should the existing asphalt edges at the holding pad be sawed before paving is performed?

Answer: Yes, see detail 5 of sheet C-9.

10. Please clarify the P-401 mix gradation. The gradation on page 5 under P-401 does not meet P-401 surface course gradation.

Answer: A new table 3 for the P-401 gradation is included in this addendum.

11. Can the material removed from the holding pad area be wasted on site or should the contractor plan on hauling the material off site?

Answer: Earth material can be placed in the North Terminal area. All Federal, State, and County regulations must be met.

12. All of the milling and construction work can be performed at night, but all of the asphalt paving has to be performed in the daytime hours. Is this correct?

Answer: Yes.

4. **Revised - Table 3. Aggregate-Bituminous Pavements –**
See Attachment 1.
5. **Revised – Item P-653 Asphalt-Rubber Joint and Crack Filler**
See Attachment 2.
6. **Revised – Bid Form**
See Attachment 3.

ATTACHMENT 1

Revised Table 3. Aggregate-Bituminous Pavements

TABLE 3. AGGREGATE - BITUMINOUS PAVEMENTS

| Sieve Size | Percentage by Weight Passing Sieve |
|----------------------|---------------------------------------|
| 1-1/4 in. (31.25 mm) | -- |
| 1 in. (25.0 mm) | -- |
| 3/4 in. (19.0 mm) | 100 |
| 1/2 in. (12.5 mm) | 79-99 |
| 3/8 in. (9.5 mm) | 68-88 |
| No. 4 (4.75 mm) | 48-68 |
| No. 8 (2.36 mm) | 33-53 |
| No. 16 (1.18 mm) | 20-40 |
| No. 30 (0.60 mm) | 14-30 |
| No. 50 (0.30 mm) | 9-21 |
| No. 100 (0.15 mm) | 6-16 |
| No. 200 (0.075 mm) | 3-6 |
| Asphalt Percent | |
| Stone or gravel | 5.0-7.5 |

ATTACHMENT 2

**Revised
Item P-653 Asphalt-Rubber Joint and Crack Filler**

ITEM P-635 ASPHALT-RUBBER JOINT AND CRACK FILLER

DESCRIPTION

635-1.1 This item shall consist of providing and installing a pourable asphalt-rubber filler capable of effectively filing and sealing joints and cracks in existing asphalt pavements. A polymer-modified asphalt-rubber (PMAR) blend may be substituted.

MATERIALS

635-2.1 GENERAL. Ensure that the material is a premixed, asphalt-rubber filler mixture. Ensure that the mixture is a blend of asphalt cement, aromatic extender oil(s), and recycled or reclaimed tire crumb rubber (22 + 1% by weight) in a closely controlled manufacturing process. The dosage rates of tire crumb rubber may be reduced if a polymer modifier is added to the mixture. Produce a mixture with the following properties:

635-2.1.1 Workability. The mixture pours readily and penetrates a ¼ inch pavement joint or crack to a depth of at least 1 inch when the application temperature of the fully reacted mixture is 350 degrees F and the air temperature is 35 degrees F or higher.

The mixture, when placed in conventional field installation equipment, readily melts to a pumping consistency after being heated to 400 degrees F for 2 hours maximum. The mixture remains in a pumping consistency when the temperature of the field installation equipment is reduced to the normal operating temperature range of 300 degrees F to 350 degrees F.

635-2.1.2 Curing. The mixture contains no water or volatile solvents and cures immediately when cooled to a sufficient viscosity to prevent tracking caused by construction traffic.

635.2.1.3 Softening Point and Flexibility. When a fully reacted mixture sample of asphalt-rubber has been heated at 350 degrees F for one hour, or when a PMAR Blend has been heated at 380 degrees F for one hour, it shall pass the following laboratory tests:

Softening Point:

Asphalt-Rubber 150 degrees F (65 degrees C)

PMAR 185 degrees F (85 degrees C)

Flexibility: Bend a 1/8 inch (3 mm) thick x 1 inch (25 mm) wide x 6 inch (150 mm) long mixture specimen after conditioning to 10 degrees F (-12 degrees C) at a minimum bending rate of 9 degrees per second (10 seconds maximum for a 90 degree bend) over a 1 inch (25 mm) diameter mandrel without cracking.

635-2.1.4 Separation. Test the PMAR blend for phase separation by pouring a representative sample of the mixture into aluminum tubes 1 inch (25 mm) in

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diameter and 5 – ½ inch (137 mm) long as described in AASHTO PP5. Cure the samples at 325 degrees F (165 degrees C) for 48 hours. Take samples from the top and bottom of the tube and determine softening point as described in ASTM D 36. Average the test results from the top and bottom samples. If there is 4 % or more difference between the average test result and either of the top and bottom test results, reject the mixture due to separation.

635-2.1.5 Adhesion. When cooled, the mixture bonds strongly to asphalt surfaces. The mixture contains no materials that chemically react with this surface to reduce the short-term and long-term adhesion bonds.

635-2.1.6 Acceptable Recycled or Reclaimed Tire Crumb Rubber. Before the rubber is added, ensure the asphalt cement used in the mixture conforms to the requirements of PG 58-22 or PG 64-22.

Ensure that the recycled, reclaimed tire crumb rubber used in the mixture meets the following requirements:

- a. Was obtained from pneumatic tires (such as automobile, truck, bus, etc.) – not solid tires and non-tire rubber sources.
- b. Was produced from an ambient grinding process (crushes, tears, grinds, or wears the used rubber tires at or above ordinary room temperature that produces rubber particles with a ragged, sponge-like surface). Cryogenically ground rubber or tire buffings are prohibited.
- c. Contains recycled, vulcanized crumb rubber and/or reclaimed (devulcanized) rubber.
- d. Contains at least 25% natural rubber by weight of the total rubber portion of the mixture.
- e. Contains no more than a trace of fabric.
- f. Is free of wire and other contaminating materials, except up to 4% calcium carbonate or talc to prevent rubber particles from sticking.
- g. Contains no rubber particles greater than ¼ inch (6 mm) long.
- h. Meets the following gradation requirements:

| Sieve Size | Percent Passing |
|------------|-----------------|
| No. 10 | 100% |
| No. 16 | 95 – 100% |
| No. 30 | 40 – 80% |
| No. 80 | 0 – 5% |

635-2.1.7 Poly-Modified Asphalt-Rubber (PMAR)

If a PMAR blend is used, ensure it meets the following additional requirements:

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| PROPERTY | SPECIFICATION LIMITS |
|---|----------------------|
| Cone Penetration, 77 degrees F | 30-60 dmm |
| Resilience, 77 degrees F Recovery | 30% minimum |
| Ductility, 77 degrees F, 50 mm/minute | 300 mm minimum |
| Asphalt Compatibility (ASTM D 3407) | Pass |
| Bitumen Content (ASTM D 4) | 60% minimum |
| Tensile Adhesion (ASTM D 3583) | 500% minimum |
| Rational Viscosity (Brookfield), No. 5 spindle, 20 RPM, 400 degrees F | 3,000-15,000 cp |

635-2.2 DELIVERY, STORAGE AND HANDLING. Package the premixed filler material in units weighing no more than 30 lbs (15 kg) with a maximum of two 30 lbs (15 kg) units per shipping container. Ensure that the plastic film used to package the units melts at normal application temperatures when placed in the installation equipment.

CONSTRUCTION METHODS

635-3.1 FIELD INSTALLATION EQUIPMENT. Use field equipment that procedures or maintains specified temperatures, even if filled to capacity. Ensure that the equipment produces or maintains a homogeneous mixture of asphalt and rubber at a uniform temperature without hot or cool spots or rubber and asphalt segregation in the mixture.

635-3.2 CRACK FILLING EQUIPMENT. Ensure that the equipment for filling the joints and cracks directs the mixture into the crack. Fill large cracks from the bottom up. Provide squeegees as necessary.

635-3.3 AIR COMPRESSORS. Ensure that air compressors are satisfactory to the Engineer.

635-3.4 JOINT AND CRACK PREPARATION. Use wire brushes, probes, and compressed air to clean the joints and cracks to be filled. Clean the surface and check the joints and cracks to ensure that they are free of vegetation, dirt, dust, moisture and other foreign material.

635-3.5 RESTRICTIONS. Do not fill joints and cracks if: the joint or crack surface to be treated is not thoroughly dry; rain is imminent; the air temperature is below 35 degrees F.

635-3.6 PROCEDURES. The Contractor shall begin operations by placing the prepackaged filler mixture in the field installation equipment. The mixture shall be heated for the proper time to reach the proper temperature to provide a full reaction between the asphalt and the rubber. The mixture shall be applied at the specified temperature according to the manufacturer's recommendations or the laboratory's approval. The joints and cracks shall be carefully filled with a slight over-fill. The

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excess shall be struck-off with a V-shaped squeegee to feather the filler out to a width of approximately 2 inches (50 mm).

635-3.7 **QUALITY ACCEPTANCE.** If the packaged units are bonded or stuck together or to the shipping container, or if packaging staples or fasteners cause mixture contamination, the material may be rejected as determined by the Engineer. The manufacturer must meet the requirements of this Specification and furnish evidence of successful field installation and performance under similar environmental and project conditions.

METHOD OF MEASUREMENT

635-4.1 Joint and crack filling material shall be measured by the gallon of filler in place, complete, and accepted.

BASIS OF PAYMENT

635.5.1 Payment for joint and crack filling material shall be made at the contract unit price per gallon. The price shall be full compensation for furnishing all materials, for all preparation, delivering, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-635-5.1 Joint and Crack Filler – per gallon

TESTING REQUIREMENTS

AASHTO PP5

ASTM D 4 Bitumen Content

ASTM D 36 Softening Point of Bitumen

ASTM D 3407 Joint Sealants, Hot-poured, for Concrete and Asphalt Pavements

ASTM D 3583 Joint Sealant, Hot Applied, Elastomeric-Type, for Portland Cement Concrete Pavements

END OF ITEM P-635

ATTACHMENT 3

Revised Bid Form

BID FORM

Submitted To: Fulton County Government

Submitted By: _____

For: Bid No. #08ITB61175K-JD – Fulton County Airport – Brown Field Rehabilitation of Taxiways "I" & "G" and Hold Pad Construction

Submitted on _____, 20__.

The undersigned, as Bidder, hereby declares that the only person or persons interested in the Bid as principal or principals is or are named herein and that no other person than herein mentioned has any interest in this Bid or in the Contract to be entered into; that this Bid is made without connection with any other person, company or parties making a Bid; and that it is in all respects fair and in good faith without collusion or fraud.

The Bidder further declares that he has examined the site of the work and informed himself fully in regard to all conditions pertaining to the place where the work is to be done; that he has examined the Drawings and Specifications for the work and contractual documents relative thereto, and has read all instructions to Bidders and General Conditions furnished prior to the openings of bids; that he has satisfied himself relative to the work to be performed.

The Bidder proposes and agrees, if this Bid is accepted, to contract with the Board of Commissioners of Fulton County, Atlanta, Georgia, in the form of contract specified, to furnish all necessary materials, equipment, machinery, tools, apparatus, means of transportation and labor necessary, and to complete the construction of the work in full and complete accordance with the shown, noted, and reasonably intended requirements of the Specifications and Contract Documents to the full and entire satisfaction of the Board of Commissioners of Fulton County, Atlanta, Georgia, with a definite understanding that no money will be allowed for extra work except as set forth in the attached General Conditions and Contract Documents for the following prices.

THE BASE BID TOTAL IS THE AMOUNT UPON WHICH THE BIDDER WILL BE FORMALLY EVALUATED AND WHICH WILL BE USED TO DETERMINE THE LOWEST RESPONSIBLE BIDDER. Please make sure that all line items below are accurately calculated and total up to this inclusive amount.

The bid may not be withdrawn or modified for a period of ninety (90) days following the receipt of bids.

BASE BID TOTAL, ITEM 1, Item No. S-100-3.1 THROUGH ITEM 1, Item No. T-904-5.1 (BELOW), INCLUSIVE, THE AMOUNT OF:

\$ _____
(Dollar Amount In Numbers)

(Dollar Amount In Words)

Make sure that all line items below are accurately calculated and total up to the inclusive BASE BID TOTAL amount entered on Page 1.

Method of Bidding

The unit or lump sum price for each of the several items in the Bid of each Bidder shall include its pro rata share of overhead and profit so that the sum of the products, obtained by multiplying the quantity shown for each item by the unit price, represents the total Bid. Any Bid not conforming to this requirement may be rejected. Additionally, Unbalanced Bids or conditional Bids will be subject to rejection. The special attention of all Bidders is called to this provision, for should conditions make it necessary to revise the quantities, no limit will be fixed for such increased or decreased quantities nor extra compensation allowed.

ITEM 1 – Furnishing all products, materials and equipment and performing all labor necessary to complete and put into operation of the **Fulton County Airport – Brown Field Rehabilitation of Taxiways “I” & “G” and Hold Pad Construction**, including all work shown on the Drawings and/or Specified, and not included in Items below, the amount

of: _____

_____ DOLLARS (\$_____).

| Item No. | Item | Unit | Quantity | Unit Price | Cost |
|-----------|---|------|----------|------------|------|
| S-100-3.1 | Mobilization | LS | 1 | \$ | \$ |
| P-152-4.1 | Excavation and Embankment | LS | 1 | \$ | \$ |
| P-156-5.1 | Temporary Air and Water Pollution, Soil Erosion and Siltation Control | LS | 1 | \$ | \$ |
| P-209-5.1 | Crushed Aggregate Base Course, 16" Thick | SY | 4,000 | \$ | \$ |
| P-401-8.1 | Bituminous Surface Course | TON | 6,000 | \$ | \$ |
| S-415-5.1 | Pavement Milling (Variable Depth) | SY | 48,000 | \$ | \$ |
| P-602-5.1 | Bituminous Prime Coat | GAL | 2,000 | \$ | \$ |
| P-603-5.1 | Bituminous Tack Coat | GAL | 7,800 | \$ | \$ |
| P-620-5.1 | Taxiway Painting | SF | 7,000 | \$ | \$ |
| P-620-5.2 | Temporary Taxiway Painting | SF | 7,000 | \$ | \$ |
| P-620-5.3 | Taxiway Paint Removal | SF | 200 | \$ | \$ |
| P-635-5.1 | Joint and Crack Filler | Gal | 500 | \$ | \$ |
| D-705-5.1 | Gravel Underdrain with 6-inch Smooth Walled Perforated PVC Pipe | LF | 950 | \$ | \$ |
| D-705-5.2 | Underdrain Outfall with 6-inch Smooth Walled Non-Perforated PVC Pipe | LF | 40 | \$ | \$ |
| D-705-5.3 | Porous Backfill No. 2 | CY | 230 | \$ | \$ |
| D-705-5.4 | Underdrain Cleanouts | EA | 8 | \$ | \$ |
| D-751-5.1 | Adjust Drainage Manhole to Grade | EA | 2 | \$ | \$ |
| | | | | \$ | \$ |
| L-108-5.1 | Hand Excavate minimum 8" Wide x 28" Trench Deep in Earth. Includes All Labor, Backfill and Sod Restoration; Complete in Place. | LF | 300 | \$ | \$ |
| L-108-5.2 | Trench Minimum 8" Wide x 28" Deep in Earth. Includes All Labor, Backfill, and Surface Restoration; Complete in Place. | LF | 1,100 | \$ | \$ |
| L-108-5.3 | 1/C #8, 5KV, L-824 Conductor Direct Buried, Includes All Labor and Splice Kits; Complete in Place. | LF | 1,400 | \$ | \$ |
| L-108-5.4 | #6 Bare AWG Counterpoise Conductor Installed in Trench. Includes All Labor and Splice Kits; Complete in Place. | LF | 1,200 | \$ | \$ |
| L-108-5.5 | 3/4" x 10' Ground Rods Connected to Counterpoise at 500'. Includes All Labor, Splice Kits, and Exothermic Weld; Complete in Place. | EA | 2 | \$ | \$ |
| L-108-5.6 | REIL Service Pad cable (in trench) #6 AWG, FAA Specification L-824, Type "C", 5000 Volt | LF | 750 | \$ | \$ |
| L-110-5.1 | FAA 1 Way 4" Schedule 40 PVC Split Duct Conduit Concrete Encased Complete in Place. Includes All Concrete, Conduits, Fittings, Hand Excavation, Labor and Backfill. | LF | 92 | \$ | \$ |
| L-110-5.2 | 1 Way 2" Schedule 40 PVC Conduit Concrete Encased Complete in Place. Includes All Concrete, Conduit, Fittings, Excavation, Labor and Backfill | LF | 25 | \$ | \$ |

| | | | | | |
|-----------|--|----|-------|----|----|
| L-125-5.1 | Relocate L-861, Medium Intensity, Elevated Taxiway Edge Light, Stake Mounted. Includes New Stake, Lamp, Concrete, Isolation Transformer, Splice Kits, Connectors, Installation, Labor and Identification. | EA | 12 | \$ | \$ |
| L-125-5.2 | New L-861T, Medium Intensity, Elevated Taxiway Edge Light, Stake Mounted. Includes Stake, Concrete, Isolation Transformer, Splice Kits, Connectors, Installation, Labor and Identification. | EA | 5 | \$ | \$ |
| L-125-5.3 | Relocate L-861, Medium Intensity, Elevated Taxiway Edge Light, Base Mounted. Includes New Base, Lamp, Concrete, Isolation Transformer, Splice Kits, Connectors, Installation, Labor and Identification. | EA | 5 | \$ | \$ |
| L-125-5.4 | New L-861T, Medium Intensity, Elevated Taxiway Edge Light, Base Mounted. Includes Base, Concrete, Isolation Transformer, Splice Kits, Connectors, Installation, Labor and Identification. | EA | 3 | \$ | \$ |
| L-125-5.5 | Intercept Existing Lighting System and Connect Conductors to Extend Circuit. Includes Excavation, Backfill, Shoulder Repair, Conductor Removal and Replacement, Splice Kits, and Labor for a Complete Working System in Place. | EA | 6 | \$ | \$ |
| L-126-5.1 | Relocate L-858R Runway Hold Line Sign, Includes Concrete Pad, Junction Can, Labor, Transformers, Connectors, Cable, Couplings, Tethers and Grounding; Complete in Place. | EA | 1 | \$ | \$ |
| T-904-5.1 | Sodding | SY | 2,441 | \$ | \$ |
| | | | | \$ | \$ |
| | Total Base Bid Total | | | | \$ |

The Bidder agrees hereby to commence work under this Contract, with adequate personnel and equipment, on a date to be specified in a written order of the Contracting Officer and to fully complete all work under this Contract within **180** consecutive calendar days from and including said date from issuance of Notice to Proceed.

The Bidder declares that he understands that the quantities shown for the unit prices items are subject to either increase or decrease, and that should the quantities of any of the items of work be increased, the Bidder proposes to do the additional work at the unit prices stated herein; and should the quantities be decreased, the Bidder also understands that payment will be made on the basis of actual quantities at the unit price bid and will make no claim for anticipated profits for any decrease in quantities; and that actual quantities will be determined upon completion of work, at which time adjustments will be made to the contract amount by direct increase or decrease.

In case of discrepancies between the figures shown in the unit prices and the totals, the unit prices shall apply and the totals shall be corrected to agree with the unit prices. In case of discrepancies between written amounts and figures, written amounts shall take precedence over figures and the sum of all Bid extensions (of unit prices) plus lump sum items shall take precedence over BID TOTAL.

The Bidder furthermore agrees that, in the case of a failure on his part to execute the Contract Agreement and Bonds within ten (10) days after receipt of conformed contract documents for execution, the Bid Bond accompanying his bid and the monies payable thereon shall be paid into the funds of the Owner as liquidated damages for such failure.

Enclosed is a Bid Bond in the approved form, in the sum of: _____

_____ Dollars

(\$ _____) according to the conditions of "Instructions to Bidders" and provisions thereof.

The undersigned acknowledges receipt of the following addenda (list by the number and date appearing on each addendum) and thereby affirms that its Bid considers and incorporates any modifications to the originally issued Bidding Documents included therein.

ADDENDUM # _____ DATED _____

BIDDER: _____

By: _____
[Name Typed or Printed]

[Name Signed]

Title: _____

Business Address: _____

Business Phone: _____

Bidder's Contractor License No: _____
[State/County]

License Expiration Date: _____

Note: If the Bidder is a corporation, the Bid shall be signed by an officer of the corporation; if a partnership, it shall be signed by a partner. If signed by others, authority for signature shall be attached.

The full name and addresses of persons or parties interested in the foregoing Bid, as principals, are as follows:

| Name | Address |
|-------|---------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

END OF SECTION

ACKNOWLEDGEMENT OF ADDENDUM NO. 1

The undersigned proposer acknowledges receipt of this addendum by returning one (1) copy of this form with the bid package to the Purchasing Department, Fulton County Public Safety Building, 130 Peachtree Street, Suite 1168, Atlanta, Georgia 30303 by the bid due date and time **Monday, May 12, 2008, 11:00 A.M.**

This is to acknowledge receipt of Addendum No. 1, _____ day of _____, 2008.

Legal Name of Bidder

Signature of Authorized Representative

Title