

**MANCHESTER-BOSTON REGIONAL AIRPORT
RUNWAY INCURSION MITIGATION PROJECTS
TAXIWAYS 'A1' & 'A2' HOLD LINE RECONFIGURATION AND
TAXIWAY 'H' RECONFIGURATION TO TAXIWAY 'K'**

ADDENDUM NO. 4

DATE: April 13, 2021
TO: ALL BIDDERS
FROM: McFarland-Johnson, Inc.
53 Regional Drive
Concord, NH 03301
PROJECT: Manchester-Boston Regional Airport
Manchester, New Hampshire
Runway Mitigation Projects

This Addendum forms part of and modifies Bidding and Contract Documents for the project named above, March 2021. The Bidder is to acknowledge receipt of this Addendum on the Bid Proposal Documents to be in compliance with the bidding requirements.

Where any original item called for in the Project Manual or indicated on the Drawings is supplemented hereby, the supplemental requirements shall be considered as added hereto.

Where any original item is amended, voided, or superseded hereby, the other provisions of such items not specifically amended, voided, or superseded shall remain in effect.

PROJECT MANUAL DOCUMENTS

NONE

PLANS

NONE

QUESTIONS AND CLARIFICATIONS

Addendum Item 4.01

Does the airport have a contract with a material testing agency for Acceptance testing that would preclude the contractor from hiring them for Quality Control?

Answer: Yes, the Owner's Quality Assurance Testing Laboratory Company for the project will not be available to the Contractor for Quality Control work performed during construction since it would be deemed as a conflict of interest, even though it is an independent laboratory. The Airport, through the Construction Administrator/Resident Project Representative, will be using Miller Engineering and Testing as the Quality Assurance Testing Company for the Runway Incursion Mitigation Projects.

Addendum Item 4.02

Could you clarify the intended unit of measurement for Item T-901-5.1 – Seeding?

Answer: The unit of measure for seeding is “per 1000 square feet” rather than the older method of “per Square Yard” or on a per Acre basis. It is a newer unit of measurement that FAA is starting to use as their standard unit of measurement. For example, 100,530 Square Feet is equal to 100.53 (1000 Square Feet).

Addendum Item 4.03

Will flaggers be required on Perimeter Road when hauling materials back and forth from the staging area?

Answer: There is no project requirement to have full-time flaggers, which would include the occasional equipment or material hauling between the staging area on Perimeter Road and the project work zones, unless this hauling activity is deemed to cause an unsafe traffic condition or occurs at a peak traffic time. It is the Contractor’s sole responsibility to provide a safe work and roadway environment, as well as to adhere to all City of Manchester Public Works and Roadway requirements. Refer to Schedule B&C Technical Specifications, Item G-001 *Special Work Requirements*, sections 001-1.21 Haul Routes and 001-1.18 Flagpersons. However, it is the intent for this project to use flag persons during heavy materials hauling conditions (i.e. paving and earthwork hauling) when using the temporary access road onto Perimeter Road.

Addendum Item 4.04

Is the temporary access gate subsidiary to M-600-1 or paid under F-162-5.2B?

Answer: Refer to the *Temporary Access Road and Stabilized Construction Entrance Layout Detail* on Taxiway H Reconfiguration to Taxiway K Sheet MD-01 *Miscellaneous Details*. This detail shows the temporary 30’ wide gate to be installed under Item F-162-5.2a and the temporary chain link fence to be installed under Item F-162-5.1. However, the removal of the existing fence, and the removal of the temporary 30’ wide gate and temporary chain link fence, as well as the re-installation of the chain link fence to the original location, is considered as being subsidiary to the M-600-1 Line Item. The re-installation of fence will not be considered for additional payment under the F-162-5.1 Chain-Link Fence line item.

Addendum Item 4.05

Do pavement markings need to be completed for each phase, or can the markings be completed after the entire surface course is complete? Also, per the specifications a 30-day waiting period is required prior to applying the markings – is this required in the 95-day schedule or is a work stoppage permitted to allow the pavement to cure?

Answer: Per the P-620 Runway and Taxiway Marking specification, an initial coat of pavement markings is required prior to the new pavement surface being allowed for aircraft use. Therefore, the first coat of the pavement markings will be required at the completion of Phase 2 and Phase 3 work since the new pavement surface will be required to be open for aircraft use at the end of the Phase construction.

Refer to the Notes on Taxiway H Reconfigured to Taxiway K Sheet MK-01 *Marking Plan (1 of 3)*. Note 4 states all pavement markings will require 2 coats of paint applied at the full application rate with only the final coat application requiring reflective media. Note 4 also states the final measurement of the pavement markings includes both coats of paint. It is the intent of Note 9 that the final application, with the reflective media, will be installed 30 days after the final placement of the pavement materials to allow for curing time. It has been assumed the final application of Phase 2 pavement markings work could occur during Phase 3 with proper coordination with the RPR, MHT Operations and FAA. It is also the intent to allow for a work stoppage of the overall 95-day contract clock to allow for the delayed final application of paint for Phase 3 work. This final application will need to be coordinated with the RPR, MHT Operations and FAA.

Addendum Item 4.06

If Phases 2A and 3A requires 24-hour shifts, a lighting plan and other tasks will be required for night work. Can some specifications be provided for night work?

Answer: For the phasing of the project, it is anticipated work will be required to occur over 24 hours per day during the Phases 2A and 3A in order for the Contractor to complete the work within the allocated time frame. If a 24 hour per day schedule is proposed by the Contractor, a night work lighting plan will be required to be developed by the Contractor to satisfy the Resident Project Representative and MHT Operations/Maintenance. The lighting plan shall detail that a comparable degree of accuracy and workmanship for the work and conditions regarding safety can be achieved. The lighting plan shall not allow for any stray light to be directed off the Airport property or interfere with any aircraft traffic operations or Airport Traffic Control Tower operations.

Addendum Item 4.07

Is a licensed surveyor required to verify the subgrade, P-154 and P-209 courses or can the contractor provide GIS data to the engineer?

Answer: A licensed land surveyor will not be required for the verification of the elevations of the subgrade, P-154 or P-209 during the placement of the materials. However as noted in the question, the Contractor will be required to provide written/digital documentation for the surface elevations, and depths, which are within the acceptable tolerances, in accordance with the project specifications, to be verified by the Resident Project Representative.

However, refer to Taxiway H Reconfigured to Taxiway K Technical Specification *Item M-400 Record Documents paragraphs 400-3.1a and 400-3.2* for the required use of a licensed land surveyor for As-Built and Field Data Collection for GIS Survey Data documentation.

Addendum Item 4.08

Is a spreader box required for installation of P-154 and P-209?

Answer: No, a spreader box will not be required for placement. However, other devices and methodologies proposed by the successful contractor will need to provide proper width and a uniform depth of material not exceeding the maximum lift and will require acceptance by the Resident Project Representative (RPR) prior to the start of work.

Addendum Item 4.09

P-901-5.1 – estimated quantity is 250,000 sf?

Answer: Under Schedule B of the Bid Form, it is correct that the estimated quantity for the Seeding line item, T-901-5.1 which is shown as 250 (1000 Square Feet), is 250,000 square feet. Refer to the above Addendum Item 4.02, which explains the unit of measurement for Seeding.

Addendum Item 4.10

Is there a SWPPP and SWPPP inspections for the project? Will we have to file an NOI?

Answer: For the Taxiway H Reconfigured to Taxiway K portion of the overall Runway Incursion Mitigation Project, a Notice of Intent (NOI) for coverage under the EPA NPDES Construction General Permit for Stormwater Discharges During Construction will be required to be filed and a Storm Water Pollution Prevention Plan (SWPPP) will be required to be developed with associated requirements as outlined in the Taxiway H Reconfigured to Taxiway K Technical Specification *Item C-102 Temporary Air and Water Pollution, Soil Erosion, and Siltation Control Section 102-3.4*. Also as noted in the Contract Documents and as stated at the Pre-Bid Meeting, a NHDES Alteration of Terrain Permit will also be obtained for this portion

of the project, but the final determination of conditions is still pending at this time. However, monitoring of the project for erosion and sedimentation controls during construction is anticipated. An NOI and SWPPP will not be required for the Taxiways A1 & A2 Hold Line Reconfiguration portion of the project.

END OF ADDENDUM NO. 4