MANCHESTER-BOSTON REGIONAL AIRPORT
GREEN DRIVE CARGO FACILITY APRON AND ACCESS ROAD

ADDENDUM NO. 3

DATE: March 31, 2022

TO: ALL BIDDERS

FROM: McFarland-Johnson, Inc.
53 Regional Drive
Concord, NH 03301

PROJECT: Manchester-Boston Regional Airport
Manchester, New Hampshire
Green Drive Cargo Facility Apron and Access Road

This Addendum forms part of and modifies Bidding and Contract Documents for the project named above, March 2022. 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Where any original item is amended, voided, or superseded hereby, the other provisions of such items not specifically amended, voided, or superseded shall remain in effect.

PRE-BID MEETING

NONE

PROJECT MANUAL DOCUMENTS

NONE

PROJECT MANUAL TECHNICAL SPECIFICATIONS

Addendum Item 3.01

M-400 NON-AIRFIELD SITE ELECTRICAL

MODIFICATIONS to the Technical Specification – MATERIALS Section as follows:
Section 400-2.14 Fiber Optic Cable: The procurement of the 144-strand fiber cable is being modified to be procured by the Owner and furnished to the Contractor for installation in accordance with FAA General Provisions Section 60-08 Owner furnished materials. 2-strand fiber cable will remain to be procured and furnished by the Contractor for installation.

DELETE: **400-2.14 Fiber Optic Cable:** Fiber optic cable shall meet MHT IT Department requirements summarized as follows:

1. Description: Tight buffered, non-conductive fiber optic cable complying with TIA-568, ISO 11801, ICEA 696, ITU G.652 and listed as complying with UL 444 and UL 1666.
2. Cable Type: Singlemode, 9/125 μm (OS1/OS2) complying with TIA-492CAAA.
3. Cable Capacity: **2-strand fiber and 144 strand fiber.**
4. Cable Applications:
   a. Plenum Applications: Indoor/Outdoor use listed NFPA 262 Type OFNP plenum cable.

5. Cable Jacket Color:
    a. Single mode Fiber (OS1/OS2): Black, flame retardant PVC.

INSERT: **400-2.14 *144-Strand* Fiber Optic Cable:** Fiber optic cable shall meet MHT IT Department requirements summarized as follows:

1. Description: Tight buffered ***or loose tube***, non-conductive fiber optic cable complying with TIA-568, ISO 11801, ICEA 696, ITU G.652 and listed as complying with UL 444 and UL 1666.
2. Cable Type: Singlemode, 9/125 µm (OS1/OS2) complying with TIA-492CAAA.
3. Cable Capacity: ~~2-strand fiber and~~ **144 strand fiber.**
4. Cable Applications:
    a. Plenum Applications: Indoor/Outdoor use listed NFPA 262 Type OFNP plenum cable.
5. Cable Jacket Color:
    a. Single mode Fiber (OS1/OS2): Black, flame retardant PVC.

NOTE: The 144-strand fiber cable will be procured directly by the Owner and furnished to the Contractor for installation.

400-2.14.1 2-strand Fiber Optic Cable: Fiber optic cable shall meet MHT IT Department requirements summarized as follows:

1. ***Description: Tight buffered or loose tube, non-conductive fiber optic cable complying with TIA-568, ISO 11801, ICEA 696, ITU G.652 and listed as complying with UL 444 and UL 1666.***
2. ***Cable Type: Singlemode, 9/125 µm (OS1/OS2) complying with TIA-492CAAA.***
3. ***Cable Capacity: 2-strand fiber.***
4. ***Cable Applications:***
    a. ***Plenum Applications: Indoor/Outdoor use listed NFPA 262 Type OFNP plenum cable.***
5. ***Cable Jacket Color:***
    a. ***Single mode Fiber (OS1/OS2): Black, flame retardant PVC.***

NOTE: The 2-strand fiber cable will be procured and furnished by the Contractor for installation.

Addendum Item 3.02

M-400 NON-AIRFIELD SITE ELECTRICAL

MODIFICATIONS to the Technical Specification – BASIS OF PAYMENT Section as follows:
400-5.1 Cable/Wire: Modifies that only the 144-strand fiber cable will be procured by the Owner and furnished to the Contractor for installation. All connectors will still be procured and furnished by the Contractor.

DELETE: **400-5.1 Cable/Wire.** Payment will be made at the contract unit price for trenching, cable and wire installed in trench (direct-buried), or cable and equipment ground installed in duct bank or conduit, in place by the Contractor and accepted by the RPR. This price shall be full compensation for furnishing all materials and for all preparation and installation of these materials, and for all labor, equipment, tools, and incidentals, including ground rods and ground connectors and trench marking tape, as necessary to complete this item.

INSERT: **400-5.1 Cable/Wire.** Payment will be made at the contract unit price for trenching, cable and wire installed in trench (direct-buried), or cable and equipment ground installed in duct bank or conduit, in place by the Contractor and accepted by the RPR. This price shall be full compensation for furnishing all materials ***(with the exception of only the 144-strand fiber cable (but not connectors) which will be procured and furnished by the Owner)*** and for all preparation and installation of these materials, and for all labor, equipment, tools, and

incidentals, including ground rods and ground connectors and trench marking tape, as necessary to complete this item.

PLANS

NONE

QUESTIONS AND CLARIFICATIONS

Addendum Item 3.02

Would the Airport consider including a fuel adjustment allowance? The price of fuel has been fluctuating wildly lately. It would likely save MHT in the long run to take the risk off the contractors.

Answer: Unfortunately, the major funding source for the project, the Federal Aviation Administration (FAA), does not allow for any fuel adjustment allowance as a line item in any contracts. While the potential cost savings are recognized, the Airport cannot add a Fuel Adjustment Allowance to the project due to the major funding source.

Addendum Item 3.02

Would the Airport consider including an asphalt adjustment allowance? The price of asphalt has been fluctuating wildly lately. It would likely save MHT in the long run to take the risk off the contractors.

Answer: Unfortunately, the answer is the same as the Fuel Adjustment Allowance. The major funding source for the project, the Federal Aviation Administration (FAA), does not allow for any asphalt allowance as a line item in any contracts. While the potential cost savings are recognized, the Airport cannot add an Asphalt Allowance to the project due to the major funding source.

Addendum Item 3.03

The lead time for ductile iron pipe is currently running at 8 months. Can you confirm that since the only DI pipe required is part of the snow melter system and thus not subject to the initial completion date?

Answer: After checking with the Manchester Water Works (MWW), alternative pipe materials (i.e. C-900 PVC pipe) will not be allowed by MWW. As you have noted from the Contract Documents, the snow melter will not be required to be operational by the September 30, 2022 apron beneficial use deadline for the apron facilities due to its long lead time for manufacturing. Therefore, if the procurement and installation of the water main pipe cannot be procured and installed within the allowable project contract timeframe, it will be acceptable to complete the ductile iron water line installation after the apron operations deadline with a late procurement.

However, the Contractor will continue to procure and install other water service materials as allowable by the available materials for the work. Furthermore, if there is a delay in procurement for the ductile iron pipe into the snow melter building, the Contractor shall make provisions for the later installation when installing the snow melter building (i.e. sleeve or other provision). The Contractor shall store all of the uninstalled procured water system materials in a safe storage location for future installation work in compliance with FAA General Provision Section 60-06 Storage of Materials. These uninstalled materials will be eligible for a stored materials payment in accordance with FAA General Provision Section 90-07 Payment for Materials on Hand. Any damaged stored materials will be replaced at no cost to the Owner. Since additional time will be required to install the stored items and delayed procured items based on the long lead time, a reasonable amount of additional time for the installation work will be determined by the Engineer and Owner with Contractor input. This additional time will be added to the Contract time. The scheduling for the installation work will also be based on seasonal construction considerations.

Addendum Item 3.04

Electricians are telling us this project's timeline is unattainable. They are seeing the following lead times:

- *o Fiber, 1 year*
- *o Apron Poles, 22-25 weeks*
- *o Transformers, 16-18 weeks*
- *o Plug kits, 16-18 weeks*
- *o Lights, 10-12 weeks*
- *o Manhole covers, 12 weeks.*

Answer: It is anticipated a Notice of Award for the contract will occur within 1 to 2 weeks after bid opening and will allow for the Contractor to begin the procurement of materials having long lead times. The intent of the early Notice of Award is to assist in accelerating the procurement of long lead items. The Owner is committed to assist the Contractor, as much as possible, to either make the project meet the apron operations deadline of September 30, 2022, or to allow a reasonable amount of time for the delayed installation of items not having an impact on the apron operations deadline. The allowable delayed items will be installed under the similar requirements as the ductile iron water main installation work outlined under the above Addendum Item 3.03 (i.e. storage of associated installation materials (as applicable), additional time, and seasonal considerations). However, any long lead procurement times will require documentation from the manufacturers and/or suppliers due to the unavailability of their products based on the current supply chain issues. Below is the summary for the anticipated course of action for each of the noted items:

Fiber: As noted above in Addendum Item 3.01 and 3.02, the Owner has found an available supply of 144-strand fiber cable and will be procuring the materials directly. The Contractor shall still be responsible for all other ancillary and incidental items required for the fiber system installation. The 2-strand fiber cable (or up to 6-strand, if necessary as a substitute) will remain as part of the Contractor's responsibility for procurement based on the anticipation that this cable is more readily available.

Apron Poles: The apron mast light foundations with anchor bolts will be required to be installed within the established Contract time limit, but the apron mast light pole and lights may be installed after the anticipated long lead time. Also, the security equipment (cameras and associated hardware) is also anticipated to be mounted on the light poles after the apron operations deadline with coordination from the Owner. However, the specified security equipment will still require procurement and storage prior to the apron operations deadline.

Transformers/Plug Kits/Lights: It will be allowable to install the noted electrical items after the apron operations deadline if procurement is delayed. However, all of the below finished grade base cans, conduits, counterpoise, and other miscellaneous items shall be installed prior to the apron operations deadline. In the interim period before light installations, the centerline or edge light base cans may be plated for the future light installations during the NOTAM operations.

Manhole Frames and Covers: Due to the anticipated early procurement period and your stated anticipated lead time, the installation of the manhole frames and covers will likely be available for installation prior to the apron operations deadline. For the primary critical manhole locations within the Portland Cement Concrete (PCC) apron (which is within the area subject to the apron operations deadline), it will be possible to isolate and phase the installation of a single PCC panel having the manhole frame and cover within it. The concrete placement for the isolated panel may occur later than the apron production placement work, but it will still need to be done prior to the apron operations deadline. It is recognized that an isolated panel installation is not ideal, but this type of phasing will allow for the schedule to meet the operations deadline. If a manhole location is located outside of the apron operations deadline, it will be permissible to plate the precast concrete structure and install the frame and cover as soon as possible if the supply chain issue is problematic.

Addendum Item 3.05

Infiltration basin materials are 12-16 weeks after shops.

Answer: The final design and submittals for the infiltration system will be required to begin as quickly as possible after the Notice of Award in order to get the materials ordered. However, the location of the infiltration basin is not critical to the apron operations deadline and may be extended past the apron operations deadline. Again, the allowable delayed items will be installed under the similar requirements as the ductile iron water main installation work outlined under Addendum Item 3.03 (i.e. storage of available associated installation materials (as applicable), additional time, and seasonal considerations).

END OF ADDENDUM NO. 3