ADDENDUM No. 4

for

Airfield Lighting Vault Expansion AIP # 3-33-0011-TBD-2025 Bid # FY25-804-38

at the Manchester - Boston Regional Airport

Due to be opened 2:00 p.m., on April 23, 2025

Date: April 4, 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 Expansion at the MANCHESTER-BOSTON REGIONAL AIRPORT is hereby acknowledged.

COMPANY NAME:
SIGNED BY:
JAME AND TITLE PRINTED:

TELEPHONE: _____ FAX: _____

GENERAL

In general, this addendum is accomplishing the following:

- 1. Answers to questions to date.
- 2. Clarification regarding the timing of the issuance of the Notice-to-Proceed for Construction.
- 3. Updates to specification sections regarding bid opening, bid proposal, and P-403 specification.
- 4. Update to Drawings C-200, C-300, and C-400.

QUESTIONS/CLARIFICATIONS

Addendum Item No.1 -

Q1: Can you please confirm the Bill of Material that the Generator package includes?

A1: Refer to screenshot below:

One (1) New Outdoor Caterpillar Model C18 Diesel Fueled Emergency Packaged Generator Set. This unit is rated 650 KW, Standby power, 277/480 volt, 60 hertz, 1800 rpm, Three phase, 0.8 pf. The following equipment/services are included:

- · UL 2200 Listed and Labeled
 - EPA Certified for Stationary Emergency Application
 - Permanent Magnet Generator
 - Unit Mounted Radiator
 - Jacket Water Heater
 - Vibration Isolators
 - Starting Batteries with Rack and Cables
 - 10 amp Battery Charger
 - Charging Alternator
 - Engine/Generator Unit Mounted Control Panel
- One Remote Annunciator Panel, 16 Light NFPA 110 ships loose
- Remote Emergency Stop Station (EPO Station) ships loose
- 3515 Gallon (72 hours of run time at 100% load) Fuel Tank, Double Walled w/Leak Detection, UL142 Listed
- Amp Unit Mounted Circuit Breakers
 - 1200AF/1000AT Main CB 0 o 600AF/500AT load Bank CB
- Enclosure Painted Steel Factory installed Sound Attenuated, Color- White Interior 120 VAC GFI receptacle
- 75 dBA @ 23'
- Mounted on fuel tank base above
- Thermal/acoustic insulation
- Interior muffler with rain cap
- 125 amp, 208 volt, AC distribution panel
- Automatic transfer switch(es): (1) 1000AMP, 3 Pole, Delayed Transition W/Bypass, Service Entrance Rated, Breaker on utility
- Standard factory & production testing
- Start-up and Test With Milton Cat supplied Load Bank
- Customer Training provided at no cost if performed within 3 months of startup.
- 5 Year Warranty from Date of Start-Up for Caterpillar equipment. Third party manufacturers' standard warranties shall
- apply. · Operation and maintenance manuals

Addendum Item No.2 -

C1: The Owner would be open to coordinating the issuance of the Notice-to-Proceed for Construction to align with the delivery of the Generator.

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.3 -

REMOVE paragraph 5 of Advertisement for Bids, page 1 and REPLACE with the paragraph below.

Bids will be publicly opened and read aloud on April 23, 2025, at 2:00 pm 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.

- FAA required light 325KW Roof mounted load bank
- Access Stairs and platforms

Addendum Item No.4 -

REMOVE paragraph 1 of Section 1.01 Receipt and Opening of Bids in Information for Bidders, page IB-1 and REPLACE with the paragraph below.

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 <u>2:00 pm on April 23, 2025</u> and then at said office publicly opened and read aloud.

Addendum Item No.5 -

REMOVE paragraph 403-2.3 Asphalt Binder and REPLACE with the paragraph below.

403-2.3 Asphalt binder. Asphalt binder shall conform to ASTM D6373 Performance Grade (PG) 82-28

Addendum Item No.6 -

REMOVE paragraph 3 of 403-3.3 Job mix formula (JMF) and REPLACE with the paragraph below.

The JMF shall be prepared by an accredited laboratory that meets the requirements of paragraph 403-3.2. The asphalt mixture shall be designed using procedures contained in Asphalt Institute MS-2 Mix Design Manual, 7th Edition. Samples shall be prepared and compacted using the gyratory compactor in accordance with ASTM D6925.

Addendum Item No.7 -

REMOVE paragraph 3 of 403-8.1 Payment and REPLACE with the paragraph below.

Item P-403-1 Asphalt Mix Pavement Base and Surface Course (PG 82-28) per ton

Addendum Item No.8 -

REMOVE pages 5 through 13 of the Bid Proposal and REPLACE with the attached pages 5 through 13 of the Bid Proposal.

DRAWINGS

Addendum Item No.9 - REMOVE Drawings C-200, C-300, and C-400 and REPLACE with Drawings C-200, C-300, and C-400 attached.

END OF ADDENDUM #4

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

AIRFIELD LIGHTING VAULT EXPANSION at MANCHESTER-BOSTON REGIONAL AIRPORT

City Bid # FY25-804-38 AIP # 3-33-0011-TBD-2025

The City of Manchester, New Hampshire, Department of Aviation is seeking bids for the **Airfield Lighting Vault Expansion**. The scope of the work in general includes expansion of the airfield lighting vault (including new regulators), asphalt and concrete pavement removal, asphalt paving, storm drainage replacement, airfield lighting home run duct bank and cabling, perimeter fencing demolition and installation, and airfield markings.

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 John.Pelletier@jacobs.com after 4:00 PM on March 5, 2025.

A pre-bid informational meeting will be held in-person at the Airport administrative offices boardroom located on the third floor of the Airport terminal at One Airport Road, Manchester, NH on <u>March 19, 2025 at 2:00 PM</u> Prospective bidders shall RSVP not less 24 hours prior to the meeting through Ms. Christina Adams at the Airport Engineering and Planning Office who can be reached at (603) 624-6539 or <u>cadams@flymanchester.com</u>. There is no virtual meeting option.

Bids will be publicly opened and read aloud on <u>April 23, 2025, at 2:00 pm</u> 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 Contact 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)

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 **2:00 pm on April 23, 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 Expansion

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 <u>90 days after bid opening</u>.

1.02 DESCRIPTION OF WORK

The work under this project generally consists of an expansion of the airfield lighting vault (including new regulators), construction of new home run duct bank, airfield lighting cabling, asphalt and concrete pavement demolition, asphalt paving, storm drainage replacement, perimeter fencing demolition and installation, and airfield markings.

All areas of the airport disturbed by the Contractor's operations not within the construction limits as set forth by the Owner shall be restored at least equal to original condition at no cost to the Owner.

Attention shall be directed to the Contract Documents for specific information of the work to be performed. The Contract Documents consist of the plans and project manual.

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 total 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

- ¹ The area of each face shall be equal to at least 75% of the smallest mid-sectional area of the piece. When two fractured faces are contiguous, the angle between the planes of fractures shall be at least 30 degrees to count as two fractured faces.
- ² A flat particle is one having a ratio of width to thickness greater than five (5); an elongated particle is one having a ratio of length to width greater than five (5).
- ³ Only required if slag is specified.

b. Fine aggregate. Fine aggregate shall consist of clean, sound, tough, durable, angular shaped particles produced by crushing stone, slag, or gravel and shall be free from coatings of clay, silt, or other objectionable matter. Natural (non-manufactured) sand may be used to obtain the gradation of the aggregate blend or to improve the workability of the mix. Fine aggregate material requirements are listed in the table below.

Material Test	Requirement	Standard
Liquid limit	25 maximum	ASTM D4318
Plasticity Index	4 maximum	ASTM D4318
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate	Loss after 5 cycles: 10% maximum using Sodium sulfate - or - 15% maximum using magnesium sulfate	ASTM C88
Clay lumps and friable particles	1.0 % maximum	ASTM C142
Sand equivalent	45 minimum	ASTM D2419
Natural Sand	0 to 15% maximum by weight of total aggregate	ASTM D1073

Fine Aggregate Material Requirements

c. Sampling. ASTM D75 shall be used in sampling coarse and fine aggregate, and ASTM C183 shall be used in sampling mineral filler.

403-2.2 Mineral filler. Mineral filler (baghouse fines) may be added in addition to material naturally present in the aggregate. Mineral filler shall meet the requirements of ASTM D242.

Mineral filler Requirements

Material Test	Requirement	Standard
Plasticity Index	4 maximum	ASTM D4318

403-2.3 Asphalt binder. Asphalt binder shall conform to ASTM D6373 Performance Grade (PG) 82-28

Asphalt Binder PG Plus Test Requirements

Material Test	Requirement	Standard
Elastic Recovery	75% minimum	ASTM D6084 ¹

¹ Follow procedure B on RTFO aged binder.

403-2.4 Anti-stripping agent. Any anti-stripping agent or additive (anti-strip) shall be heat stable and shall not change the asphalt binder grade beyond specifications. Anti-strip shall be an approved material of the Department of Transportation of the State in which the project is located.

COMPOSITION

403-3.1 Composition of mixture. The asphalt plant mix shall be composed of a mixture of well-graded aggregate, filler and anti-strip agent if required, and asphalt binder. The several aggregate fractions shall be sized, handled in separate size groups, and combined in such proportions that the resulting mixture meets the grading requirements of the job mix formula (JMF).

403-3.2 Job mix formula (JMF) laboratory. The laboratory used to develop the JMF shall possess a current certificate of accreditation, listing D3666 from a national accrediting authority and all test methods required for developing the JMF, and listed on the accrediting authority's website. A copy of the laboratory's current accreditation and accredited test methods shall be submitted to the RPR prior to start of construction.

403-3.3 Job mix formula (JMF). No asphalt mixture shall be placed until an acceptable mix design has been submitted to the RPR for review and accepted in writing. The RPR's review shall not relieve the Contractor of the responsibility to select and proportion the materials to comply with this section.

When the project requires asphalt mixtures of differing aggregate gradations and/or binders, a separate JMF shall be submitted for each mix. Add anti-stripping agent to meet tensile strength requirements.

The JMF shall be prepared by an accredited laboratory that meets the requirements of paragraph 403-3.2. The asphalt mixture shall be designed using procedures contained in Asphalt Institute MS-2 Mix Design Manual, 7th Edition. Samples shall be prepared and compacted using the gyratory compactor in accordance with ASTM D6925.

Should a change in sources of materials be made, a new JMF must be submitted to the RPR for review and accepted in writing before the new material is used. After the initial production JMF has been approved by the RPR and a new or modified JMF is required for whatever reason, the subsequent cost of the new or modified JMF, including a new control strip when required by the RPR, will be borne by the Contractor.

The RPR may request samples at any time for testing, prior to and during production, to verify the quality of the materials and to ensure conformance with the applicable specifications.

The JMF shall be submitted in writing by the Contractor at least 30 days prior to the start of paving operations. The JMF shall be developed within the same construction season using aggregates proposed for project use.

The submitted JMF shall be dated, and stamped or sealed by the responsible professional Engineer of the laboratory and shall include the following items as a minimum:

- Manufacturer's Certificate of Analysis (COA) for the asphalt binder used in the JMF in accordance with paragraph 403-2.3. Certificate of asphalt performance grade is with modifier already added, if used and must indicate compliance with ASTM D6373. For plant modified asphalt binder, certified test report indicating grade certification of modified asphalt binder.
- Manufacturer's Certificate of Analysis (COA) for the anti-stripping agent if used in the JMF in accordance with paragraph 403-2.4.
- Certified material test reports for the course and fine aggregate and mineral filler in accordance with paragraphs 403-2.1 and 403-2.2.

established equals or exceeds 94%, the lot will be acceptable. If the average mat density of the lot is below 94%, the lot shall be removed and replaced at the Contractor's expense.

d. Joint density. Acceptance of each lot of plant produced asphalt for joint density will be based on the average of all of the joint densities taken from the sublots. If the average joint density of the lot so established equals or exceeds 92%, the lot will be acceptable. If the average joint density of the lot is less than 92%, the Contractor shall stop production and evaluate the method of compacting joints. Production may resume once the reason for poor compaction has been determined and appropriate measures have been taken to ensure proper compaction.

e. Grade. The final finished surface of the pavement of the completed project shall be surveyed to verify that the grade elevations and cross-sections shown on the plans do not deviate more than 1/2 inch (12 mm) vertically or 0.1 feet (30 mm) laterally.

Cross-sections of the pavement shall be taken at a minimum 50-foot (15-m) longitudinal spacing and at all longitudinal grade breaks. Minimum cross-section grade points shall include grade at centerline, \pm 10 feet of centerline, and edge of taxiway pavement.

The survey and documentation shall be stamped and signed by a licensed surveyor. Payment for sublots that do not meet grade for over 25% of the sublot shall not be more than 95%.

f. Profilograph roughness for QA Acceptance. Not used.

403-6.3 Resampling Pavement for Mat Density.

a. General. Resampling of a lot of pavement will only be allowed for mat density and then, only if the Contractor requests same in writing, within 48 hours after receiving the written test results from the RPR. A retest will consist of all the sampling and testing procedures contained in paragraphs 403-6.1. Only one resampling per lot will be permitted.

(1) A redefined mat density will be calculated for the resampled lot. The number of tests used to calculate the redefined mat density will include the initial tests made for that lot plus the retests.

(2) The cost for resampling and retesting shall be borne by the Contractor.

b. Payment for resampled lots. The redefined mat density for a resampled lot will be used to evaluate the acceptance of that lot in accordance with paragraph 403-6.2.

c. Outliers. Check for outliers in accordance with ASTM E178, at a significance level of 5%. Outliers will be discarded, and density determined using the remaining test values.

METHOD OF MEASUREMENT

403-7.1 Measurement. Plant mix asphalt mix pavement shall be measured by the number of tons (kg) of asphalt pavement used in the accepted work. Recorded batch weights or truck scale weights will be used to determine the basis for the tonnage.

BASIS OF PAYMENT

403-8.1 Payment. Payment for a lot of asphalt mixture meeting all acceptance criteria as specified in paragraph 403-6.2 shall be made at the contract unit price per ton (kg) for asphalt. The price shall be compensation for furnishing all materials, for all preparation, mixing, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-403-1 Asphalt Mix Pavement Base and Surface Course (PG 82-28)

per ton

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM C29	Standard Test Method for Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C117	Standard Test Method for Materials Finer than 75- μ m (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C127	Standard Test Method for Density, Relative Density (Specific Gravity), and Absorption of Coarse Aggregate
ASTM C131	Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates
ASTM C142	Standard Test Method for Clay Lumps and Friable Particles in Aggregates
ASTM C183	Standard Practice for Sampling and the Amount of Testing of Hydraulic Cement
ASTM C566	Standard Test Method for Total Evaporable Moisture Content of Aggregate by Drying
ASTM D75	Standard Practice for Sampling Aggregates
ASTM D242	Standard Specification for Mineral Filler for Bituminous Paving Mixtures
ASTM D946	Standard Specification for Penetration-Graded Asphalt Cement for Use in Pavement Construction
ASTM D979	Standard Practice for Sampling Bituminous Paving Mixtures
ASTM D1073	Standard Specification for Fine Aggregate for Bituminous Paving Mixtures
ASTM D1074	Standard Test Method for Compressive Strength of Bituminous Mixtures
ASTM D1461	Standard Test Method for Moisture or Volatile Distillates in Bituminous Paving Mixtures
ASTM D2041	Standard Test Method for Theoretical Maximum Specific Gravity and Density of Bituminous Paving Mixtures
ASTM D2172	Standard Test Method for Quantitative Extraction of Bitumen from Bituminous Paving Mixtures
ASTM D2419	Standard Test Method for Sand Equivalent Value of Soils and Fine Aggregate

		Manchester • Boston Regional AIRFIELD LIGHTING VAULT EXE BID FORM	Airport PANSION			
BASE BID						
	ESTIMATED		FIG	URES		
ITEM NO.	QUANTITY/	DESCRIPTION AND UNIT PRICE (IN WORDS)	UNIT	PRICE		
	UNII		Dollars	Cents		
		Airfield Lighting Vault Expansion				
A-001-1	1 LS	Dollars and				
		Per Lump Sum				
		As-Built Plans				
		Dollars and				
G-002-1	1 LS	Cents				
		Per Lump Sum				
		Aerial Photos (All Phases)				
G-002-2	1 LS	Dollars and Cents				
		Per Lump Sum				
		Gate Guard Allowance				
G-003-1	1 AL	Fifty Thousand Dollars and Zero Cents	\$50,000	.00		
		Per Allowance				
		Maintenance and Protection of Traffic (Phase 1)				
G-004-1	1 LS	Dollars and Cents				
		Per Lump Sum				
		Maintenance and Protection of Traffic (Phase 2)				
G-004-2	1 LS	Dollars and				
		Per Lumn Sum				
		Contractor's Safety Plan Compliance Document (All Phases)				
G-004-3	1 LS	Dollars and				
U-00 4- 3	1 1.5	Cents				
		Per Lump Sum				
		Utility Locating Allowance				
G-004-4	1 AL	Seven Thousand Five Hundred Dollars and Zero Cents	\$7,500	.00		
		Per Allowance				

Manchester • Boston Regional Airport AIRFIELD LIGHTING VAULT EXPANSION BID FORM					
		BASE B	ID		
	ESTIMATED	DESCRIPTION AND UNIT		FIG	URES
ITEM NO.	QUANTITY/ UNIT	(IN WORDS)	PRICE	UNIT	PRICE
		Engineer Field Office		Dollars	Cents
G-005-1	3 MO	Do	ollars and		
		Per Month			
		Installation, Maintenance, and of Silt Fence	Removal		
C-102-1	805 LF	Do	ollars and ents		
		Per Linear Foot			
		Installation, Relocation, and Re Inlet Protector	emoval of		
C-102-2	8 EA	Do	ollars and ents		
		Per Each			
		Installation and Removal of Construction Entrance/Exit			
C-102-3	1 EA	Do	ollars and ents		
		Per Each			
		Concrete Washout Area			
C-102-4	1 LS	Do	illars and ents		
		Per Lump Sum			
		Mobilization (5%) - Included u Building Tab	ınder		
C-105-1	1 LS	Do	ollars and ents		
		Per Lump Sum			
		Bollards			
M-001-1	11 EA	Do	ollars and ents		
		Per Each			
		Contaminated Soil Removal ar Replacement	nd		
M-002-1	1 AL	Twenty Thousand Dollars and Zero Cents		\$20,000	.00
		Per Allowance			

		Manchester • Boste AIRFIELD LIGHTINC BID 1	on Regional A 5 VAULT EXPA 5 ORM	irport ANSION			
	BASE BID						
ITEM NO.	ESTIMATED QUANTITY/ UNIT	DESCRIPTION AND U (IN WORDS)	NIT PRICE	FIG	URES PRICE		
304.25	85 CY	Gravel Per Cubic Yard	Dollars and Cents	Dollars	Cents		
P-101-1	535 SY	HMA Pavement Removal - Depth Per Square Yard	4" Nominal Dollars and Cents				
P-101-2	125 SY	HMA Pavement Removal - Depth Per Square Yard	Dollars and Cents				
P-101-3	2,730 SY	PCC Pavement Removal - Depth Per Square Yard	9" Nominal Dollars and Cents				
P-101-5	155 LF	Removal of Pipe - 12" CM Per Linear Foot	P Dollars and Cents				
P-101-6	250 LF	Removal of Perimeter Drai	n Pipe Dollars and Cents				
P-101-7	1 EA	Removal of Storm Drain Storm D	Dollars and Cents				
P-101-8	7 EA	Removal of Bollards Per Each	Dollars and Cents				

		Manchester • Boston Regional A AIRFIELD LIGHTING VAULT EXP BID FORM	Airport ANSION				
	BASE BID						
	ESTIMATED		FIG	URES			
ITEM NO.	QUANTITY/	DESCRIPTION AND UNIT PRICE (IN WORDS)	UNIT PRICE				
			Dollars	Cents			
P-152-1	1,830 CY	Unclassified Excavation Dollars and Cents					
		Per Cubic Yard					
		Embankment in Place					
P-152-2	910 CY	Dollars andCents					
		Per Cubic Yard					
P-152-3	10 CY	Rock Excavation Dollars and Cents					
		Per Cubic Yard					
P-154-1	1,485 CY	Subbase Course Dollars and Cents Per Cubic Yard					
P-209-1	620 CY	Crushed Aggregate Base Course Dollars and Cents Per Cubic Yard					
P-403-1	775 TON	Asphalt Mix Pavement Base and Surface Course (PG 82-28) Dollars and Cents Per Ton					
P-603-1	375 GAL	Emulsified Asphalt Tack Coat Dollars and Cents Per Gallon					
P-605-1	1,245 LF	Sawing and Joint Sealing Filler – HMA Dollars and Cents Per Linear Foot					

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		Manchester • Bost AIRFIELD LIGHTINC BID	on Regional G VAULT EX F ORM	Airport PANSION				
	BASE BID							
	ESTIMATED			FIG	URES			
ITEM NO.	QUANTITY/	DESCRIPTION AND U (IN WORDS)	NIT PRICE	UNIT	PRICE			
	UNII			Dollars	Cents			
		Concrete Sidewalks	Dollars and					
P-610-1	5 CY		_ Cents					
		Per Cubic Yard						
		Concrete Equipment Pads						
P-610-2	30 CY		Dollars and Cents					
		Per Cubic Yard						
		Pavement Marking – Temp	orary Color					
P-620-1	295 SF		Dollars and					
1 020 1		Per Square Foot	Cents					
		Pavement Marking – Perm	anent Color					
			Dollars and					
P-620-2	295 SF		Cents					
		Per Square Foot						
		Pavement Marking – Perm	anent Black					
P-620-3	460 SF		_ Donars and _ Cents					
		Per Square Foot						
		Pavement Marking – Remo	oval					
P-620-4	110 SF		Dollars and					
		Per Square Foot						
		12-Inch Reinforced Concre	ete Pipe (Class					
		V)						
D-701-1	155 LF		Dollars and Cents					
		Per Linear Foot						
		6-Inch PVC Drain Pipe						
D-701-2	275 LF		_ Dollars and					
2,012	2,3 11	Per Linear Foot	_ Cents					

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Manchester • Boston Regional Airport AIRFIELD LIGHTING VAULT EXPANSION BID FORM					
		BASE BID			
ITEM NO.	ESTIMATED QUANTITY/ UNIT	DESCRIPTION AND UNIT PRICE (IN WORDS)	FIG UNIT	URES PRICE	
D-705-1	30 LF	Remove & Replace 6" Perforated Underdrain Pipe Dollars and Cents Per Linear Foot	Donars		
D-705-2	170 LF	Pipe Underdrains for Foundations Dollars and Cents Per Linear Foot			
D-751-1	1 EA	48-Inch Diameter Catch Basin Dollars and Cents Per Each			
D-751-2	1 EA	Tie Into New Perimeter Drain System Dollars and Cents Per Each			
T-901-1	3,295 SY	Seeding Dollars and Cents Per Square Yard			
T-905-1	3,295 SY	Topsoil (4" Depth) Dollars and Cents Per Square Yard			
F-162-1	115 LF	8' Tall Chain Link Fence with Barbed Wire Dollars and Cents Per Linear Foot			
F-162-2	380 LF	10' Tall Chain Link Fence with Barbed Wire Dollars and Cents Per Linear Foot			

		Manchester • Boston Regional A AIRFIELD LIGHTING VAULT EXP BID FORM	Airport ANSION			
	BASE BID					
ESTIMATE			FIGU	URES		
ITEM NO.	QUANTITY/ UNIT	(IN WORDS)	UNIT	PRICE		
		16' Swing Gate, 10' Tall with Barbed Wire	Dollars	Cents		
F-162-3	1 EA	Dollars andCents				
		Per Each				
		Remove Chain Link Fence and Gates				
F-162-4	250 LF	Dollars and Cents				
		Per Linear Foot				
L-100-1	1 LS	Furnish and Install ALCMS by System Manufacturer Dollars and Cents				
		Per Lump Sum				
L-105-1	15,000 LF	Cable Removal Dollars and Cents Per Linear Foot				
L-105-2	1 LS	Demolition of Existing ALCMS System Dollars and Cents Per Lump Sum				
L-108-1	46,000 LF	No. 8 AWG, 5kV, L-824, Type C Cable, Installed in Duct Bank or Conduit Dollars and Cents Per Linear Foot				
L-108-2	2,000 LF	No. 6 AWG, Solid, Bare Copper Counterpoise Wire, Installed Above the Duct Bank or Conduit, Including Connections/Terminations Dollars and Cents Per Linear Foot				

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Manchester • Boston Regional Airport AIRFIELD LIGHTING VAULT EXPANSION BID FORM									
BASE BID									
ITEM NO.	ESTIMATED QUANTITY/ UNIT		NIT PRICE	FIGURES					
		DESCRIPTION AND UN (IN WORDS)		UNIT	PRICE				
		2/48 D: X 101 C CL 10/ 1		Dollars	Cents				
L-108-3	14 EA	Ground Rod	Steel						
			Dollars and Cents						
		Per Each							
L-109-1	1 LS	Constant Current Regulator	System						
			Dollars and Cents						
		Per Lump Sum							
L-110-1	500 LF	Reinforced, Concrete Encase 40 PVC Electrical Conduit, inch, in Mill and Overlay Fu Pavement	ed Schedule 20-Way 4- Ill Strength Dollars and Cents						
		Per Linear Foot							
L-110-2	200 LF	Concrete Encased Schedule Electrical Conduit, 20-Way Turf Per Linear Foot	40 PVC 4-inch, in Dollars and Cents						
L-110-3	70 LF	Concrete Encased Schedule Electrical Ductbank, 8-Way Turf ————————————————————————————————————	40 PVC 4-inch, in Dollars and Cents						
L-110-4	70 LF	Concrete Encased Schedule Electrical Conduit, 12-Way Turf ————————————————————————————————————	40 PVC 4-inch, in Dollars and Cents						

Manchester • Boston Regional Airport AIRFIELD LIGHTING VAULT EXPANSION BID FORM								
BASE BID								
ITEM NO.	ESTIMATED QUANTITY/ UNIT	DESCRIPTION AND UNIT PRICE (IN WORDS)	FIGURES					
			UNIT PRICE					
		, , , , , , , , , , , , , , , , , , ,	Dollars	Cents				
L-115-1	2 EA	Electrical Manhole 8' x 10', Aircraft Rated						
		Dollars and Cents						
		Per Each						
330000-1	1 AL	Electrical Utility Service <u>Twenty Thousand</u> Dollars and <u>Zero</u> Cents Per Allowance	\$20,000	.00				

BID SUMMARY

TOTAL BASE BID:



The stated prices shall include-all plant, labor, materials, supplies, equipment, services, incidentals, expenses, overhead, profit, insurance, etc., perform all work required by the Contract Documents.

The bidder understands that the Owner reserves the right to reject any or all bids and to waive any informalities in the bidding.

The bidder agrees that this bid shall be good and may not be withdrawn prior to **90 days after bid opening**.

The bidder agrees that the Owner may select only one work item, may reduce the quantities, 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 this proposal.

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become the property of the Owner in the event the contract and bonds are not executed within the time above set forth, as liquidated damages for the delay and additional expenses to the Owner caused thereby.





ED FOR BIDDING - NOT FOR CONSTRU



DUS SURFACE COURSE (2–2" LIFTS) BETWEEN LIFTS								
WDTH VARIES EXT PCC JOINT (TYP.)					(ECUTIVE PARK DRIVE E 205	ORD, NH 03110 NE: (603) 666-7181 /corv cee 7185	(603) 000-/183	
SUBBASE COURSE (TYP.) BACKFILL (TYP.) NED FROM PROJECT EXCAVATIONS.	JECT DESIGNER:	I			2 EX SUITE	BEDF PHON F V.	LAA:	
ACTED SUBBASE COURSE (TYP.) CONTRACTOR SHALL OBTAIN THE RN THE AREA TO PRE-CONSTRUCTION GRADE, SHALL CONFORM TO THE SHALL SUBMIT TEST DATA FOR THE MEETING THE REQUIREMENTS FOR P-154 M D1557. SUBBASE TO A DEPTH OF 33" HALL BE REPLACED WITH MATERIAL	PRO	SCALE: NTS	DATE: MARCH 2025	DESIGNED BY: JPP	DRAWN BY: JPP	снескер ву: JMH	APPROVED: NBD	
		MANCHESTER BOSTON		AIRFIELD LIGHTING VAULT EXPANSION	TYPICAL SECTIONS			
SURFACE COURSE (2–2" LIFTS) TWEEN LIFTS								
TOPSOIL AND T-901 SEEDING (TYP.)		ВҮ	ЧЧ					
GRAVEL BASE SUBBASE COURSE (TYP.)								
	REVISIONS	DESCRIPTION	ENDUM – 4					7
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