

ADDENDUM No. 4

for

**Airfield Lighting Vault Emergency Generator
AIP # 3-33-0011-TBD-2025
Bid # FY25-805-34**

at the Manchester – Boston Regional Airport

Due to be opened 11:00 a.m., on March 10, 2025

Date: March 11, 2025

The attention of firms submitting proposals for the work named above is called to the following modifications to the documents as were issued.

The items set forth herein, whether of clarification, omission, addition and/or substitution, shall be included and form a part of the Proposer's submitted materials and the corresponding contract when issued. No claim for additional compensation, due to lack of knowledge of the contents of this Addendum will be considered.

All Proposer's are advised that receipt of this notice and all attached material must be duly acknowledged in the space provided on the signature page of the proposal documents, and **by the insertion of this sheet, signed, and submitted with your Proposal package.**

This form must be signed and attached to the original copy of your submission.

The attached sheets contain information or clarifications requested or discussed.

Receipt of **Addendum No. 4** to the REQUEST FOR PROPOSALS for **Airfield Lighting Vault Emergency Generator**
at the MANCHESTER-BOSTON REGIONAL AIRPORT is hereby acknowledged.

COMPANY NAME: _____

SIGNED BY: _____

NAME AND TITLE PRINTED: _____

TELEPHONE: _____ FAX: _____

GENERAL

In general, this addendum is accomplishing the following:

1. Responses to questions to date.
2. Extension of sealed bid due date.
3. Revision to specification section Item 263213 Engine Generators.

QUESTIONS/CLARIFICATIONS

Addendum Item No.1 -

Q1: Can you please confirm if an EPA Tier 4 certified generator is required for this project? The standard at this size would be Tier 2.

A1: Refer to Addendum Item No.4 below.

PROJECT MANUAL

Note that where a change was made to the specifications, a vertical line (|) is provided in the left margin denoting that a change was made. Sample vertical line shown next to this paragraph.

Addendum Item No.2 -

REMOVE Paragraph 4 of Advertisement for Bids Page 1 and REPLACE with paragraph below:

Bids will be publicly opened and read aloud on March 21, 2025, at 11:00 am at the Airport administrative offices boardroom located on the third floor of the Airport terminal at One Airport Road, Manchester, NH. Each bidder must deposit with his/her bid, security in the amount of 5% of the total bid. A 100% performance and payment bond will be required with the contract. The contract will be awarded to lowest responsive and responsible bidder. The Bidder shall refer to all federal, state, and local bidding requirements within the documents. The Owner reserves the right to waive any informality in the bidding or to reject any or all bids.

Addendum Item No.3 -

REMOVE Paragraph 1 of Information for Bidders Page IB-1 and REPLACE with paragraph below:

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 11:00 am on March 21, 2025, and then at said office publicly opened and read aloud.

Addendum Item No.4 -

REMOVE Paragraphs 263213-2.2e and 233213-2.3f of specification Item 233213 Engine Generators Page 263213-4 and REPLACE with paragraphs below:

263213-2.2 Performance Requirements.

- e. Engine Exhaust Emissions: Comply with EPA Tier 2 requirements and applicable state and local government requirements.

263213-2.3 Assembly Description.

- f. Emissions: Comply with EPA Tier 2 requirements.

END OF ADDENDUM #4

**ADVERTISEMENT FOR BIDS
CITY OF MANCHESTER - DEPARTMENT OF AVIATION
REQUEST FOR BIDS FOR**

AIRFIELD LIGHTING VAULT EMERGENCY GENERATOR
at
MANCHESTER-BOSTON REGIONAL AIRPORT

***City Bid # FY25-805-34
AIP # 3-33-0011-TBD-2025***

The City of Manchester, New Hampshire, Department of Aviation is seeking bids for the **Airfield Lighting Vault Emergency Generator**. The scope of the work in general includes the acquisition of a 650 KW diesel generator to be used in case of power emergencies with the following specs, a 72-hour runtime sub-base tank, 325 KW 480 V load bank 7 steps, weatherproof sound-attenuating enclosure and a 1000A 3 Phase 480 V automatic transfer switch with bypass and isolation.

Bids will be accepted only from contractors that meet the Department of Aviation qualification requirements. Refer to the project manual for the qualification requirements.

Bid documents may be obtained by emailing Shawn.Barlow@Jacobs.com after **3:00 PM on February 24, 2025**.

Bids will be publicly opened and read aloud on **March 21, 2025, at 11:00 am** at the Airport administrative offices boardroom located on the third floor of the Airport terminal at One Airport Road, Manchester, NH. Each bidder must deposit with his/her bid, security in the amount of 5% of the total bid. A 100% performance and payment bond will be required with the contract. The contract will be awarded to lowest responsive and responsible bidder. The Bidder shall refer to all federal, state, and local bidding requirements within the documents. The Owner reserves the right to waive any informality in the bidding or to reject any or all bids.

In this bid process and the resulting Contract, if executed, all Bidders and Contractors must fully comply with the Required Contract Provisions for Airport Improvement Program and for Obligated Sponsors contained within the Contract Documents. These provisions include, but are not restricted to, Disadvantaged Business Enterprise (DBE) Subcontractor participation, Equal Employment Opportunity requirements and compliance with Federal Wage and Hour requirements (Davis-Bacon Act). All requirements of the Federal funding and, as well as all administrative regulations shall apply to this project, as if herein written out in full. The attention of prospective bidders is called to the fact that this project is to be bid upon and the contract executed, under the Federal Funding Rules and Regulations for carrying out the provisions of:

- Civil Rights General Provisions (Title 49 United States Code, § 47123)
- Title VI Provisions of the Civil Rights Act of 1964, as amended and supplemented
- Buy American Preferences (Title 49 United States Code, §50101), BABA and other related U.S. statutes, guidance, and policies of the FAA
- Foreign Trade Restriction: Denial of Public Works Contracts on Suppliers of Goods and Services of Countries that Deny Contracts to Suppliers of Goods and Services of Countries that Deny Procurement Market Access to U.S. Contractors (DOT Regulation 49 CFR Part 30)
- Davis-Bacon Act (DOL Regulation 29 CFR Part 5)
- Affirmative Action to Ensure Equal Employment Opportunity (Executive Order 11246, as amended, and DOL Regulation 41 CFR Part 60)
- Government Debarment and Suspension and Government-wide Requirements for Drug-free Workplace (2 CFR Part 180 (Subpart C), 2 CFR part 1200, DOT Order 4200.5 DOT Suspension & Debarment Procedures & Ineligibility)

The requirements of 49 CFR Part 26, Regulations of the U.S. Department of Transportation, apply to this contract. Award of this contract will be conditioned upon satisfying the requirements of this section. These requirements apply to all

**Manchester • Boston Regional Airport
Airfield Lighting Vault Emergency Generator**

INFORMATION FOR BIDDERS

1.01 RECEIPT AND OPENING BIDS

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 **11:00 am on March 21, 2025**, and then at said office publicly opened and read aloud.

The envelopes containing the bid must be sealed, addressed and designated as:

Airfield Lighting Vault Emergency Generator

The Owner may consider irregular any bid not prepared and submitted in accordance with the provisions hereof and may waive any informalities or reject any and all bids. Any bid may be withdrawn prior to the above scheduled time for the opening of bids or authorized postponement thereof. Any bid received after the time and date specified shall not be considered. No bidder may withdraw a bid prior to **June 30, 2025**.

1.02 DESCRIPTION OF WORK

The work under this project generally consists of the acquisition of a 650 KW diesel generator with the following specs, a 72-hour runtime sub-base tank, 325 KW 480 V load bank 7 steps, weatherproof sound-attenuating enclosure and a 1000A 3 phase 480 V automatic transfer switch with bypass and isolation.

Attention shall be directed to the Contract Documents for specific information of the vehicle to be acquired. The Contract Documents consist of the project specifications.

1.03 PREPARATION OF BID & METHOD OF AWARD

Each bid must be prepared in strict accordance with the requirements of Section 20 of the General Provisions of these specifications.

The Owner reserves the right to reject any or all proposals for any reason the Owner deems advisable. Further, the owner reserves the right to waive technicalities if such waiver is in the best interest of the Owner and conforms to local laws and ordinances pertaining to the letting of construction contracts. Award of contract will be made by the Owner upon the recommendation of the Engineer to the lowest, eligible, responsive bidder meeting the requirements of the Owner, the Federal Aviation Administration and the State of New Hampshire.

The Contract will be awarded to the Contractor with the lowest qualified bid for the BASE BID.

Should all bids exceed the available funding for the project, the Owner may reject all bids or may delete work items altogether, if necessary to bring the Contract awarded within funds available to finance the project. Such reduction or deletion of work shall not constitute a basis for withdrawal of the proposal or for adjustment of the unit or lump sum prices bid – subject to the limitations described in Section 40 of the General Provisions. Award will be based on available funding.

**Manchester • Boston Regional Airport
Airfield Lighting Vault Emergency Generator**

- iii. Component Importance Factor: 1.0.
- b. ASME Compliance: Comply with ASME B15.1.
- c. NFPA Compliance:
 - i. Comply with NFPA 37.
 - ii. Comply with NFPA 70.
 - iii. Comply with NFPA 99.
 - iv. Comply with NFPA 110 requirements for Level 1 emergency power supply system.
- d. UL Compliance: Comply with UL 2200.
- e. Engine Exhaust Emissions: Comply with EPA Tier 2 requirements and applicable state and local government requirements.
- f. Noise Emission: Comply with applicable state and local government requirements for maximum noise level at adjacent property boundaries due to sound emitted by generator set including engine, engine exhaust, engine cooling-air intake and discharge, and other components of installation.
- g. Environmental Conditions: Engine-generator system shall withstand the following environmental conditions without mechanical or electrical damage or degradation of performance capability:
 - i. Ambient Temperature: 5 to 104 deg F.
 - ii. Relative Humidity: Zero to 95 percent.
 - iii. Altitude: Sea level to 1000 feet (300 m).

263213-2.3 Assembly Description.

- a. Factory-assembled and -tested, water-cooled engine, with brushless generator and accessories.
- b. Electrical Components, Devices, and Accessories: Listed and labeled as defined in NFPA 70, by a testing agency acceptable to authorities having jurisdiction, and marked for intended location and application.
- c. EPSS Class: Engine-generator set shall be classified as a Class 24 in accordance with NFPA 110.
- d. Induction Method: Naturally aspirated.
- e. Governor: Adjustable isochronous, with speed sensing.
- f. Emissions: Comply with EPA Tier 2 requirements.
- g. Mounting Frame: Structural steel framework to maintain alignment of mounted components without depending on concrete foundation. Provide lifting attachments sized and spaced to prevent deflection of base during lifting and moving.
 - i. Rigging Diagram: Inscribed on metal plate permanently attached to mounting frame to indicate location and lifting capacity of each lifting attachment and generator-set center of gravity.