

ADDENDUM No. 2
BID DOCUMENTS FOR
MANCHESTER • BOSTON REGIONAL AIRPORT
PRE-CONDITIONED AIR UNITS & GROUND POWER EQUIPMENT REPLACEMENTS
PROJECT
MHT / City Bid # FY22-805-51
AIP # 3-33-0011-TBD-2022

May 13, 2022

This document and its attachments shall become an integral part of the Project Bid Documents as originally issued on April 25, 2022. Conformed Project Documents, if applicable, may be issued to the successful bidder at the time of contract execution.

The information contained in this Addendum shall supplement and/or supersede information contained in Bid Documents issued previously for this project as described herein.

The Bidder shall acknowledge receipt of this addendum on the form attached to the Proposal (Bid) Documents submittal entitled **ACKNOWLEDGMENT OF ADDENDA**.

This Addendum includes:

BIDDER QUESTIONS AND/OR RFI'S:

The following Bidder Questions and/or RFI's have been received as of the date and time of the issuance of this Addendum (via email) to all Bidders - (5/13/2022 1:45 PM)

Q1. "Would The Airport consider publicizing what companies successfully completed the pre-qualification statement for projects for the year 2022? "

- a. The companies that are pre-qualified for this project were all present at the mandatory Pre-Bid Meeting (4/28/2022) and the attendance list was distributed via email (4/29/2022) to all those present at the meeting.

The overall Airport FY2022 Prequalified Contractors List inclusive of other projects is irrelevant to the Bid for this project and may or may not be published by the Airport at some point in time and is solely at the discretion of the Airport.

Q2. *“Specifications state contractor is responsible for all taxes – please confirm this is correct and The Airport is not tax exempt. “*

- a. The City of Manchester Department of Aviation - Manchester-Boston Regional Airport (Airport) is a tax-exempt entity in the State of NH.

If any taxes are required by any other jurisdiction(s) due to the location and/or procurement processes of the Design-Builder (Contractor) then the Contractor shall be responsible for payment of all taxes, fees, and assessments as levied by Federal, State, and Local authorities.

Q3. *“ Drawing Number 7-C Proposed: The 480v 3 P-120v 1 P transformer is shown feeding a 20A 3P circuit breaker. Should this be a single phase breaker, and what is the VA rating of the transformer? “*

- a. The auxiliary transformer shall be verified by the Design-Builder’s final design, and for the purposes of the Bid shall be as follows: 10rating: KVA, 480/240 primary voltage, 120/240 secondary voltage, 180 insulation class, 40A 2P single phase breaker primary side, and 5 each 20A 1P single phase breakers secondary side to reconnect existing auxiliary circuits as required.

Q4. *“ Drawing Number 7-B Proposed: The transformer is fed from a 20A 1P breaker and is shown feeding a 40A 3P circuit breaker. Should this be a single-phase breaker, and what is the power rating of the transformer? “*

- a. The auxiliary transformer shall be verified by the Design-Builder’s final design, and for the purposes of the Bid shall be as follows: 10rating: KVA, 480/240 primary voltage, 120/240 secondary voltage, 180 insulation class, 40A 2P single phase breaker primary side, and 5 each 20A 1P single phase breakers secondary side to reconnect existing auxiliary circuits as required.

Q5. *“ Drawing Number 7-B Proposed: The 480v 3P-120v 1P transformer is shown feeding a 40A 3P circuit breaker. Should this be a single phase breaker, and what is the VA rating of the transformer? What is the description of the PBB lights and jet bridge control? “*

- a. The auxiliary transformer shall be verified by the Design-Builder’s final design, and for the purposes of the Bid shall be as follows: 10rating: KVA, 480/240 primary voltage, 120/240 secondary voltage, 180 insulation class, 40A 2P single phase breaker primary side, and 5 each 20A 1P single phase breakers secondary side to reconnect existing auxiliary circuits as required.

The Design-Builder shall verify the auxiliary connected load including lighting and jet bridge control power requirements if/as necessary for Bid purposes and as required during the final design before commencement of construction.

Q6. “ Aircraft Pre-Conditioned Air Units Section 23 75 15: 2.4.M. Our standard 45 ton utilizes a 2-loop system, consisting of (1) 20 ton compressor and (1) 25 ton compressor. May this be accepted in lieu of the (3) compressors specified? “

a. The configuration noted above is an accepted alternate to the specification.

Q7. “ Combination 400 Hz / 28.5 VDC Aircraft Ground Power Unit (GPU) Equipment: 2.4.G. Weight is listed as 310kg max- may our standard unit, which weights ~907kg, be acceptable? We have successful installations of this product across the country, and the weight has never caused any mounting issues under the bridge cab. “

a. The Design-Builder’s final design shall include performing a structural analysis for the existing PBB (ref Specification Section 00 20 00) as appropriate for the proposed equipment loads to ensure structural integrity and code compliance or supply a letter from the original Passenger Boarding Bridge (PBB) Manufacturer which states / certifies that the additional load will not affect the structural integrity of the PBB.

Q8. “ Combination 400 Hz / 28.5 VDC Aircraft Ground Power Unit (GPU) Equipment : 2.1.B.9. Cable hoists are spec’d to match the existing PBB color – can you please provide a paint number or specification for this, if available? Also, are any other components to be painted to match existing PBBs? “

a. The existing PBB’s are white. The Equipment Manufacturer’s standard white color for all equipment to be furnished under this Contract (including but not limited to the PCA Units, GPU Equipment, Hose Management Systems, Cable Management Systems, and Pantographs) will be acceptable.

Q9. “ Combination 400 Hz / 28.5 VDC Aircraft Ground Power Unit (GPU) Equipment : 2.3.E.2. Specification reads – “manufacturer shall meter usage of unit and provide maintenance updates every quarter”. The external digital meter, per FAA guideline, is to be without the use of Ethernet connection. Can this requirement for the manufacturer to provide this data be reconsidered? Otherwise, a quarterly visit to physically read this data will be required. “

a. The intent for metering is for logging run time usage per FAA Grant compliance requirements. It is not intended for the Original Equipment Manufacturers (OEM’s) to physically monitor these recordings. An external meter or screen log for “hourly use” must be readily available for “airport maintenance” staff to obtain required data without opening up cabinets and/or attaching external devices (such as handheld electronic devices, laptop/tablet, etc.). Quarterly OEM visits for data readings will not be required.

CLARIFICATIONS AND MODIFICATIONS TO THE BID DOCUMENTS:

No further clarifications or modifications to the Bid Documents are made as of the date and time of the issuance of this Addendum (via email) to all Bidders.

End of Document