

**ADDENDUM NO. 3
TO THE BID DOCUMENTS
FOR THE
ATCT RENOVATIONS PHASE II- GLASS REPLACEMENT
BOCA RATON AIRPORT
BOCA RATON, FLORIDA**

Project funded by:

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

November 1, 2018

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TO: ALL HOLDERS OF CONTRACT DOCUMENTS

- a. Your attention is directed to the following interpretations of, changes in, and additions to the Contract Specifications and Plans for the above named project at Boca Raton Airport, Boca Raton, Florida.
- b. This Addendum is part of the Contract Documents and Plans, and the bidders are required to acknowledge receipt of this Addendum in the space provided below.

This addendum includes the following (see attachments):

- 2. **CONTRACTOR QUESTIONS** - (attached)

NOTE: Sign and Return Addendum #3 Cover with Bids

Acknowledged: _____ signature of Bidder

Name of Bidder: _____ Date: _____

END OF ADDENDUM NO. 3

**ADDENDUM NO. 3
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October 31, 2018

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Addendum #3 – Bidder's Questions

Q1: My understanding is to remove and replace one of six sides of the cab per night.

A: Correct. The Tower Cab needs to be weather tight and windows in place at the end of each night's work to allow Tower to function during the day. If time allows more than one window to be removed and replaced per night, that would be acceptable also, but all window openings need to be glazed, weather tight and usable with full visibility by the end of the nightly construction shift to allow the Tower to function each day.

Q2: In addition to the removal of the motorized hurricane shades, is the remaining removal just the aluminum frame and glass?

A: Correct. In addition to the removal of the exterior motorized hurricane shutters, housing and tracks, the existing aluminum window frame and glass shall be removed as noted on the Demolition Plan. The interior film shades will also need to be removed to facilitate removal and replacement of the glass, then the interior film shades re-installed, following window frame and glass installation. Shades need to be in place for Tower use at the beginning of each day.

Q3: Since a new pocket will force the repositioning of the shade mounting, the shades currently in place will need to be cut down in the field to fit, if they wouldn't be too small to begin with. The labor cost for the adapting of 12 shades would be more than a new set. The shades currently in place are now 7 years old. The service period for these shades are 5 - 8 years. It's not worth fitting a set that old.

A: Per this addendum, the shade pocket scope is deleted and Detail 3/A651.1 for the shade pocket is deleted and replaced with the attached detail 3/A651.1. The existing shades will be removed temporarily to avoid damage and facilitate installation of the new replacement windows. The shades will then re-installed in the same location with the original mounting hardware attached to a new mounting plate as shown in the revised 3/A651.1 detail. Shades need to be in place for Tower use at the beginning of each day. A second set of darker secondary shades will be mounted next to the existing shades with similar mounting hardware attached to the new mounting plate as shown in the revised 3/A651.1 detail.

Q4: We would recommend that full width shades be used to avoid a center gap light leak between 2 shades. However, the span noted on page A651.1 shows a width of more than 13'. Understanding that the pocket will be slightly smaller (but unsure exactly), the widest our shade tubes can go is 12'. If the bisecting points of the pocket are 12'- 4" or less, by

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utilizing a 'down-cut' method, we can make the span. Otherwise side by side shades will be necessary with an 1 1/2" gap in between.

A: Side by side shades to match existing will be necessary. The gap needs to be 1/4" max to match existing. The width of the top mullion of the window pair is approximately 13'-2" with a center mullion at approximately 6'-7" width. The existing shade rollers currently cover the 6'-7" width of each individual glass lite, resulting in (2) shades covering each window pair for the 13'-2" opening. The new secondary shades will match the existing primary shade sizing in the same way, with one roller shade for each individual glass lite, with a small 1/4" gap between the two window shade rollers at the center mullion

Q5: The one supplier we have contacted will provide the Low-E, however, they will not warranty the glass to pass the "L" test. Please advise.

A: The glass needs to be warrantied to pass the "L" test. If the supplier is concerned with which side of the Laminated Insulated Glass Unit (LIGU) glazing the low e coating is being applied, the design intent is to NOT apply the low e coating on the same surface as the SentryGlas. The low e coating shall be installed on the inside of the outer panel that is facing the 1/2" air space. Revise Spec 08 80 10, paragraph 2.02.E to the following (change is underlined).

Outer Panel 1/4" glass / 0.060" SentryGlas / 1/4" glass
Low e Applied to the inside (air space side) surface of outer panel
Air Space 1/2" with capillary tube
Inner Panel 1/4" glass / 0.060" SentryGlas / 1/4" glass
Total Nominal Thickness 1 5/8" LIGU thickness

Addendum #3 – Additional Clarifications

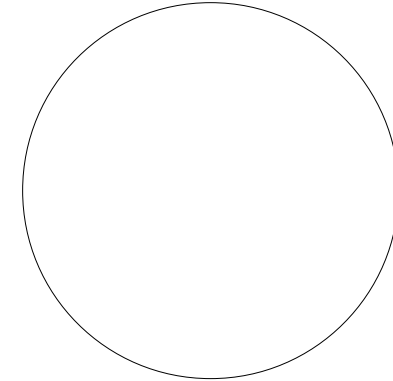
1. Note that it is also imperative that all existing electronics inside the Tower Cab remain clean and dry during all operations and construction activities. Please note specifically there is an FAA "STARS" display that is next to the front window mullion/column that needs to be protected at all times.

Attachments

1. Revised Detail 3/A651.1 "STOREFRONT WINDOW HEAD @ CAB W/ SHADE ROLL"

comm no.: 1820715
 FDOT project no.:
 R & A project no.:
 drawn Author
 checked: Checker

SEAL



Revision Schedule

No.	Description	Date
1	Bid Addendum #3	10-31-18

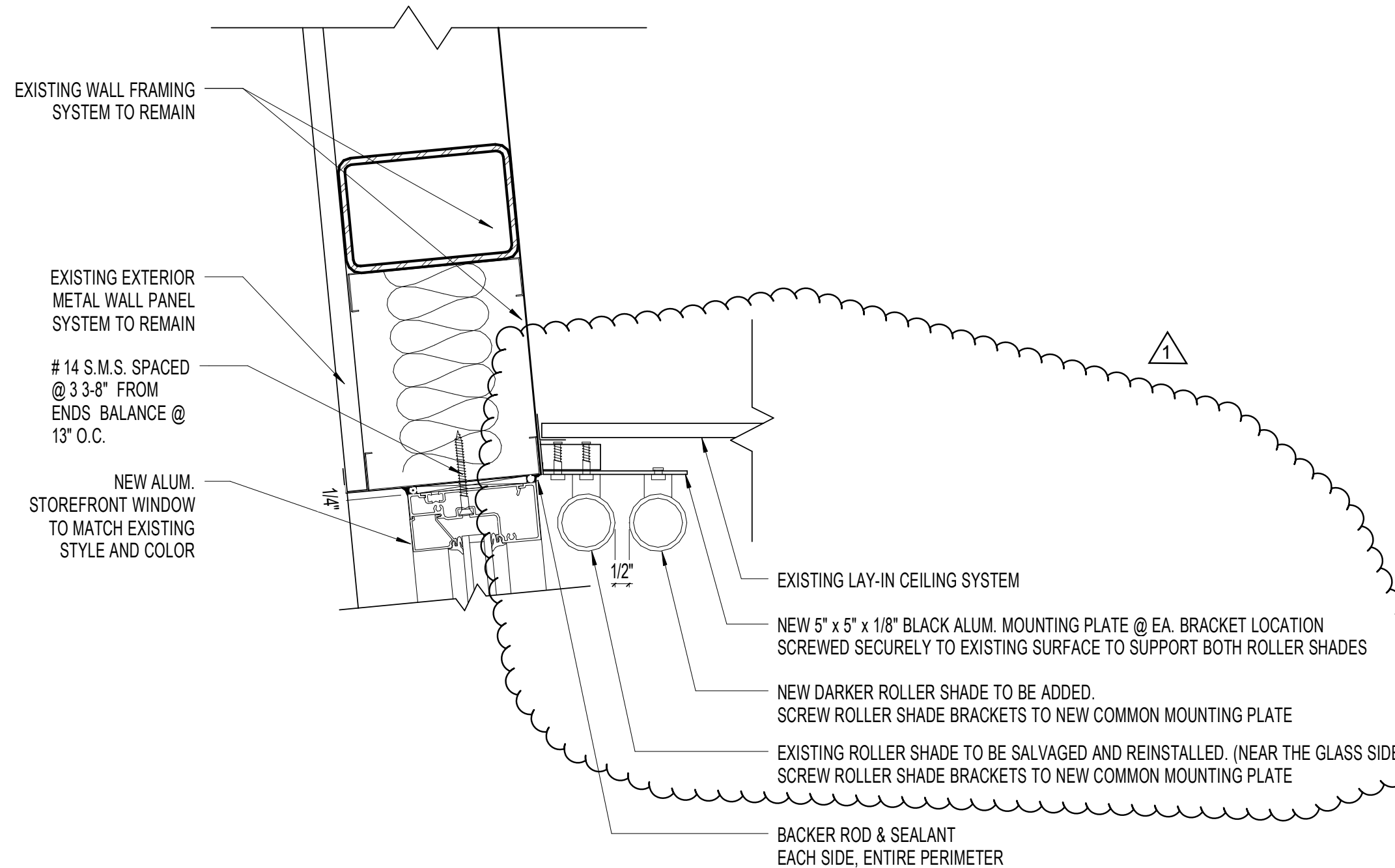
**BOCA RATON
 AIRPORT AIR TRAFFIC
 CONTROL TOWER
 GLASS REPLACEMENT
 ISSUED FOR BID**

**STOREFRONT
 WINDOWS & DETAILS**

A651.1

Submittal:
 100% CD

Issue Date:
 10-9-18



3

STOREFRONT WINDOW HEAD @ CAB W/ SHADE ROLL

3" = 1'-0"



6

5

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