



Issue Date: September 14, 2026

ATTN: Vendors

RE: **Project Name:** BAAF 47431 Hangar 4 Roof and Envelope Project
 Project Number: 02A7026004
 Project Location: JBER, Alaska

Addendum # eight
(8)

*******Mandatory Return Addendum*******

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.

Please see the following Questions and Answers:

1. Q: Based on the observations at the site visit, the existing building-mounted fixtures have been discontinued and are likely nearing the end of their life cycle. Replacement fixtures, parts, or alternative mounting assemblies are likely not available. Many of the existing fixtures were adapted to attach to the previous fixture-mounting assemblies. If existing fixtures are reinstalled, they will need to be installed in the same manner as before. Since the state is already paying for the labor to remove and reinstall the fixtures, would they reconsider replacing them with new fixtures and the appropriate backbox/mounting assemblies to achieve a cleaner, longer-lasting product?

A: Yes, the base bid will include replacing all exterior lights with like size/output as the originals.
2. Q: In order to supply the correct door assemblies, we will need to know the PSI/MSEC value (pounds per square inch / millisecond)?

A: The State is working to get the specifications and will release these specifications before the bid closing.
3. Q: **The 2007-2010 northwest addition.** Addendum No. 6 Question 9 records that the issued drawings omit an addition completed between 2007 and 2010 and that the State holds no drawings for it. Every roof and wall quantity a bidder can derive from the issued documents therefore excludes that addition, while the scope of work requires the roof and envelope of the whole building. We are asking for the plan dimensions, elevation heights, roof area and the door and window counts on the addition, or a statement of how the Department will treat the difference between what a bidder carries and what is actually there.

A: The state does not have any updated information currently. The addition will be included as part of the main scope of work and bid.
4. Q: **EPDM thickness and the governing assembly.** Paragraph 1.02.02.F requires a minimum 60-mil fully adhered membrane. Addendum No. 6 Question 8 answered "90mil." Question 10 set out the assembly and asked the Department to confirm it, and was answered only by reference back to Question 8. We are asking the Department to confirm that 90 mil governs, that the 60-mil minimum at 1.02.02.F is superseded, and to state the complete replacement assembly component by component.

A: 90 mil governs.

5. Q: **Hangar door operation during coating.** Addendum No. 5 Question 31 requires the hangar to retain 50 percent usability at all times, and Addendum No. 3 requires the hangar doors to be painted with no modifications authorized. A high-performance coating has a defined cure window and cycling a leaf inside it destroys the work. We are asking whether the doors will be operated during coating, on what notice, and whether one leaf may be taken out of service for a stated number of consecutive days.

A: One side of the hangar will be shutdown to conduct repairs of the roof and siding, including the hangar doors. Only one side will be done at a time and must coincide with the roofing project schedule. The hangar doors on the side of the roof replacement will not be used and can be locked out during cure/dry time needed.

6. Q: **Bid Alternate 1 windows.** The alternate replaces all windows and Addendum No. 3 directs bidders to the UFC for window specifications. Neither states whether the units arrive factory-finished or whether the new frames are field painted, and the base bid separately requires exterior painting. We are asking which, and whether that cost sits in the alternate or the base bid.

A: The State is working to get the specifications and will release these specifications before the bid closing.

7. Q: **Bid Alternate 2, leaves or leaves and frames.** The alternate replaces all doors with hardware matching existing. Addendum No. 3 confirmed the alternate covers swinging man doors only and that the man doors within the hangar door remain in place, but no document states whether the existing frames are replaced. That distinction changes the hollow metal package, the blast basis at the opening, and whether new frames require finishing.

A: The State is working to get the specifications and will release these specifications before the bid closing.

8. Q: **Blast design parameters.** A blast-rated door and window manufacturer requires standoff distance and explosive weight to produce a quotation; it supplies the other two inputs as standard values. Addendum No. 6 Questions 1 and 2 asked for exactly those two values and both were answered "UFC 4-010-01 contains all information regarding standards." We have reviewed that edition. Standoff distance and applicable explosive weight are facility- and site-specific values established by the Government for a given project and are not values a bidder can read out of the UFC. The item is written as a three-way election so the Department can confirm conventional construction, state the values, or state what all bidders are to assume.

A: The State is working to get the specifications and will release these specifications before the bid closing.

9. Q: **Containment for the hangar door coating.** Addendum No. 3 requires the hangar doors painted and prohibits modification, and Addendum No. 5 Question 31 requires 50 percent hangar usability at all times. A coating contractor advises that containment able to withstand rotor downwash is of necessity fixed and cannot be repositioned for door operation, and that a repositionable containment will not withstand downwash. We ask whether the doors can be held in a fixed position for a stated number of days, what downwash exposure containment is to be designed against, and how the 50 percent requirement is satisfied while containment is erected.

A: See question 5 above.

10. Q: Please confirm: (a) whether the base bid hazardous materials survey is to include a lead determination on the hangar door coating and on the exterior siding coating, and whether that determination must be complete before surface preparation begins; (b) if the determination returns positive, whether the Department accepts that the doors will be unavailable while regulated containment is in place, and how the 50 percent usability requirement is then satisfied; (c) whether the schedule effect of a positive determination is handled as a change to the contract under the same mechanism Addendum No. 5 Question 4 applies to abatement cost; and (d) whether the Department holds any prior lead survey, coating record or maintenance record for the hangar doors that will be made available to bidders.

A: In 2013 the hangar door siding was replaced with new during the Hangar Bay Door Refurbishing Project. Attached below to this addendum.

11. Q: Please state, for the hangar door and any associated steel coating scope: (a) the generic coating system required, identifying the primer and the finish by type; (b) the minimum dry film thickness per coat and in total; (c) the surface preparation standard required, stated to a recognised designation; (d) whether a single-component waterborne system meeting the stated performance is acceptable, or whether a two-component system is required; and (e) the basis on which the Department will accept or reject the coating submittal. If the Department intends the requirement to remain performance based, please confirm that in writing so bidders price it that way.

A: **Primary Guide Specification:** Door painting must comply with **UFGS 08 34 16.10** (*Steel Sliding Hangar Doors*). It mandates a specialized, multi-layered shop-applied coating system engineered for severe cold and

weathering. **Corrosion Control:** According to the WBDG Doors Knowledge Area, doors must utilize the highly robust coating specifications outlined in **UFGS 09 97 13.27** to mitigate Environmental Severity Classifications (ESC) encountered in coastal or subarctic environments.

12. Q: with a completion date within 30 days of each other. It has been stated that each hanger must remain 50% operational at all times. This means that it is likely that aircraft and/or personnel may need to be temporarily relocated to other facilities in order to remain fully operational and mission-ready. Has this been taken into consideration with project sequencing? Will the state allow all 3 projects to be under construction at the same time, or will certain project starts be dependent on completion of the other hangers?

A: Hangar 4 will need to keep half of the hangar at 100% usage while working on this project. It will be up to the successful contractor to provide a plan (i.e. encapsulate half the roof and hangar from underneath/inside.) for final approval by the Project Manager. The completion date can be negotiated but the final approval remains with the Project Manager.

13. Q: Follow-up amendment #5 question #25; at the site visit, there was no evidence of an existing lightning protection system observed. Based on the response to question 25, is the state requesting the contractor to include a full building lightning protection system as part of this scope?

A: Only if it's currently installed or needs to be installed to bring it up to current code.

PROJECT:

BRYANT ARMY AIRFIELD
ANCHORAGE, AK

CONTRACTOR:

H. WATT & SCOTT, INC
CONTRACT # W91ZR05-D-0002-0029 [Mod 15]

HANGAR 4
REFURBISH HANGAR BAY DOORS

SHOP DRAWINGS

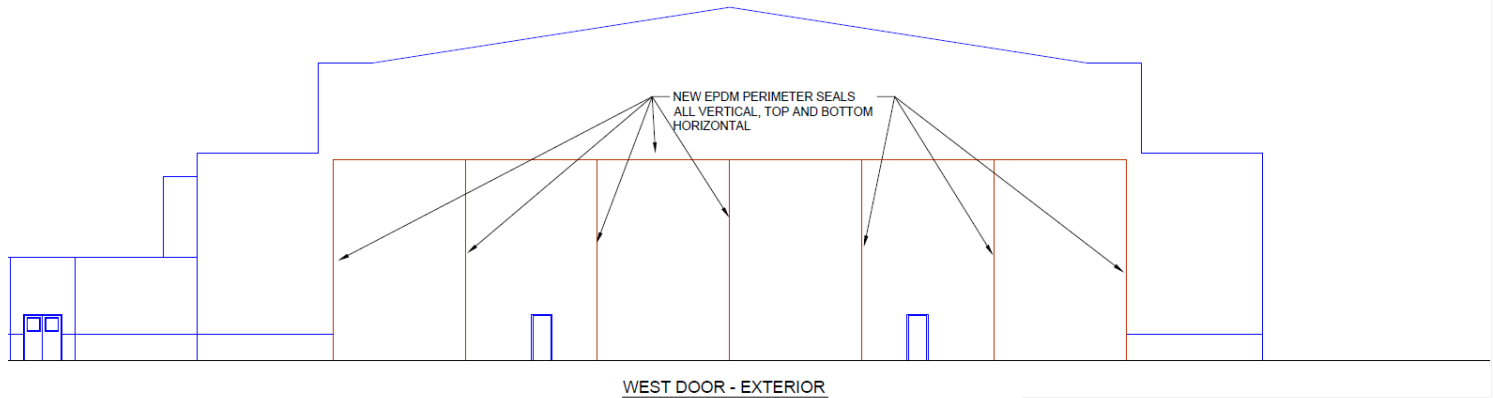
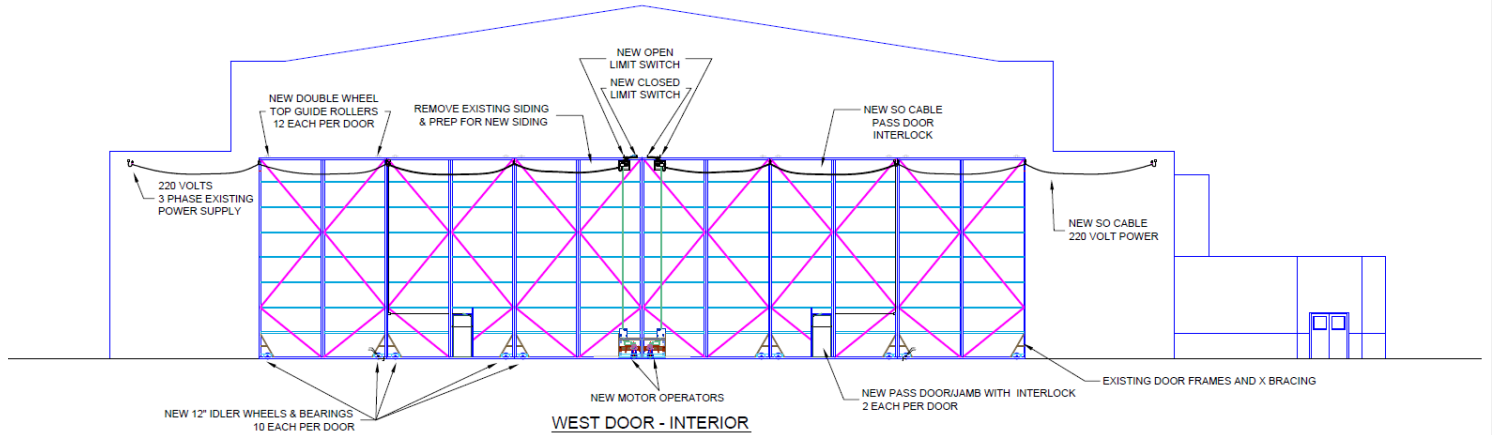
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CREATIVE CONCEPTS - "C 4 DOOR"
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PROJECT RENOVATE HANGAR DOORS BRYANT ARMY AIRFIELD ANCHORAGE, AK CONTRACT # W91ZR05-D-0002-0029 [Mod 15]		CREATIVE CONCEPTS CONSTRUCTION CO	
CONTRACTOR H. WATT & SCOTT, INC 10360 Nigh Road Anchorage, AK 99515	DESIGN STEVE SPENCER	JOB NO CC2421 HANGAR 4	
		COVER SHEET	01-07-13
		SUBMITTAL DRAWING	NO - 001



TYPICAL FOR EAST AND WEST DOORS

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PROJECT RENOVATE HANGAR DOORS BRYANT ARMY AIRFIELD ANCHORAGE, AK CONTRACT # 99-1280-03-0-0003-0029 (Mod 15)			
CONTRACTOR H. WATT & SCOTT, INC. 10360 High Road Anchorage, AK 99515	DESIGN STEVE SPENCER	JOB NO CC2421	HANGAR 4
		ELEVATION	09-17-13
		ASBUILT DRAWING	NO - 002

END

Contractor signature: _____

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Please contact me if you have any questions.

Sincerely

Jim Manco

Building Management Specialist

907-428-7170

End of Addendum