



Manchester-Boston Regional Airport  
One Airport Road, Suite-300  
Manchester, New Hampshire 03103

# Addendum No. One

**Date:** July 22, 2024

**RFP No:** FY25-805-04

## **TC-2 & TC-4 BAGGAGE HANDLING SYSTEMS MODIFICATIONS PROJECT**

This Addendum # 1 to Request for Bids for the TC-2 & TC-4 BAGGAGE HANDLING SYSTEMS MODIFICATIONS PROJECT contains the following responses to bidder inquiries and clarifications or changes to the Bid Documents:

### **INFORMATION FOR BIDDERS:**

#### **Bid Opening Date Extension**

The City of Manchester, Department of Aviation, Manchester, New Hampshire (herein called the Owner), invites Bids on the form attached hereto, all blanks of which must be appropriately filled in. Bids will be received by the Manchester-Boston Regional Airport Administration Office in the Airport Terminal on the 3rd floor, at One Airport Road Manchester, NH until **3:00 pm (EST) on Tuesday July 30, 2024**, and then at said office publicly opened and read aloud.

### **BIDDER INQUIRY RESPONSES:**

- 1) “ Please provide the pre-bid attendee list.? ”
  - a) See refence information attached.
- 2) “ Bid drawing Q1-101 contains the following note (upper left) which points to TC5-MCP “MODIFY MCP AS REQUIRED TO ACCOMMODATE NEW EQUIPMENT.” Bid drawing Q1-201 contains a note pointing to the same MCP which is clouded with a callout “NOT IN CONTRACT”. Please explain who is responsible for modifying this MCP to include new VFDs, PLC programming, HMI updates, etc.? ”
  - a) Drawings Q1-101 and Q1-201 are related to the Phase-1 work where ALL work for the contractors scope for the MU-5 and MU-4 integration that affects MCP-5 , including VFD’s, PLC Programing, HMI updates, and other work shall be included in the BID.
  - b) The clouded note to MCP-5 on Q1-201 for “not in contract” specifically states that the work in MCP-5 for the (newly Owner-installed) TC2-01/02 conveyor drive sections

motors at the ticket counter take-away belts is (which will already be done before the contractor work starts) will not be the Contractor. “ *Two new VFD’s for relocated TC2-01/02 Drives. VFD jumpers from existing TC5 to the two new VFD’s to start at the same time*” (as the existing TC-5 belt conveyor).

The two VFD’s being installed by the Owner will take up two of the existing spaces in the existing MCP-5 cabinet near the existing VFD’s. If additional space inside MCP5 is needed for the Contractor’s work, then related modifications shall be included in the Bid. This was also reviewed/noted at the Prebid meeting.

**3) “ Will relocated conveyor require new photoeyes, control stations, motor safety disconnects or will these be relocated from TC-2 & TC-4 subsystems?? ”**

- a) Phase-1, MU-4 / MU-5 interconnection provide new photoeyes, reuse existing MU-4 control station to be converted (tied-into) to MU-5 control as noted on Drawing Q1-401 , provide new motor safety disconnects as required by code.
- b) Phase-2 , TC-2/TC-1 and MU-2/MU-1 interconnections: provide new photoeyes, reuse existing TC1 control station extended out from back wall as noted on Drawing Q2-401 , provide new motor safety disconnects as required by code.

**4) “ Do remotely mounted system static displays exist which will need to be updated to reflect the new conveyor layouts?. ”**

- a) No Static displays will need to be updated.

**5) “ Do HMIs exist within Motor Control Panels (MCPs) that must be updated to reflect the new conveyor layouts? “**

- a) Yes, as reviewed and pointed out at the Site Visit - The HMI Displays visible on the front of MCP-5 and MCP-1 shall be updated to reflect the integrated components of the respective systems from MU-4 and TC-2 and MU-2.

**6) “ Based on a NTP of August 1, the submittals for Phase 1 will not be ready for submission until October 1 and therefore the completion of Phase 1 would be after the October 17th date. We are requesting a new schedule based on this. As well as adjustment on the LD’s of \$500/ per hour. “**

- a) If the Bidder cannot meet the requested schedule in the Bid Documents, then the Bidder shall submit a proposed milestone schedule on a separate sheet in the Bid Proposal with similar (or more detailed) dates as that included in the Summary of Work Section 01 01 00.
- b) As explained in Section 00 84 00 subsection 1.02, the Liquidated Damages of \$500/hr. **ONLY** applies to the potential event of the Contractor’s failure to bring the equipment online within the “agreed-upon duration” of the planned MU-5 system outage and the planned MU-1 system outage. The potential Liquidated Damages also applies to an “unplanned “ system outage directly caused by the Contractor that

prevents Airline or TSA operations, at the discretion of the Owner. These provisions shall remain in place and are not expected to be enforced unless the Contractor's work causes Airline and/or TSA operationally problematic outage extensions.

**7) “ Please provide a more detailed scope of work for the replacement of the wearing parts for MU-4 (Alternate 2) and MU-2 (Alternate 3). Please specify what components within the carousel drives need replacement with these activities? ”**

- a) ADD-ALTERNATE 2 shall include replacement of MU-4 carousel bearings, bushings, rollers, wheels for the portion of the system being re-used.
- b) ADD-ALTERNATE 3 shall include replacement of MU-2 carousel bearings, bushings, rollers, wheels for the portion of the system being re-used.

**8) “ Can you supply a parts list for the alternate? ? ”**

- a) See Question 7 above.

**9) “Can you recommend any Electrical contractors that the airport has done work with ? ”**

- a) The work is open to any electrical construction firm licensed in NH. The electrical firms that are currently badged and working at MHT are:
  - LaFlamme Electric Electrical Contractors - (galaflammeinc.com)
  - Piquette & Howard Electrical - (phelectricalcontractor.com)
  - MEC Electrical Contractors - (themecteam.com)

**MODIFICATIONS TO BID DOCUMENTS OR REFERENCE INFO:**

- 1) The Meeting Agenda as issued at the June 3, 2024, Pre-Bid Conference and Site Inspection is attached for the Bidders' reference. Sign-in sheet is also attached.
- 2) This project is not federally funded and does not have wage requirements.
- 3) The project is open-shop (union or non-union) labor.
- 4) The controls vendor that designed / programmed the MCP-5 and MCP-1 controls is Advanced Control Systems, Wichita KS, (316) 943-7904, <http://www.advctrl.com/>.

# MANCHESTER - BOSTON REGIONAL AIRPORT

## TC-2 & TC-4 BAGGAGE HANDLING SYSTEMS MODIFICATIONS PROJECT

MHT / City Bid # FY25-805-04

### **PRE-BID CONFERENCE**

#### **ADGENDA**

1. Introductions:
  - Airport
  - AECOM
  - Contractors Representatives
  - Any Others
2. General Description & Purpose of Project:
  - a. The TSA has removed the two existing outdated L3 baggage inspection units that previously serviced TC-2 and TC-4. The Airport has removed the related portions of the baggage conveyor systems that are no longer be necessary which conveyed checked baggage into/out of those inspection units from the baggage check-in positions at the respective ticket counters. The modifications to the BHS equipment included in this project are required to reroute baggage to the other (updated) baggage inspection units in order to facilitate baggage check-in operations at TC-2 and TC-4.
  - b. Some of the BHS modifications work at the baggage take away belts has been completed by the Airport to facilitate recent operations start-up by Breeze Airlines. (Ref – “Not In Contract” notes on plans)
3. This Project is generally configured as follows:
  - a. **Base Bid (PHASE-1): MU-4 Integration Into MU-5**  
(Make-Up Carousels Interconnection)
    - i. Modify MU-4 as required to Reverse Direction or travel and prove operation using existing MCP-4 power.
    - ii. Integrate power and control for MU-4 into MCP-5 and test.
    - iii. Remove and modify and stage sections of existing MU-2 for use in MU-4 extension / interconnection to MU-5.
    - iv. Remove MU-4 End Section and install partial extension to prepare for MU-4 / MU-5 interconnection outage.
    - v. Perform MU-4 / MU-5 interconnection modifications and test during 48-hr.

## MANCHESTER - BOSTON REGIONAL AIRPORT

outage, then provide initial operations technical support.

- vi. MU-4 / MU-5 Interconnection completion milestone date is driven by planned re-activation of operations by Spirit Airlines on MU-5. Current baggage operations on MU-5 includes Spirit Airlines (TC-5 / temp suspended), Breeze Airlines (TC-4), and upcoming (August) Sun Country Airlines (TC-4).
- vii. **IMPORTANT** to keep the MU-5 interconnection outage duration as short as possible to minimize impacts on Airline / TSA inspection operations. The Airport will need to provide bag portage from the Baggage Inspection Operations to the Outbound Baggage Handling Room area.

**b. Add-Alternate No. 1 (PHASE-2): TC-2 / MU-2 Integration Into TC-1/MU-1**  
(Take-away Belts and Make Up Carousels Interconnection)

- i. The Airport has removed the existing take-away belt conveyors for Ticket Counter #2 and placed them in storage. The TC-2 drive units have been recently installed at Ticket counter #4 to facilitate the reverse in direction needed to connect conveyors TC-4 into TC-5. The salvaged former TC-4 drive units are to be installed at Ticket Counter #2 in order to similarly provide direction of conveyance and interconnection to TC-1. Contractor will reinstall the existing salvaged components of the TC-2 take-away conveyor, the TC-4 drive units, and provide additional new conveyor components to complete the interconnection.
- ii. Perform TC-2 / TC-1 interconnection modifications and test during an overnight outage, then provide initial operations technical support.
- iii. Modify and reposition MU-2 as required for interconnection to MU-1.
- iv. Perform MU-2 / MU-1 interconnection modifications and test during 48-hr. outage, then provide initial operations technical support.
- v. The completion milestone date of this phase is established by potential future airline operations.

**c. Add-Alternates No.'s 2 and 3: Replacement of Wearing Parts in MU-4 and MU-2**

- i. The intent of these Add-Alternates is to potentially provide full operational rehabilitation of the wearing components of the Make-Up Carousels if sufficient funding is available. Refer to Summary of Work.

**d. Work By Owner**

- i. There is some staged architectural work and minor building electrical work

## MANCHESTER - BOSTON REGIONAL AIRPORT

that will be necessary for the integration of the Make-Up units that will be needed during the progression of the modifications. This work will be performed by the Airport. The Contractor will be required to coordinate and plan the support work with the equipment modifications accordingly.

**4. Refer to the SUMMARY OF WORK Section 01 01 00 in the project Manual for important details and milestone completion dates.**  
**(PLEASE read it while looking at the Plans)**

5. No ADDENDA posted to date.

6. Mobilization & General Conditions:

a. Lay-down areas:

- i. Public access / deliveries / POV parking – portion of Contractor Lot at the north end of the terminal across from the Realterm/Amazon cargo building. Exact location / limits to be designated by the Airport.
- ii. Material offload/laydown area, Storage trailer and/or office trailer may be placed in Contractor Parking Lot -- IF DESIRED – but is not required. Utility hookups for any trailer or other operations in the parking lot(s) is responsibility of the Contractor.
- iii. Limited local laydown/work area generally inside the Baggage Make Up Room next to MU-4 and MU-2 for Phase-1, and next to MU-2 for Phase-2. (will see during site walk).
- iv. Contractor Badging process to begin ASAP after contract execution (at pre-construction conference) and continue during mobilization period. Most work will be in controlled access areas and Contractor's employees and subcontractors must be badged. Contractor will need to provide escorts for any un-badged incidental workers/visitors. Badging involves presenting 2 forms of gov-issued I.D. (commonly = driver lic. & passport) and fingerprinting for background check which can take up to one-to-two weeks. Computer-based training ( approx. 1 hr.) at MHT training room is also required.

7. Schedule:

a. Bid Docs Posted - 6/24/24

**b. Questions/RFIs - submit in writing (by email to J. Goudreault) on/before 2:00 pm next Wednesday, July 17<sup>th</sup> . PLEASE DO NOT WAIT/HOLD QUESTIONS UNTIL DEADLINE - IF CAN SUBMIT MOST SOONER.**

c. Last addendum, (if any) intended to go out before cob Friday, July 19<sup>th</sup>. Attendees will be notified of addenda posting by email (sign in sheet).

## MANCHESTER - BOSTON REGIONAL AIRPORT

- d. **Prequalification Packages (General Contractor) required by City Procurement Rules** - submit anytime up until 2:00 pm 7/22/24 (2 days before Bid Due). Package/Forms Online at MHT website. (**Refer to Instructions to Bidder Section 00 21 13 ss 1.20** )
    - i. Refer to the Airport's Title VI Solicitation Notice in the documents:

**Title VI Solicitation Notice:**  
Manchester-Boston Regional Airport, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, businesses or disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), or age in consideration for an award.
  - e. **Bids due Wednesday, July 24<sup>th</sup>, 2024 at 2:00 PM** to the Airport Administration Office by mail/fedex or hand delivery to Reception Desk (outside boardroom / meeting - suggest ring bell for attention and get time receipt). Will be publicly opened & read aloud at that time. Bid Tabulation will be subsequently posted after award.
  - f. Airport anticipates notifying the apparent low bidder on **Thursday, July 25<sup>th</sup>**
  - g. **Contractor will have 7 calendar days from notice to coordinate required documents** (Insurance Certificate, Bonds, etc,) & submit Contract for Airport's signature.
  - h. **Intent is for Contract Signing on or before Friday, August 3<sup>rd</sup> .**
    - i. Mobilize on site and start work as soon as possible after Contract execution.
    - j. Contractor to submit Gant Chart schedule within 2 weeks after contract signing.
8. Brief page turn of plans (onscreen).
9. Site Visit / Walk = Existing Conditions Inspection
- a. Secure areas / visitor badge and Escort required. Photos allowed.

**MANCHESTER - BOSTON REGIONAL AIRPORT**  
**TC-2 & TC-4 BAGGAGE HANDLING SYSTEMS MODIFICATIONS PROJECT**

**MHT / City Bid # FY25-805-04**

**PRE-BID CONFERENCE & SITE VISIT**  
**(Mandatory)**

**ATTENDANCE SIGN-IN SHEET**

The following persons attended the mandatory pre-bid conference and site walk held for this project on **Thursday, July 11, 2024 at 1:30 pm**, at the Airport Administration Offices on the 3rd floor of the Airport Terminal Building located One Airport Road, Suite 300, Manchester, NH 03103.

**PLEASE PRINT CLEARLY (Info. May Be Used For Further Contact/Communications):**

Name	Title	Company	Email Address	Telephone No.
John Adams	Building Supt.	MHT	JAdams@FlyManchester.com	603-624-6539
Tenille Whitten	Bd	Oshkosh AeroTech	TWhitten@oshkoshAeroTech.com	801-388-6970
DAVID HADDAWAY	BD	CONTROL TOUCH	DHADDAWAY@CONTROLTOUCH.COM	803 280 4090



Name Title Company Email Address Telephone No.

JONIN EDDY	VP, Indi systems	western Industrial	JEDdy@western con. com	303.868. 8739
HENRY HALL	INSTALL	GAS AIRPORT CONVEYOR	HENRY. HALL@ gsairport conveyor. com	602 607 4500
Luis Elquezabal	Asst. Airport Director	MHT Airport	LElquezabal@ FlyManchester.com	603 624 6539
JOHN GROUDREAU	A.V.P.	AECOM	John.GROUDREAU @AECOM.COM	603 661 8224

12