



Issue Date: September 7, 2023

ATTN: Vendors

**RE: Project Name:** BAAF Runway and Taxiway Lighting Project  
**Project Number:** 02A7023006  
**Project Location:** JBER, Alaska

**Addendum # Five (5)**

This addendum forms a part of the contract documents and modifies the original drawings and/or specifications for the subject work. In case of conflicts between this addendum and previously issued documents, this addendum shall take precedence.

**The following administrative changes have been made to this ITB:**

1. This addendum is being issued to categorize the two (2) items listed under General Requirements, Paragraph 1.03, C. (3) – RW 18-36 Edge Circuits and T1 & T2 Edge Circuits as items listed under General Requirements, Paragraph 1.03, C. (6) for work charged at an hourly rate.

**Questions and Answers:**

1. The bid submission information identifies that we can submit the bid via the departments approved online bidding service. I did not see what this approved service is. Could you please provide me the link to this service, or we will need a base access pass so that it can be hand delivered.
  - A. The submittal process for bids will be electronic. Please submit bids to me at [gavin.fairbanks@alaska.gov](mailto:gavin.fairbanks@alaska.gov) and CC [mvafmocontracts@alaska.gov](mailto:mvafmocontracts@alaska.gov).
2. The RFP doesn't state whether Runway/Taxiway closures are required or what kind of Aircraft Traffic Control is required. Please confirm temporary runway closures are required per FAA regulations and NOTAMS are to be issued for construction, as well as FAA radio(s) on site.
  - A. The runway and taxiway will be closed down as needed. NOTAMS will be issued by airfield management as appropriate. Air Traffic Control will ensure that aircraft will stay clear of work zones during work

performance.

Please note: This airfield mainly works with helicopters, not fixed-wing aircraft, so we do not necessarily need the runway or taxiway.

3. Lead times on material can vary depending on submittal approval period, NTP, and manufacturer issues. Per our supplier, the constant current regulators are currently taking as long as 35 weeks and 2 weeks to ship, or 37 total weeks. And as well, light fixtures could take as long as 22 weeks. The project completion date is scheduled to complete by May 30<sup>th</sup>, or 38 weeks away from the date of the bid. Would the department consider extending the completion date to a more reasonable date given this information?
  - A. The May 30, 2024, completion date was set forth as a generalized timeframe. As lead times for supplies vary, the completion date can be negotiated between the contracted vendor and the project manager based on these factors.
4. The RFP states that wire is to be replaced “as required”. Please confirm existing 5kv and grounding is in acceptable condition and does not require replacement.
  - A. This is currently unknown at the time. There are currently no issues with current wiring from our knowledge. It shall be determined by the contracted vendor that if there is damaged conduit/wiring, the project manager will be notified and if approved, work performed will be billed at an hourly rate per the terms of the contract.
5. The existing PAPI pad mounting layout is different than the new LED PAPI pad lay out per manufacturer installation instructions, 4 legs versus 3 legs. Please confirm new concrete pads are anticipated to be installed to receive the new PAPIs. This inherently means there may be some asphalt patching required around the RW 35 PAPIs that currently sit within asphalt.
  - A. At the moment there is no project in the works to have concrete pads installed. We’re looking to get all PAPIs replaced and returned back to fully functioning status. There is an IFR approach being built by USAASA and the FAA, so having fully functional PAPIs will help add additional safety measures for pilots flying at approach to Bryant Airfield. If concrete foundations/bases are not required per any applicable regulation, then they will be left as is, as long as we remain in compliance.
6. Can a marked-up picture of the 3 constant current regulators be provided with what components are to stay and go?
  - A. The 3 remaining constant current regulators will be replaced entirely, including any associated components. If the constant current regulators are replaced, the new regulators being installed must be able to operate without issue and support the new installed LED lighting fixtures for the airfield. The as-built for electrical is attached to the ITB found on pages 20 through 26.
7. Was there any damage to conduits, components, or light fixtures other than the broken underground J-box and miscellaneous LT and LB fittings/connections?
  - A. There was damage done to a section of conduit on the south end of the taxiway, this has since been fixed and has not caused any issues with daily operations and should pose no issue to the contracted vendor.
8. Is there any new information on the “Unknown quantities of the “RW 18-36 edge circuits and T1 and T2 circuits”?
  - A. Please see following list of lighting fixtures:
    - i. Standing Lights – approximately: 172 ea.
    - ii. Inset Lights by South Ramp – approximately: 15 ea.
    - iii. Hangar 2 Inset Lights – approximately: 2 ea.
9. Can the “unknowns” be removed from the first Basic Bid and moved to the second Basic Bid on the Bid Schedule? It seems like it would be more fitting to be included in with the repairs done at an hourly rate.
  - A. Yes, the RW 18-36 Edge circuits and the T1 and T2 circuits can be categorized under the secondary Basic Bid option under the BID Schedule to be charged as an hourly rate. These circuits will be listed under General Requirements, Paragraph 1.03, C. (6) Repairs, and the project manager notified before repairs take place.

10. The provided document do not address the existing conductors. Can it be assumed that they are existing to remain, or will all of the conductors need to be replaced when the lights are replaced?
  - A. Conductors shall be replaced if the contracted vendor determines that newly installed lighting will not operate unless conductors are replaced. The project manager shall be notified if this is the case and a decision will be made between airfield management and DMVA FMO. Appropriate testing shall be conducted to ensure we're within compliance and there are no safety concerns.
11. There was a large junction box serving the PAPIs that has crushed lid that was not mentioned in the documents. Is this the responsibility to repair?
  - A. This junction box is in the process of being repaired by our maintenance crew and will not pose an issue that the contracted vendor is liable to fix.
12. At the site visit, one of the runways can that was opened was completely filled with white powder. It was mentioned that there were multiple cans like this. For bidding purposes can the government provide a quantity of these?
  - A. Due to Fiscal Year time restraints, we are unable to get an exact count of fixture cans containing this powder.
13. The SOW states that all work shall be substantially complete by May 30' 2024. If we encounter a heavy snow year like we did last year this date may not be realistic. Will the government consider extending the substantial completion date to June 30, 2024?
  - A. The May 30, 2024, completion date was set forth as a generalized timeframe. As lead times for supplies vary, the completion date can be negotiated between the contracted vendor and the project manager based on these factors.
14. Will the government consider extending the bid date by 1 week?
  - A. The deadline for receipt of bids has been extended to September 12, 2023, at 2:00pm Alaska Time. Please refer to Addendum # 4 for reference.
15. Re **1.03 C.1. Work Schedule** - are there time when the air strip(s) can't be worked on? For instance, how many hours a day should we count on being able to work on the lighting? Would we have to have it back up and running by the end of the day, every day?
  - A. A work schedule will be coordinated between the contracted vendor and the project manager with the help of airfield management. Additionally, there is normally rare occurrences in which a fixed-wing aircraft will be present on the airfield, so work can be accomplished 24/7. While work is being performed, airfield management will ensure that if aircraft will need to land, it will be coordinated a few days in advance and a scheduled provided to help accommodate both parties operations.
16. Re **1.03 C.2. Site Preparation**: "*The contractor shall clear and prepare the project site*". What does this mean? Is this talking about snow removal (see Question 8)? Brush cutting?
  - A. This is generic language, which is used to inform the contracted vendor that the onus for site preparation is on them, though this does exclude external equipment, machinery or property owned by DMVA FMO AKARNG that may need to be moved.
17. Re **1.03 C.3. Runway 1.)** It was mentioned that there are 70x count not 68x (L830 isolation transformers / L823 primary connector kits)
  - A. Counts listed under this section were approximates. The onus is on the contracted vendor to ensure there is a 1 for 1 replacement of all fixtures as mentioned under General Requirements – Section 1.03, B.
  - B. Please see following list of lighting fixtures:
    - i. Standing Lights – approximately: 172 ea.
    - ii. Inset Lights by South Ramp – approximately: 15 ea.
    - iii. Hangar 2 Inset Lights – approximately: 2 ea.
18. Re **1.03 C.3. Runway 5.) and 6.)** Do wind cones get new foundations? There is a galvanized section on the cone pole we stopped to look at, does this get replaced?
  - A. We will remain with the current foundations. Only the wind cones will be replaced.

19. Re **1.03 C.3. Taxiway** – It was mentioned that there are 16x additional inset fixtures which aren't listed here.  
A. Please see answer to question 17.
20. Re **1.03 C.3. Taxiway** - Do PAPIs need a new concrete base or re-use existing? (After site visit we think re-use existing, but it appears that there may need to be some scope added to deal with the new PAPI cans which use 3x conduit entry points).  
A. As long as the PAPI lights are cited in accordance with applicable UFC regulation, then the use of current existing bases will be fine.
21. **Handhole cover damaged** near 2<sup>nd</sup> lot of PAPIs we looked at - recommend adding scope to replace all handhole covers with Tier 15 lids, the broken one was marked Tier 8.  
A. This determination will be made by the contracted vendor to ensure we're in compliance with any applicable regulation, however, if the current handhole covers are within compliance then we will keep the current handhole covers.
22. **Re 1.06 WORK SEQUENCE AND MILESTONES** - "*All work shall be substantially complete by May 30, 2024.*" If correct, this means winter work, thawing runway etc - and a really high price for any damaged edge conduit if we need to dig in winter conditions! Please confirm. Regulators likely won't be available by May 30 anyway due to supply chain issues.  
A. The May 30, 2024, completion date was set forth as a generalized timeframe. As weather varies, the completion date can be negotiated between the contracted vendor and the project manager based on these factors.
23. **Define 5-year warranty:** we assume this warranty covers wiring, splices, terminations etc., but do we replace light fixtures during this period or does airfield maintenance do that?  
A. The 5-year warranty will cover all work performed excluding fixture replacement as this will be taken care of by airfield or FMO maintenance.
24. **The contractor shall provide a wiring diagram of the system** - Can you add some definition to what you would like to receive. For instance, is this to be an as-built of the airfield? A simple sketch? A wiring map? These can mean very different things in terms of cost.  
A. We will need an as-built schematic of what lights are on which circuits. This will help aid airfield and FMO maintenance techs to perform work once the warranty expires.
25. **Does the counterpoise ground get replaced along with the 5KV cable?** (#6 copper stranded)  
C. Counterpoise ground shall be replaced if the contracted vendor determines that newly installed lighting will not operate unless it is replaced. The project manager shall be notified if this is the case, and a decision will be made between airfield management and DMVA FMO. Appropriate testing shall be conducted to ensure we're within compliance and there are no safety concerns.
26. It would be worth listing the **requirement to megger all new cables** since all bidders need to do it.  
A. It will be the contracted vendors responsibility to ensure all newly installed cables, wires, etc. operate with no issues and meet the needs of the contract.
27. **Regarding the silicone water displacement powder** used in some existing cans: Does this get replaced? In the cases where cans are regularly flooded this seems to be indicated to avoid freeze damage to the cans and wiring connections inside. However, this isn't defined in the scope of work, and we'd need to know how many of the cans (if not all of them) need this added if you want it.  
A. We do not require that some or all of the fixture cans contain silicone displacement powder, however, we believe that the contracted vendor can use whatever means they see fit to ensure that the lights operate regardless of weather or water conditions.

Please contact me if you have any questions.

Sincerely

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End of Addendum