



IFB NO. 19003-FY19-32  
RUNWAY AND TAXIWAY LIGHTING REHABILITATION

ADDENDUM #2  
June 13, 2019

1. **All bidders are required to use the bid form dated June 13, 2019 in order for their bid to be considered responsive (Attachment 'A'). The bid form will also be available on the Town's Bid Board in MS Word format, however any changes to the bid items' description, unit or quantity shall render the bid non responsive.**
2. A "vault modifications" line item has been added to the bid form. This item shall consist of vault modifications required in order to remove and store existing regulators, removal of the existing relay panel and the removal of the existing pilot control lighting equipment as shown in the plans and to the satisfaction of the Engineer. The cost for the installation of new equipment shall be included in the individual line item for each piece of new equipment. Payment will be made at the lump sum price for the accepted modifications. This price shall be full compensation for furnishing all materials and for all preparation, disassembly, demolition, and for all labor, equipment, tools, and incidentals necessary to complete the item.
3. As part of the bid the contractor shall provide the following spare parts:
  - 4 each - Taxiway Light Fixtures (lens, LED lamp, lamp socket, lens clamp, gasket, casting, column and frangible coupling)
  - 4 each - Runway Light Fixture (lens, lamp, lamp socket, lens clamp, gasket, casting, column and frangible coupling)
  - 4 each - Isolation TransformersThe cost for spare parts shall be included in the line item cost for mobilization.
4. **Pre-bid Meeting discussion points:** (The pre-bid sign-in sheet is attached as Attachment 'B')
  - Work hours in Area 1 are between the hours of 12:00 A.M. (Midnight) and 5:00 A.M.
  - Work hours in Area 2 are between the hours of 5:00 A.M. and 4:00 P.M.
  - Contractor may work in Area 1 and Area 2 simultaneously.
  - Contractor must follow the phasing sequence in Work Area 2 as shown on the plans and must complete each phase before starting the next phase.
  - Contractor shall monitor CTAF frequency. NOTAM will close the runway during night work.
  - Drain pipe depth is  $\approx 30'$ , contractor is required to verify the pipe depth at each location.
  - Conduits are expected to be full of water and contractor is required to dewater the existing conduit system prior to starting work.

- Existing conduits and light cans to be used, contractor will supply and install new baseplate, new cables, new fixture and transformer.
- Trenches shall be backfilled at the end of each workday and contractor shall so certify to the airport before leaving the site each day.
- Lights shall be operational at the end of each workday and contractor shall so certify to the airport before leaving the site each day.
- The contractor will widen/extend sign foundation as required for the contractor proposed sign(s).
- Contractor must submit for approval all equipment / accessories prior to start of construction.
- Contractor shall provide Temporary Closed Runway Marker L-893L.
- Lighting vault will require two (2) 20KW regulators (not 15KW as shown on the plans). One regulator will be for runway circuit and one regulator will be for taxiway circuit.
- All three regulators (runway, taxiway, and existing PAPI) shall be connected to the ALCMS L-890 control system. The Pilot Controlled Lighting shall be connected to the ALCMS L-890 for transfer of control between tower and pilot controlled lighting afterhours.
- Electrical vault site visit summary (see Attachment 'C').
- Existing regulators to remain on Town property whereas existing fixtures and cables to be disposed of.
- This is a federally funded project, applicable requirements include but not limited to a minimum DBE goal of 5.9%, Davis Bacon Act, Certified Payroll, etc.
- The earliest time for the start of construction would be late July or early August and is dependent on the issuance of federal and state grants.

## 5. Questions and Answers:

- Question 1: The Item list calls for 200' of Lo Profile Airport Barricades
- Typically they call for alternating Orange & White Barricades. Is this the case?
  - Often they call for reflective sheeting on one or both sides. Do you know which?
  - Usually they call for 2-lights per barricade. Is this the case? If so, are they to be the 360 degree lights?
  - Will flags be required?

**Answer 1: Alternating orange and white will be acceptable.  
 Reflective material should be visible from both sides.  
 Lights are required as shown on the plans. Lights should be visible from both sides.  
 No flags are required.**

- Question 2: I am now finding conflicting information on the barricades. The IFB Item M-107-1.1 & 1.2 state that the barricades shall be equipped with lights and shall be in accordance with the VDOT MUTCD. However, Section 2.20 – Hazard Marking, Lighting and Signing b) 2. States that the barricades shall be made of 8” White PVC Pipe (cut in half). I have never seen such a spec, and I find it highly doubtful that the FAA would allow for what is essentially a homemade barricade with no

reflective material. Again, typically they alternate colors and have reflective sheeting on one or both sides. I can find no reference to Airport Barricades on the VDOT MUTCD.

**Answer 2: The lights shall meet VDOT MUTCD. PVC is the minimum that will be accepted.**

Question 3: Could you please advise on what is required for bid submission besides the bid pages 7-10 and bid bond as well as qualification for bidders? Is that it?

**Answer 3: The bid package should include the bid (pgs. 7-10), bid bond (pgs. 11-12) and the bidder qualifications (Federal General Provision Section 20, Proposal Requirements and Conditions).**

Question 4: REF: 15 kW L-829 Ferroresonant Constant Current Regulator, 3-Step  
What's the input voltage of the CCRs?  
Where is this noted in project docs?

**Answer 4: The input voltage of the CCRs is 240VAC.  
The input voltage was not noted in the project documents. The L-829 shall meet FAA Advisory Circular AC 150/5345-10 Specification for Constant Current Regulators and Regulator Monitors.**

**END OF ADDENDUM #2**