

CHANGE ORDER

PROJECT TITLE:

Automated Outbound Baggage Handling System - Phase II

Change Order No. 10 Number (SAC): 30546
 Date November 6th, 2019 If (FAA) _____
 Contractor Holland & Holland, Inc. Applicable (State) _____
 Address 1863 Hodges Rd.
Hinesville, GA 31313

The following described changes to above captioned project being completed for the Savannah Airport Commission are hereby authorized. This Change Order constitutes a formal amendment to the contract entered into between the parties on the 6th day of November, 2019 upon execution by duly authorized representative of each party in the spaces provided below.

| Identification/Explanation/Purpose of Change Order | Add | Deduct |
|---|--------------|--------|
| In March, 2019, at the request of TSA, RS&H & JSM revisited the baggage capacity calculations for the airport. The revised capacity study incorporated both the updated flight information and the significant growth numbers that SAV experienced since the original TSA approved baggage capacity study performed in November 2017. The new study and calculations indicated that the increased passenger traffic at SAV justified the need for an additional EDS screening machine on the North side of the BHS system. TSA concurred with the calculation results and agreed to supply the 4th EDS machine in the "future" EDS-1 location that was planned for in the Phase 2 design. Since this additional EDS machine was related to airport growth, TSA indicated that they would not fund the installation of the automatic conveyor system to feed bags to the 4th EDS machine, as it is TSA policy to not fund capacity increases. However, they did agree to confirm the possibility to fund the infrastructure upgrades (power circuits, data/communications circuits, security cameras, and manual roller beds) as part of the contingency funding for the Phase 2 construction. These discussions were held in early June, and TSA felt there was a good possibility that the contingency funding could be used. No work had been performed at this point, but it was agreed to proceed with the installation of this infrastructure, based on the feedback from TSA, and in an effort to help alleviate some of local TSA concerns over bag volume. The contractor, in good faith, completed this work to coincide with the summer peak times for travel and the 4th EDS machine was installed and commissioned for operation. Since that time, the deployment coordinator for TSA notified Airport staff that this cost could not be covered by the contingency funds due as previously discussed as this work was not part of the design scope. As the contractor has already performed the work to install and commission the 4th EDS machine, staff recommends approval of Change Order No. 10 in the amount of \$34,432.30. | \$ 34,432.30 | |
| ***NOTE - This is a SAC funded Change Order not TSA *** | | |
| TOTAL THIS CHANGE ORDER NO. | \$ 34,432.30 | \$ - |

Original Contract \$ 6,591,300.00
 Previous Change Orders
 (List numerically + or -)
 Change Order No. 1 + \$ 3,737.59
 Change Order No. 2 + \$ 22,493.98
 Change Order No. 3 + \$ 17,653.66
 Change Order No. 4 + \$ 100,084.59
 Change Order No. 5 + \$ 4,104,360.00
 Change Order No. 6 N/C
 Change Order No. 7 + \$ 78,950.65
 Change Order No. 8 + \$ 17,807.46
 Change Order No. 9 + \$ 88,222.04
 This Change Order No. 10 + \$ 34,432.30

Revised Contract \$ 11,059,042.27

 ENGINEER (Signature)

 NAME (Print/Type)

 CONTRACTOR (Signature)

 DATE

 NAME (Print/Type)

 GEORGE A. FIDLER, JR., P.E. DIRECTOR ENGINEERING

 TITLE

 DATE

 DATE

 GREG KELLY EXECUTIVE DIRECTOR

 FEDERAL AVIATION ADMINISTRATION (Signature)

 DATE

 NAME (Print/Type)

 TITLE DATE