

ADDENDUM NO. 2

WORLD WAR II HANGAR B & EMBRAER AIRPORT HANGAR ROOF REPLACEMENTS

March 6, 2025

A. PURPOSE:

This addendum, including all articles and corrections listed below, shall be taken into account in preparing the "Bid" and shall become part of the Contract. Contractors must acknowledge receipt of this Addendum as part of the Bid Forms to be submitted. Included is clarifications in response to bidder questions, including acceptable materials, warranted assemblies, and licensure requirements.

B. BIDDER QUESTIONS & ANSWERS

1. Q: Can Sikaplan thermoplastic PVC by Sika Sarnafil be used as an approved membrane product for the project?
A: This appears to be an adequate equal to the products listed in the specifications.
2. Q: Can Duro-Last be used as an approved membrane manufacturer for the project? This includes Duro-Last EV 60 mil Membrane, Duro-Last Densdeck 5/8 inch Roof Board, and Duro-Last Duro-Guard ISO III CG insulation.
A: These appear to be adequate equals to the products listed in the specifications. A beveled flute fill insulation should be used where appropriate. See also question 4 below.
3. Q: Can you please confirm or advise that a general contractors license is not required for this project?
A: Per the Licensing Division of the Georgia Secretary of States Office: *Traditional Specialty Contractors* Under O.C.G.A. § 43-41-17, specialty contractors who offer or contract to perform or undertake or perform for an owner limited, specialty, or specific trade contractor work do not have to hold a license as a residential or general contractor if they are performing work within their specialty. However, nothing in Chapter 41 shall permit a specialty contractor to perform work that falls within the licensing requirements of Chapter 14 of Title 43 where such specialty contractor is not duly licensed under such chapter to perform such work. The State Licensing Board for Residential and General Contractors has been directed by January 1, 2008, to identify specialty categories and scopes of work, allowing those specialties to contract directly with an owner without being a licensed residential or general contractor. Per the bid documents, the Bidding contractor must hold a General Contractor's license. If any subcontractors are not licensed as a general contractor, please indicate as such as part of the bid.
4. Q: Specification Section 075400, Paragraph 2.02.A.1 calls for 60-mil PVC sheet meeting ASTM D4434. However, 2.01.A includes three different membranes: a

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PVC KEE, a PVC and a PVC Fleeceback. - Can you confirm that KEE or Fleecebacked membranes are not required?

A: Minimum requirements for the roof membrane is Type II, which does not include KEE or fleeceback. Types III and IV membranes are acceptable.

5. Q: Specification Section 075400: Regarding the assembly, 1.09.3 states exceptions are not permitted – b. damage due to wind speed greater than 56 miles per hour but not less than 90 miles per hour. The specified assembly (fully adhered PVC over fastened insulation boards) is not a tested assembly over less than 22-ga deck and it's unlikely that any manufacturer will provide a 90-mph wind rider. Metal panels such as the ones on the hangers are usually a lighter gauge deck. Is an induction-welded assembly with fasteners into the purlins and enhancements in the perimeter of the roof acceptable? This system can be provided with a higher wind speed warranty. This assembly has the insulation boards fastened but the membrane is attached using induction-welded plates and a purlin fastener into the purlins for strength and greater uplift resistance. Please advise.

A: The basis of design as described in the documents remains the basis of design if a warranted assembly can be made, but an induction-welded assembly is also an acceptable system.

6. Q: There are approximately 22 of the galvanized pipe "goosenecks" that extend up through Embraer roof E. Please describe what these are and are for. They will need to be extended in height to be flashed with the new roof system. How will this be completed?

A: We have only identified these as plumbing vents, but are uncertain of what system they connect to. Given the current assembly, an appropriate extension would be to remove the elbow connector at the end of the vertical pipe, use a straight-line connector to raise the pipe, then re-attach the gooseneck, or provide your best estimate for the method for extension.

7. Q: WWII hangar metal deck is damaged at the south lower elevation shed roof in at least one area. This deck profile is obsolete and will be impossible to find. Does the airport perhaps have any other that can be salvaged or is there another profile we should plan on using for repairs?

A: As this deck will be fully covered by the PVC membrane roofing, the metal deck profile is not critical. A similar 1" wave panel profile to replace the damaged portion should be sufficient.

8. Q: At the lower elevation shed roof on the north side of the WWII Hangar (top of drawings) there are two layers of metal roofing installed (photo 5). Are we removing the top player down to the original (same corrugated profile as the rest of the hangar) prior to new PVC retrofit system?

A: Yes, that is the intent. See Detail 1/ A-500 of the WWII Hangar B Bid Set.

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9. Q: When and where will Bid tabs be posted?

A: A bid summary will be posted to www.passero.com/bids after bid open.

C. MODIFICATIONS TO SPECIFICATIONS

- None

D. MODIFICATIONS TO DRAWINGS

- None

E. ATTACHMENTS

- None

END OF ADDENDUM 02