ADDENDUM NUMBER: TWO

PROJECT: AIRPORT HANGAR DOOR REPLACEMENT
REGINA, SK

This Addendum forms part of the Contract Documents and amends the original Drawings and Specifications dated 2013-07-26, previous Addenda if applicable and as noted below. This Addendum consists of 2 pages and attached Specification Sections and Drawings as listed below.

Ensure that all parties are aware of all items included in this Addendum.

A2-1 REF. SECTION 08 34 16, HANGAR DOORS

.1 CLARIFICATION; the hangar doors are to be driven by the motor in the lead hangar door and the remaining hangar doors are to be picked up using a mechanical bumper pick-up system.

.2 DELETE all requirements for the electrical interconnection of the hangar doors.

A2-2 REF. DRAWING E1

.1 Provide one (1) new breaker within existing Panel 'B' to service the new Exterior surface mounted light fixture specified below. All connections to the fixture shall be made in either Teck90 or EMT conduit. Existing Panel B is a Federal Pacific NBLP 30-4L in a double tub configuration.

The new fixture shall be located on the west side of the building. Final location shall be coordinated on site with Owner and Departmental Representative.

New exterior light fixture shall be an exterior surface mounted HID wallcube suitable for wet locations, die cast aluminum housing in matching finish to existng, tempered borosilicate glass refractor with sealed lens frame, 100 Watt metal halide lamp, 120 Volt integral HPF ballast, integral photocell control. Mount ing height to match existing adjacent fixtures.

Philips Keene 333 Series, Cooper Lumark WP WAL-PAK, or equivalent.

.2 Reference Drawing Notes: Drawing note #9 should be drawing note #5. It is referencing the requirement for separate receptacles for Boilers B-1 and B-2 circuited to one (1) shared breaker and circulator pumps P-1 and P-2 require separate receptacles circuited to separate breakers.

.3 Reference Drawing Note 6: As per this note, the electrical contractor will include for the supply and install of a single point connection from the existing CDP to the junction box noted. Full details on the sliding door electrical connections and electrical brake connections are not known at this time beyond what is presented on the drawing. Any electrical interconnections required for the brakes will have to be determined once the door manufacturer is known and specific site instructions or price requests will have to be issued at that time.

A2-3 GENERAL QUESTIONS

.1 A question has been raised by one of the Bidders as to whether the hangar door can be designed to CAN/CSA S16-01.

Response: The hangar door may be designed to CSA S16-09 provided the hangar door supplier can provide design calculations and drawings indicating the hangar door meets or exceeds the performance, quality, and design intent of that specified.

.2 A question has been raised by one of the Bidders as to how can the Contractor be paid unit rates and prices for additional excavation when this is a lump sum contract.

Response: The excavation of the underground fuel tank will require proper removal and excavation as defined in Section 02 65 00 - Underground Storage Tank Removal and on Drawing A6.1. If a larger area of excavation is required due to contaminated soil then Section 02 50 03 - Additional Excavation will be put into effect and will include unit rates for the additional removals.

END OF ADDENDUM NO. 2