

**MANCHESTER-BOSTON REGIONAL AIRPORT
REHABILITATION OF TAXIWAY G AND TAXIWAY D (WEST OF TAXIWAY A) PROJECT**

ADDENDUM NO. 2

DATE: March 18, 2025
TO: ALL BIDDERS
FROM: McFarland-Johnson, Inc.
53 Regional Drive
Concord, NH 03301
PROJECT: Manchester-Boston Regional Airport
Manchester, New Hampshire
Rehabilitation of Taxiway G and Taxiway D (West of Taxiway A)

This Addendum forms part of and modifies Bidding and Contract Documents for the project named above, February 2025. 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Where any original item is amended, voided, or superseded hereby, the other provisions of such items not specifically amended, voided, or superseded shall remain in effect.

ADVERTISEMENT FOR BIDS

Addendum Item 2.01

ADVERTISEMENT FOR BIDS

Modifications of the fifth paragraph on page 1 of 4:

DELETE: Bids will be publicly opened and read aloud on ~~**Thursday, March 20, 2025 at 2:30 PM (local time)**~~ at the Airport Administrative Offices boardroom located on the third floor of the Airport terminal, One Airport Road, Manchester, NH. The contract will be awarded to the lowest responsive and responsible bidder.

INSERT: Bids will be publicly opened and read aloud on **Tuesday, March 25, 2025 at 2:30 PM (local time)** at the Airport Administrative Offices boardroom located on the third floor of the Airport terminal, One Airport Road, Manchester, NH. The contract will be awarded to the lowest responsive and responsible bidder.

PROJECT MANUAL DOCUMENTS

Addendum Item 2.02

INFORMATION TO BIDDERS

1.01 RECEIPT AND OPENING BIDS - MODIFICATIONS to the first Paragraph as follows:

DELETE: 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 at One Airport Road Manchester, NH until **Thursday, March 20, 2025 at 2:30 PM (local time)** and then at said office publicly opened and read aloud.

INSERT: 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 at One Airport Road Manchester, NH until **Tuesday, March 25, 2025 at 2:30 PM (local time)** and then at said office publicly opened and read aloud.

QUESTIONS AND CLARIFICATIONS

Addendum Item 2.03

Question: *Digging into the Layout & Record Drawing specifications for the job that bids on Thursday, and we are noting that there is a lot that is being required to be completed by a NH Licensed Surveyor. Is that intentional or was that an inadvertent inclusion by bringing in a spec from another project? By the letter of the spec, we would almost need a licensed surveyor on the project at all times during construction. Can you offer any clarification on what the intent might be so we can carry a reasonable cost for the licensed survey needs?*

Answer: As stated in Item M-200 Field Survey and Stakeout under Section 200-1.1 Description. “**All survey fieldwork and computations shall be performed under the direction of a Licensed Land Surveyor, licensed in the State in which the project is located.**” The design intent of this statement is to have a licensed land surveyor, or someone under their direction, primarily provide the initial Construction Layout (with the establishment of the survey control and layout limits) and the Final Record Document Survey. Attention shall be directed to Paragraphs 001-1.31 *Construction Layout* and 001-1.32 *Record “As-Built” Drawings, Record Documentation and Final Survey* of these Specifications entitled, Section G-001 “*Special Work Requirements*” which further defines these tasks. However, the design intent for any other internal quality control monitoring of any survey work relating to the progression of the work is at the discretion of the Contractor, while making sure that the project is constructed to the required tolerances. Ultimately, it is the Contractor's responsibility to perform the work to an acceptance level in accordance with the project specifications.

END OF ADDENDUM NO. 2