



Goodwyn Mills Cawood
1960 E Three Notch Street
Andalusia, Alabama 36421
T 334.222.2699

TRANSMITTAL COVER SHEET

DATE: JUNE 10, 2026
TO: ALL PLAN HOLDERS
FROM: PATSY STINSON
PROJECT: EAST GEORGIA REGIONAL AIRPORT
SWAINSBORO, GEORGIA
CONSTRUCT T-HANGAR DEVELOPMENT
GMC PROJECT NO: TSAV260002
RE: ADDENDUM #2

PLEASE COMPLETE BELOW AND RETURN IMMEDIATELY VIA EMAIL to:

PATSY STINSON
Email: patsy.stinson@gmcnetwork.com

I, the undersigned, hereby acknowledge receipt of this Addendum.

Authorized Representative

Date

Company Name

ADDENDUM NUMBER 2

**EAST GEORGIA REGIONAL AIRPORT
SWAINSBORO, GEORGIA
CONSTRUCT T-HANGAR DEVELOPMENT
PROJECT NO. AP025-9000-37(107)
PID – T009558
GMC PROJECT NO: TSAV260002**

I. General

A. The following clarifications, revisions, additions are hereby made a part of same, and shall be incorporated in the Project Manual, Drawings, and Work of the Contract the same as if originally included in the Bid and Construction Documents.

B. Bidders shall acknowledge receipt of this Addendum in writing, as provided on the Transmittal Cover Sheet and the Proposal Form.

C. When a revision and/or addition is called for to the Drawings or Project Manual, they shall be fully coordinated with and carried through all applicable Drawings and portions of the Project Manual, including in part, all related Civil, Landscaping, Architectural, Structural, Electrical, and other Documents.

II. Pre-Bid Meeting Minutes

The Pre-Bid Meeting Minutes and Sign In Sheet have been added to this Addendum #2. (5 Pages)

III. Revision to Project Manual

A. Replace the Original Project Manual (PM) Pages with the attached REVISED Project Manual (PM) pages in their entirety. (22 Pages).

- 1) **Cover Page, ITB-3, NOA-1 and NTP-1** – Revise GDOT Project Number: GDOT Project No: AP025-9000-37 (107) EMANUEL/PID – T009558.
- 2) **Page RFB-1** – Revise Bid Due Date to June 18, 2026 @ 2 PM EST and Last Day for questions is June 9, 2026 @ 5:00 PM EST.
- 3) **Pages RFB-1, ITB-3, Bid Bond-2 and PF-2** – Revised bids to be held for sixty (60) calendar days as opposed to the one hundred twenty (120) calendar days.
- 4) **Pages RFB-1 and Bid Bond-1** – Revise the scope to read: The project consists generally of: The Base Bid for this project consists of acquiring the necessary materials to construct a 10-Unit Nested T-Hangar with foundation and apron area. Additive Alternates include ~~apron area associated with a second proposed T-Hangar; foundation and materials~~

~~for a second 10-Unit Nested T-Hangar~~; reconstruction of a taxilane; and reconstruction of associated existing apron areas.

- 5) Remove and replace Bid Proposal Form Pages PF-9 thru PF-12 in its entirety.
- 6) Remove and replace with the included Specification A-100 Pre-Engineered T-Hangar Building in its entirety.

IV. Revision to Plans

A. Replace the Original Plan Sheets with the attached REVISED Plan Sheets in their entirety. (26 Pages)

- 1) **Sheets C1 thru C10** – Remove and replace these sheets in its entirety.
- 2) **Sheets CE0.01 thru CE5.04 (Erosion and Sediment Control Plans)** – Replace these sheets in its entirety.

V. Response to Questions:

A. Question: A-100-1.7: Design parameters (to be determined by the contractor's engineer). Has your engineer given you any loads? We have our own engineer for our work. We can follow local codes for some of these, however some of these we will not know.

Response: The contractor shall determine the design loading (wind, live, dead) that is required for Emanuel County Building Departments, City of Swainsboro Building Department, and provide a structure that will meet these criteria.

B. Question: 100-2.2: Where is this slope referenced in the plans?

Response: Grading slopes are shown on Sheet C-7 on the plans.

C. Question: 100-3.1: Calls for a standing seam roof with a 20-year warranty, but then it lists a screw-down roof profile. A screw-down roof does not qualify for a weather-tight warranty. Also calls for a watertight ridge cap with breathable material. what do you want here?

Response: The intent of the plans and specifications is to provide a standing seam roof with a 20-year warranty. Specification has been modified to clear up discrepancy between standing seam roof and screw-down roof.

D. Question: 100-4.3: States bifold doors

Response: The intent is to match the current T-Hangar – sliding doors.

E. Question: 100-5.5: States fire walls in building-are they needed? And why? Assuming this wall is by others? And do you have the location for this wall?

Response: Contractor is required to provide fire walls as specified. Wall locations shall be near the center of the hangar and between hangar units and any under roof area that is used for non-aviation use, including but not limited to storage areas and restrooms.

F. Question: 100-6.1: States sliding doors. Is the job sliding doors, bi-fold or HI fold doors?

Response: The intent is to match the current T-Hangar – sliding doors.

G. Question: We need the door details and specs to accurately provide an estimate. We can provide sliding doors but very likely bifold doors would be cheaper as the building does not have to be loaded as heavy. Bifold hangar doors are also much more user-friendly than sliding doors.

Response: The intent is to match what the current T-Hangar has – sliding doors.

H. Question: We need the door details and specs to accurately provide an estimate. We can provide bifold hangar doors but for sliding doors we do not have a manufacturer for those, nor do we recommend them from experience.

Response: The intent is to match the current T-Hangar – sliding doors. The door details shall be:

- Door Height = 12'
- Door Width = 42'
- Eave Height = 14'-4"
- Ridge Height = 16'-6"

I. Question: Will we be needing any temporary fencing for the Swainsboro Property T hanger development project?

Response: No temporary fencing is required unless the contractor feels additional fencing is required around their laydown/storage area for safekeeping.

J. Question: Eave Height on Building?

Response: Eave height shall be as determined by Contractor's design engineer.

K. Question: What thickness of Roof and Wall Insulation required?

Response: Provide certified metal building insulation faced with heavy-duty white vinyl or reinforced polypropylene facing (UV-resistant). Thermal Ratings shall be minimum R-19 (4 inches) for walls, and a minimum of R-30 (8 inches) for roof. The Facing Flame Spread shall be Class A fire-rated with a maximum flame spread of 25 and smoke developed of 50. The Vapor Retarder shall have a Permeance of 0.02 perms or less.

L. Question: Will Badges be required on Site for workers and staff?

Response: No.

M. Question: Will there be an extension on the bid date as from the meeting I think there was to be some re-drawing of footprint scope?

Response: Yes. New due date is June 18, 2026 at 2:00PM EST as noted in Addendum #1.

N. Question: Slide Door or Bi-Fold Door?

Response: The intent is to match the current T-Hangar – sliding doors.

O. Question: Standing Seam Roof or a Screw Down Roof?

Response: See Item C above.

- P. Question: Galvalume or Color Roof?
Response: Color. Provide color chart for Owner color selection prior to manufacturer.
- Q. Question: Galvalume or Color Walls?
Response: Color. Provide color chart for Owner color selection prior to manufacturer.
- R. Question: No Gutters and Downs on either Bi-fold or Sliding door hangars.
Response: The intent is to match the current T-Hangar – sliding doors, and no gutters or down drains.
- S. Question: Vented Ridge? It calls for watertight and breathable. Those two usually don't go together.
Response: Provide and install continuous low profile ridge vent.
- T. Question: Dean Steel to price the job as per DSB standard design and not the requested W6x15.
Response: The references for tubing in the specifications were in error. DSB standard design is acceptable.
- U. Question: Exterior wall girts to be DSB standards and NOT steel tubing.
Response: The references for tubing in the specifications were in error. DSB standard design is acceptable.
- V. Question: Interior partitions to be DSB standard zee girts.
Response: The references for tubing in the specifications were in error. DSB standard design is acceptable.
- W. Question: Are there meant to be firewall partitions separating the end hangars from the small storage areas?
Response: Yes.
- X. Question: DSB uses neoprene material to seal off door and building intersections at the slide doors. Are you looking to add brushes to the bottom of the slide doors?
Response: DSB standard design is acceptable.
- Y. Question: IS THIS JOB TO BE A BUY AMERICAN SPEC?
Response: No. Federal Provisions will not apply since this project is funded with state monies.
- Z. Question: Is this project Davis Bacon?
Response: No. Federal Provisions will not apply since this project is funded with state monies.
- AA. Just wanted to verify the plans do not offer and FP/EL ?
Response: As noted on Sheet C7, the finish floor elevation shall be 326.0'.

BB. Roof Specs indicate Standing Seam Roof 100-3.1 which is a 24" panel. 100-3.5 indicates fasteners and 36" panel which be a screw down roof.

Response: See Item C above.

CC. Door Spec 100-4.3/4.4 indicates Electric Bi-Fold doors. Sliding hangar doors section 100-6.1-6.8 indicate rolling doors. The E-A-T, Inc. Electric Bi-Fold door is a better option and more cost effective.

Response: The intent is to match the current T-Hangar – sliding doors.

DD. Is the project tax exempt?

Response: No.

EE. Confirm IBC 2024

Response: Yes. IBC 2024.

FF. Confirm BASE Bid for 10-unit only, no ALT Bid for a second 10-unit.

Response: Correct.

GG. Can you verify the intended door style for the T-Hangar? Is it to match the existing sliding door design or will they need to be high folding hangar doors?

Response: The intent is to match the current T-Hangar – sliding doors.

HH. Can we get clarification and maybe a detail drawing of the firewall?

Response: See Item E above.

II. Will all the FAA Forms be handled (filled out and submitted) by the Architect?

Response: This project is State funded. No Federal funding is involved. The Engineer is submitting the 7460 airspace forms. All necessary FAA Forms will be the responsibly of the Engineer as necessary.

JJ. What is the eave height of the PEMB Hangar?

Response: Eave height shall be 14'-4" or as determined by Contractor's design engineer.

KK. The specs state that the Owner will handle (hire) a firm (3rd party) to perform the quality assurance tests. We realize that we will have to get the building inspector involved for the footings, rebar, all electrical work, the framing of the 2 storage rooms, compaction, proof roll, and if he does the nut and bolt test on the PEMB erection. My question is will the GC (general contractor) be responsible for hiring a firm (3rd party) for quality control or is the Owner handling that also?

Response: The Contractor will be responsible for hiring a firm (3rd party) to perform quality control. Owner will be responsible for quality assurance testing.

LL. If alternate #1 is not chosen will the low-profile barricades be needed or will some still be needed at the end of the existing hangar?

Response: Provide low profile barricades as shown on the plans.

MM. Do we need to include in our base bid the fees to have the foundation designed and drawn or will the Architect furnish drawings once they receive the metal building shop

drawings with the reactions?

Response: Yes. Contractor shall provide foundation design.

NN. Should we include any allowances in our base bid:

- a. Signage.
- b. Fire Extinguishers rated for hangars.
- c. Etc.

Response: Yes.

OO. 100-3.1 The building shall have a guaranteed 20-year roof which includes the roof fastening system. The roof shall be standing seam construction, Class C, and of galvalume construction. Each roof section shall be a minimum of 26-gauge thickness finished in an enamel paint; color to be selected by the Owner. Roof sheets shall have galvalume coating conforming to ASTM specification A-792 with panel configuration with 1-1/8-inch min. high major ribs 12 inch on center. Panel coverage shall be 36 inches and shall be furnished full length from building eave to ridge purlin. The spec calls out standing seam construction, but the measurements given assume a PBR, exposed fastener panel. I know the existing building is exposed fastener PBR panel. Is there any clarification on this?

Response: See Item C above.

VI. Conclusion:

A. This is the end of Addendum #2. (6 Pages)

PRE-BID MEETING AGENDA

T-HANGAR DEVELOPMENT

East Georgia Regional Airport
Swainsboro, Georgia

Date: May 28, 2026 Time: 2:00 PM (ET)

Airport Project No. AP025-9000-36(107) / PID - T008984

GMC JOB NO.: TSAV240001



1 Welcome and Introductions

All attendees introduced themselves and signed the sign-in sheet.

2 Contractors Sign In / Non-Mandatory Pre-Bid Meeting

Sign In Sheet is attached.

3 Funding- State/Local

Bids will be held for 120 days

Project is 75% State funded and 25% locally funded. Currently, \$2M available for complete project.

Funding is available to go forward with the project.

4 General Scope of Project

10-UNIT NESTED T-HANGAR CONSTRUCTION (BASE BID):

The Base Bid shall consist of all proposed earthwork, reconfiguration of the existing storm structures, removal of existing asphalt pavement, construction of new 10-unit T-Hangar building, new concrete sidewalks adjacent to the building, and new asphalt paving in areas designated for the Base Bid. This work also includes proposed earthwork within the limits of Add Alt #2 and Add Alt #3. All contractor vehicles, equipment, and personnel are to remain outside active taxiway/taxilane object free area (TOFA).

TAXIWAY PAVEMENT RECONSTRUCTION (ADD ALT #1):

Add Alt #1 shall consist of asphalt pavement reconstruction within the designated area. This includes pavement removal, asphalt paving and pavement marking. Contractor to ensure the airport's main parallel Taxiway shall be closed when work is to be conducted within the Taxiway Object Free Area (TOFA). This is to be coordinated with the airport manager. The Taxiway will remain open to air traffic during all other times. All contractor vehicles, equipment, and personnel are to remain outside active taxiway/taxilane object free area (TOFA).

TAXILANE PAVEMENT RECONSTRUCTION (ADD ALT #4):

Add Alt #4 shall consist of asphalt pavement reconstruction within the designated area. This includes pavement removal, asphalt paving and pavement markings. All contractor vehicles, equipment, and personnel are to remain outside active taxiway/taxilane object free area (TOFA).

TAXILANE AND EXISTING T-HANGAR APRON PAVEMENT RECONSTRUCTION (ADD ALT #5):

Add Alt #5 shall consist of asphalt pavement reconstruction within the designated area. This includes pavement removal, asphalt paving and pavement markings. All contractor vehicles, equipment, and personnel are to remain outside active taxiway/taxilane object free area (TOFA).

PRE-BID MEETING AGENDA

T-HANGAR DEVELOPMENT

East Georgia Regional Airport
Swainsboro, Georgia

Date: May 28, 2026 Time: 2:00 PM (ET)

Airport Project No. AP025-9000-36(107) / PID - T008984

GMC JOB NO.: TSAV240001



5 Clarifications and Questions

- Add alternatives #2 and #3 are NOT IN CONTRACT (NIC). Please disregard all mention to Add Alts #2 and #3.
- With the revisions to the add alternatives, a revised demolition and phasing plan will be included in Addendum #2.
- In was noted that during the construction, there will be aircraft arriving/departing the existing T-Hangar so access to the hangar is to remain as much as possible. Once construction of the apron on the north side of the existing T-Hangar (in between existing and proposed hangars) it needs to be noted that access will be limited for based aircraft.
- The decision to include the different Add Alternatives will be determined based on the total construction cost. Some alternatives may or may not be included.
- The T-Hangar requirements will be noted in the T-Hangar performance specification. The contractor's T-Hangar manufacturer will be responsible to prepare and submit as required plans to the local building officials for review and approval of required permits.
- What are the expected thickness of the existing pavements to be reconstructed? Refer to the Geotechnical Evaluation provided in the Project Manual, where core results can be found.
- Bids will be opened publically after the due date and time has expired. Opening will be help in person and via a Team's meeting for those that cannot attend in person. A Team's link will be issued closer to the due date.
- Be sure to forward all questions to Patsy Stinson at patsy.stinson@gmcnetwork.com.
- What if there is a delay in the delivery of the steel building itself? Can there be a pause in the contract time? We will be able to address that at the time of ordering of the material. While the materials are on backorder, the contractor will be performing the necessary preliminary work (i.e. submit submittals, site layout, building foundation and associated grading and drainage).
- After discussion, it was determined the bids will be held for 60 days versus 120 days.
- During the Pre-Bid, it was discussed to match the proposed T-Hangar door opening with the existing T-Hangar door opening. However, the existing T-Hangar door opening is larger than what is being proposed. The proposed T-Hangar door opening is to be 41' x 12'.

6 Construction Safety and Phasing

Taxiways and Taxilanes to be remain closed while work is being performed within the Taxiway Object Free Area (TOFA = 124' Wide). Awarded contractor to coordinate with engineer/owner on issuance of proper NOTAM's. Airport to issue all NOTAM's.

Construction vehicles lighted and flagged.

One construction access and staging area located along Airport Road.

PRE-BID MEETING AGENDA

T-HANGAR DEVELOPMENT

East Georgia Regional Airport

Swainsboro, Georgia

Date: May 28, 2026 Time: 2:00 PM (ET)

Airport Project No. AP025-9000-36(107) / PID - T008984

GMC JOB NO.: TSAV240001



7 Construction Contract Time Schedule - 150 Calendar days (base bid), 16 Calendar days (Add Alt #1), 14 Calendar days (Add Alt #4) and 14 Calendar days (Add Alt #5)

Inclement Weather

Under a calendar day contract, the contractor assumes the risk of delays caused by normal weather events that may affect their operations.

8 Liquidated Damages - \$500 per calendar day beyond 150 Calendar days (base bid), 16 Calendar days (Add Alt #1), 14 Calendar days (Add Alt #4) and 14 Calendar days (Add Alt #5)

9 Addendums and Interpretations

Addendums are to be signed and submitted with the bid

10 Construction Staking / Quality Control Testing

Contractor = Construction Staking/Layout and Quality Control Testing

Engineer/Owner = Quality Assurance

11 Pay Estimate Process

10% Retainage Held

Mobilization is limited to 10% of the total project cost.

Final 10% of Mobilization to be released after final inspection, staging area clean-up, and delivery of all project closeout materials

12 Qualifications of Bidders

Have adequate resources (financial, technical, etc.) to perform the contract, or the ability to obtain them;

Be able to comply with the required or proposed delivery or performance schedule, considering all existing business commitments;

Have a satisfactory performance record;

Have a satisfactory record of integrity and business ethics;

Be otherwise qualified and eligible to receive an award under applicable laws and regulations; and

Must be qualified licensed contractor in GA

13 Bid Documents/Forms

Obtain all bidding documents from Engineer in order to qualify bid

Return the bid/project manual in its entirety with the following completed:

Bond and Insurance Requirements

Bid Bond

Proposal Form (Including Bid Schedule)

Bidders Qualification Statement

PRE-BID MEETING AGENDA

T-HANGAR DEVELOPMENT

East Georgia Regional Airport
Swainsboro, Georgia

Date: May 28, 2026 Time: 2:00 PM (ET)

Airport Project No. AP025-9000-36(107) / PID - T008984

GMC JOB NO.: TSAV240001



14 Meeting Minutes will be prepared and sent to attendees

15 Bid Date and Time - June 11, 2026 at 10:00 AM (ET)

Bid Date maybe extended as a result to this Pre-Bid Meeting.

Last day for questions is June 3, 2026 at 4:00 PM (ET).

Bid Delivery: **East Georgia Regional Airport, 23 Airport Road, Swainsboro, Georgia 30401**

Bid Package to be labeled: **T-HANGAR DEVELOPMENT - East Georgia Regional Airport: Bid Opening Thursday, June 11, 2026 @ 10:00 AM ET; Attn: Jerry Cadle, Authority Chairman**

Bids to be publicly opened and read promptly after.

5/28/26

Pre-Bid
T-HANGAR DEVELOPMENT
EAST GEORGIA REGIONAL AIRPORT

<u>NAME</u>	<u>COMPANY</u>	<u>EMAIL / PHONE</u>
JERRY CADLE	EGRAA	JERRY@CADLELANFIRM.COM
KEN WARNOCK	EGRAA	KJCN@GORMANUS.COM
JACK MAYFIELD	GMC	JACK.MAYFIELD@GMCNETWORK.COM 843.834.3929
MARK S. McLEOD	McLeod Inc	MARK@McLEODINC.COM 706.975.1531
Marc Midlo	J.M. Midlo	jmmidlo@gmail.com
Kevin Judy	Pope Construction	kjudy@popeconstructionco.com
Brady Vickers	Mill Creek	712-764-4831
Chad Jennings	Mill Creek	Brady@millcreekconstructioncompany.com
Chap Ashmore	Mill Creek	Chad@millcreekconstructioncompany.com
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Luke Yoder	Luke Yoder Const	brutledge0107@gmail.com @aol.com
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David Courson	Courson Construction	courson@psuland.net
JARED HELMS	PRO AM HANGAR SYSTEMS	jared@proamsteel.com
Lynn Thompson	GDOT	lthompson@dot.ga.gov

PROJECT MANUAL
FOR
CONSTRUCT T-HANGAR DEVELOPMENT
AT THE
EAST GEORGIA REGIONAL AIRPORT
Swainsboro, Georgia

GDOT PROJECT NO: AP025-9000-37 (107) EMANUEL
PID – T009558

GMC PROJECT NO: TSAV260002

MAY 2026



GMC

801 Broad Street, Suite 900 | Augusta, GA 30901
Tel: 706.251.9099 | GMCNETWORK.COM

Registered Professional Engineer: Jack L. Mayfield
State of Georgia License No: 25185

All materials used shall be in accordance with Georgia Department of Transportation, State of Georgia, Standard Specifications Construction of Transportation Systems, 2021 Edition or by Special Provision, except for electrical items of work which shall be in accordance with applicable FAA Specifications.

REQUESTS FOR BIDS

EAST GEORGIA REGIONAL AIRPORT
SWAINSBORO, GEORGIA

Sealed bids will be received until **June 18, 2026 at 2:00 PM EST** ~~June 11, 2026 at 10:00 AM EST~~ at the East Georgia Regional Airport located at 23 Airport Road, Swainsboro, Georgia 30401 and at said time bids will be publicly opened and read aloud for furnishing all labor, materials and equipment and performing all work necessary for the: CONSTRUCT T-HANGAR DEVELOPMENT at EAST GEORGIA REGIONAL AIRPORT.

Major items of work include: The Base Bid for this project consists of acquiring the necessary materials to construct a 10-Unit Nested T-Hangar with foundation and apron area. Additive Alternates include ~~apron area associated with a second proposed T Hangar~~; reconstruction of a taxilane; and reconstruction of associated existing apron areas.

A PRE-BID Meeting is scheduled for **May 28, 2026 at 2:00 PM EST** at the East Georgia Regional Airport located at 23 Airport Road, Swainsboro, Georgia 30401. Attendance is Non-Mandatory, but highly encouraged. Last day for questions is **June 11, 2026 at 5:00 PM EST** ~~June 3, 2026 at 4:00 PM EST~~.

Information for the Project can be found on the following website: <https://www.gmcnetwork.com/bids/>.

Copies of the Bidding Documents may be obtained from the Issuing Office, upon payment of a one-time administrative fee of \$20.00 for digital access/file sharing access and/or payment of \$150.00 for each printed set. Said cost represents the cost of printing, reproduction, handling, and distribution, therefore no refund will be granted. Checks for Bidding Documents shall be payable to "Goodwyn Mills Cawood, LLC." Contact Patsy Stinson at 1906 E. Three Notch Street Andalusia, Alabama 36420; or email patsy.stinson@gmcnetwork.com.

Partial sets of Bidding Documents will not be available from the Issuing Office. Neither Owner nor Engineer will be responsible for full or partial sets of Bidding Documents, including Addenda if any, obtained from sources other than the Issuing Office.

Each proposal must be accompanied by a bid guaranty in the amount of five (5%) percent of the total amount of the bid. The bid guaranty shall be a bid bond made payable to the CITY OF SWAINSBORO.

Bids may be held by the CITY OF SWAINSBORO for a period not to exceed **sixty (60)** ~~one hundred twenty (120)~~ days from the date of the bid opening for the purpose of evaluating bids prior to award of contract.

Award of contract is subject to requirements in the contract documents including, but not limited to, the following Federal provisions:

- 1) Civil Rights – Title VI Assurances

The CITY OF SWAINSBORO reserves the right to reject any and all bids and to waive any informality or irregularity in the bids received.

Bid Identification: The outside of the sealed envelope shall include the wording: Construct T-Hangar Development; Bid Opening: **June 18, 2026 at 2:00 PM EST** ~~June 11, 2026 at 10:00 AM EST~~; Attn: Jerry Cadle, Authority Chairman.

Bidders will be fully responsible for the delivery of their bids in a timely manner. Reliance upon U.S. Mail or other carriers is at the bidder's risk. Late bids will not be considered.

The bid must be submitted in a sealed envelope to the following address:

EAST GEORGIA REGIONAL AIRPORT
Jerry Cadle, Authority Chairman
23 Airport Road

Alternate Bids

If applicable, Bidder shall complete all blanks provided on the proposal forms. When so permitted by the Owner, the Bidder shall legibly write the statement “No Bid” for those alternate bid options that the Bidder elects not to submit a proposal.

Submission of Bid Proposal

Proposals shall be sent to arrive at the specified time and date for receipt of bids. Proposals received after the specified time will not receive consideration and will be returned unopened. Proposals shall be enclosed in a sealed opaque envelope. The envelope shall be marked as follows:

Contract Proposal

Bid of {Insert Name of Bidder}

For Construct T-Hangar Development at EAST GEORGIA REGIONAL AIRPORT

GDOT PROJECT NO: AP025-9000-37 (107) EMANUEL; PID – T009558

Contractor’s License: {Insert License Number}

Envelopes containing bids must be sealed and addressed to:

EAST GEORGIA REGIONAL AIRPORT
Jerry Cadle, Authority Chairman
23 Airport Road
Swainsboro, Georgia 30401

For a modification to a previously submitted proposal, insert “Modification to Proposal” in place of “Contract Proposal”

Bid Opening

All proposals submitted prior to the stated time and date for receipt of bids will be publicly opened and read aloud by the Owner or the Owner’s representative. Bidders, their authorized agents, and other interested parties are invited to attend. Proposals submitted after the stated time and date for receipt of bids will be automatically rejected without consideration and will be returned unopened.

Evaluation of Proposals

Proposals may be held by the Owner for purposes of review and evaluation by the Owner for a period not to exceed 60 calendar days ~~120 calendar days~~ from the stated date for receipt of bids. The Owner will tabulate all bids and verify proper extension of unit costs. The Bidder shall honor their proposal for the duration of this period of review and evaluation. The bid guaranty will be held by the Owner until this period of review has expired or a contract has been formally executed.

Bid Informalities and Irregularities

The Owner reserves the right to waive any informality or irregularity discovered in any proposal, which in the owner’s judgment best serves the Owner’s interest. In the situation where an extension of a unit price is found to be incorrect, the stated unit price and correct extension will govern. Discrepancies between the indicated sum of any column of figures and the actual sum thereof will be resolved in favor of the actual sum. In the event of a discrepancy between the written and numeral values, the written value shall take precedence.

Disqualification of Bid Proposals

The Owner reserves the right to reject any or all bids, as determined to be in the best interest of the Owner. Causes for rejection of proposals include but are not limited to:

- Submittal of an irregular proposal;
- Submittal of more than one proposal from the same partnership, firm or corporation;
- Failure by Bidder to submit the bid prior to the stated time and date for receipt of bids;
- Failure by Bidder to furnish satisfactory bid guarantee;

BID BOND

Any singular reference to Bidder, Surety, Owner or other party shall be considered plural where applicable.

BIDDER (Name and Address):

SURETY (Name and Address of Principal Place of Business):

OWNER (Name and Address):

City of Swainsboro
101 West Main Street
Swainsboro, GA 30401

BID

Bid Due Date: _____ / _____ / _____

Description: Construct T-Hangar Development at East Georgia Regional Airport

The project consists generally of: The Base Bid for this project consists of acquiring the necessary materials to construct a 10-Unit Nested T-Hangar with foundation and apron area. Additive Alternates include ~~apron area associated with a second proposed T-Hangar; foundation and materials for a second 10-Unit Nested T-Hangar;~~ reconstruction of a taxilane; and reconstruction of associated existing apron areas.

BOND

Bond Number:

Date (Not earlier than Bid due date): _____ / _____ / _____

Penal sum _____ \$ _____
(Words) (Figures)

Surety and Bidder, intending to be legally bound hereby, subject to the terms set forth below, do each cause this Bid Bond to be duly executed by an authorized officer, agent, or representative.

BIDDER

SURETY

(Seal)

(Seal)

Bidder's Name and Corporate Seal

Surety's Name and Corporate Seal

By:

Signature

By:

Signature (Attach Power of Attorney)

Print Name

Print Name

Title

Title

Attest:

Signature

Attest:

Signature

Title

Title

Bidder and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors, and assigns to pay to Owner upon default of Bidder the penal sum set forth on the face of this Bond. Payment of the penal sum is the extent of Bidder's and Surety's liability. Recovery of such penal sum under the terms of this Bond shall be Owner's sole and exclusive remedy upon default of Bidder.

Default of Bidder shall occur upon the failure of Bidder to deliver within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents.

This obligation shall be null and void if:

1. Owner accepts Bidder's Bid and Bidder delivers within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents, or
2. All Bids are rejected by Owner, or
3. Owner fails to issue a Notice of Award to Bidder within the time specified in the Bidding Documents (or any extension thereof agreed to in writing by Bidder and, if applicable, consented to by Surety when required by Paragraph 5 hereof).

Payment under this Bond will be due and payable upon default of Bidder and within 30 calendar days after receipt by Bidder and Surety of written notice of default from Owner, which notice will be given with reasonable promptness, identifying this Bond and the Project and including a statement of the amount due.

Surety waives notice of any and all defenses based on or arising out of any time extension to issue Notice of Award agreed to in writing by Owner and Bidder, provided that the total time for issuing Notice of Award including extensions shall not in the aggregate exceed **60 calendar days** ~~120 days~~ from Bid due date without Surety's written consent.

No suit or action shall be commenced under this Bond prior to 30 calendar days after the notice of default required in Paragraph 4 above is received by Bidder and Surety and in no case later than one year after Bid due date.

Any suit or action under this Bond shall be commenced only in a court of competent jurisdiction located in the state in which the Project is located.

Notices required hereunder shall be in writing and sent to Bidder and Surety at their respective addresses shown on the face of this Bond. Such notices may be sent by personal delivery, commercial courier, or by United States Registered or Certified Mail, return receipt requested, postage pre-paid, and shall be deemed to be effective upon receipt by the party concerned.

Surety shall cause to be attached to this Bond a current and effective Power of Attorney evidencing the authority of the officer, agent, or representative who executed this Bond on behalf of Surety to execute, seal, and deliver such Bond and bind the Surety thereby.

This Bond is intended to conform to all applicable statutory requirements. Any applicable requirement of any applicable statute that has been omitted from this Bond shall be deemed to be included herein as if set forth at length. If any provision of this Bond conflicts with any applicable statute, then the provision of said statute shall govern and the remainder of this Bond that is not in conflict therewith shall continue in full force and effect.

The term "Bid" as used herein includes a Bid, offer, or proposal as applicable.

interest. The OWNER reserves the right to contract for any combination of Base and Alternates stated or none of the above.

ACKNOWLEDGEMENTS BY BIDDER

- a. By submittal of a proposal, the BIDDER acknowledges and accepts that the quantities established by the OWNER are an approximate estimate of the quantities required to fully complete the Project and that the estimated quantities are principally intended to serve as a basis for evaluation of bids. The BIDDER further acknowledges and accepts that payment under this contract will be made only for actual quantities and that quantities will vary in accordance with the General Provisions subsection entitled "Alteration of Work and Quantities".
- b. The BIDDER acknowledges and accepts that the Bid Documents are comprised of the documents identified within the Instructions to Bidders. The BIDDER further acknowledges that each the individual documents that comprise the Bid Documents are complementary to one another and together establishes the complete terms, conditions and obligations of the successful BIDDER.
- c. As evidence of good faith in submitting this proposal, the undersigned encloses a bid guaranty in the form of a bid bond in the amount of 5% of the bid price. The BIDDER acknowledges and accepts that refusal or failure to accept award and execute a contract within the terms and conditions established herein will result in forfeiture of the bid guaranty to the owner as a liquidated damage.
- d. The BIDDER acknowledges and accepts the OWNER'S right to reject any or all bids and to waive any minor informality in any Bid or solicitation procedure.
- e. The BIDDER acknowledges and accepts the OWNER'S right to hold all Proposals for purposes of review and evaluation and not issue a notice-of-award for a period not to exceed **sixty (60)** ~~one hundred twenty (120)~~ calendar days from the stated date for receipt of bids.
- f. The undersigned agrees that upon written notice of award of contract, he or she will execute the contract within thirty (30) days of the notice-of-award and furthermore and provide executed payment and performance bonds within fifteen (15) days from the date of contract execution. The undersigned accepts that failure to execute the contract and provide the required bonds within the stated timeframe shall result in forfeiture of the bid guaranty to the owner as a liquidated damage.
- g. Time of Performance: By submittal of this proposal, the undersigned agrees to complete the Project within One hundred twenty-five (125) Calendar Days (Base-Bid); Sixteen (16) Calendar Days (Add. Alt. 1); Sixty (60) Calendar Days (Add. Alt. 2); Twenty-One (21) Calendar Days (Add. Alt. 3); Fourteen (14) Calendar Days (Add. Alt. 4); Fourteen (14) Calendar Days (Add. Alt. 5). The undersigned acknowledges and accepts that for each and every calendar day the project remains incomplete beyond the contract time of performance, the Contractor shall pay liquidated damage to the OWNER in the amount set forth in these documents.
- h. The BIDDER, by submission of a proposal, acknowledges award of this contract is subject to the provisions of the "Contract Provisions" included in the contract documents.
- i. The undersigned acknowledges receipt of the following addenda:

Addendum Number _____ dated _____
Addendum Number _____ dated _____
Addendum Number _____ dated _____

REPRESENTATIONS BY BIDDER

By submittal of a proposal (bid), the BIDDER represents the following:

- a. The BIDDER has read and thoroughly examined the bid documents including all authorized addenda.

Article 5 – Contract Time

The CONTRACTOR agrees to commence work within ten (10) calendar days of the date specified in the OWNER'S Notice-to-Proceed. CONTRACTOR further agrees to complete said work within **One hundred twenty-five (125) Calendar Days (Base-Bid); Sixteen (16) Calendar Days (Add. Alt. 1); ~~Sixty (60) Calendar Days (Add. Alt. 2); Twenty-One (21) Calendar Days (Add. Alt. 3);~~ Fourteen (14) Calendar Days (Add. Alt. 4); Fourteen (14) Calendar Days (Add. Alt. 5)** of the commencement date stated within the Notice-to-Proceed.

It is expressly understood and agreed that the stated Contract Time is reasonable for the completion of the Work, taking all factors into consideration. Furthermore, extensions of the Contract Time may only be permitted by execution of a formal modification to this Contract Agreement in accordance with the General Provisions and as approved by the OWNER.

Article 6 – Liquidated Damages

The CONTRACTOR and OWNER understand and agree that time is of essence for completion of the Work and that the OWNER will suffer additional expense and financial loss if said Work is not completed within the authorized Contract Time. Furthermore, the CONTRACTOR and OWNER recognize and understand the difficulty, delay, and expense in establishing the exact amount of actual financial loss and additional expense. Accordingly, in place of requiring such proof, the CONTRACTOR expressly agrees to pay the OWNER as liquidated damages the non-penal sum of \$500 per day for each calendar day required in excess of the authorized Contract Time. In addition to the overall contract time, the CONTRACTOR expressly agrees to pay the OWNER as liquidated damages the non-penal sum for exceeding allowable construction time per each individual Phase of the project, if applicable, as defined in Section 80 of the General Conditions.

Furthermore, the CONTRACTOR understands and agrees that;

- a. the OWNER has the right to deduct from any moneys due the CONTRACTOR, the amount of said liquidated damages;
- b. the OWNER has the right to recover the amount of said liquidated damages from the CONTRACTOR, SURETY or both.

Article 7 – CONTRACTOR'S Certifications

The CONTRACTOR understands and agrees that all representations and certifications made by the CONTRACTOR within the Proposal shall apply under this Agreement as if fully rewritten herein.

BID PROPOSAL FORM

**CONSTRUCT T-HANGAR DEVELOPMENT
EAST GEORGIA REGIONAL AIRPORT
SWAINSBORO, GEORGIA**

GDOT PROJECT NO: AP025-9000-36(107) EMANUEL; PID - T008984
GMC PROJECT NO: TSAV260002

BASE BID - New T-Hangar and Apron

ITEM	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
1.	C-105-1	Mobilization / Demobilization (10% Max.)	LS	1		
2.	GDOT-163.1	Construct, Maintain, and Remove Construction Exit	EA	1		
3.	GDOT-163.2	Temporary Grassing	AC	2		
4.	GDOT-163.3	Mulching	AC	2		
5.	GDOT-163.4	Construct, Maintain, and Remove Inlet Sediment Trap - Filter Fabric	EA	5		
6.	GDOT-163.5	Construct, Maintain, and Remove Temporary Sediment Trap (Including rock spillway)	EA	1		
7.	GDOT-163.6	Construct, Maintain, and Remove Stone Rip Rap Check Dam	EA	3		
8.	GDOT-163.7	Erosion Control Blanket/Matting	SY	750		
9.	GDOT-163.8	Construct, Maintain, and Remove Stone Filter Ring	EA	2		
10.	GDOT-163.9	Construct and Maintain Rock Filter Dam	EA	1		
11.	GDOT-163.10	Construct, Maintain, and Remove Temporary Diversion Ditch	LF	173		
12.	GDOT-167.1	Water Quality Inspections	MO	9		
13.	GDOT-167.2	Water Quality Monitoring and Sampling	EA	3		
14.	GDOT-171.1	Construct, Maintain, and Remove Temporary Silt Fence, Type A	LF	440		
15.	P-101-1	Pavement Removal	SY	1,020		
16.	P-152-1	Unclassified Excavation	CY	310		
17.	GDOT-310-1	Graded Aggregate Base Course, Including Material	TON	1,770		
18.	GDOT-315-1	Cement Stabilized Reclaimed Base Course, 8" Compacted Depth, Including Material	SY	1,000		
19.	GDOT-400-1	3" (1.5" Lifts) Asphaltic Concrete 12.5mm Superpave, GP 2 Only, Including Bituminous Material (165 lb/sy)	TON	860		
20.	GDOT-430-1	Cement Concrete Pavement for Hangar Foundation and Sidewalks, Including Material and Reinforcing Steel (Complete-in-place)	SY	1,600		
21.	P-602-1	Bituminous Prime	GAL	1,720		

ITEM	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
22.	P-603-1	Tack Coat	GAL	370		
23.	P-620-1	Temporary Pavement Markings - Yellow	SF	530		
24.	P-620-2	Permanent Pavement Markings - Yellow (w/ Refl. Media)	SF	530		
25.	GDOT-550-1	18" Reinforced Concrete Pipe (RCP; Class III)	LF	240		
26.	GDOT-668-1	New Pre-Cast Concrete Manhole w/ Frame and Cover (GDOT Std. 1011A)	EA	1		
27.	GDOT-668-2	New Pre-Cast Concrete Drop Inlet w/ Single Inlet Frame and Grate (GDOT Std. 1019A; Type C)	EA	1		
28.	GDOT-668-3	Modification of Existing Storm Structures	LS	1		
29.	T-905-1	Topsoiling	CY	230		
30.	GDOT-700.1	Permanent Grassing	AC	2		
31.	GDOT-700.2	Sod	SY	350		
32.	Sec. 13120	New 10-Unit T-Hangar Building, Complete-In-Place (Incl. Building and Interior Electrical)	LS	1		
33.	PLANS	Electrical Connection to New T-Hangar Building, Including Material	LS	1		
BASE BID TOTAL						

ADDITIVE ALTERNATE 1 - Connector Reconstruction						
	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
34.	C-105-1	Mobilization / Demobilization	LS	1		
35.	P-101-1	Pavement Removal	SY	1,390		
36.	GDOT-315-1	Cement Stabilized Reclaimed Base Course, 8" Compacted Depth, Including Material	SY	1,440		
37.	GDOT-400-1	3" (1.5" Lifts) Asphaltic Concrete 12.5mm Superpave, GP 2 Only, Including Bituminous Material (165 lb/sy)	TON	320		
38.	P-602-1	Bituminous Prime	GAL	220		
39.	P-603-1	Tack Coat	GAL	140		
40.	P-620-1	Temporary Pavement Markings - Yellow	SF	270		
41.	P-620-2	Permanent Pavement Markings - Yellow (w/ Refl. Media)	SF	270		
TOTAL ADDITIVE ALTERNATE 1						
TOTAL BASE BID + ADDITIVE ALTERNATE 1						

ITEM	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
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ADDITIVE ALTERNATE 2 - New Apron						
	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
42.	C-105-1	Mobilization / Demobilization	LS	1		
43.	GDOT-310-1	Graded Aggregate Base Course, Including Material	TON	1699.7		
44.	GDOT-400-1	3" (1.5" Lifts) Asphaltic Concrete 12.5mm Superpave, GP 2 Only, Including Bituminous Material (165 lb/sy)	TON	580		
45.	P-602-1	Bituminous Prime	GAL	1,370		
46.	P-603-1	Tack Coat	GAL	260		
47.	P-620-1	Temporary Pavement Markings - Yellow	SF	390		
48.	P-620-2	Permanent Pavement Markings - Yellow (w/ Refl. Media)	SF	390		
49.	GDOT-550-1	18" Reinforced Concrete Pipe (RCP; Class III)	LF	272		
50.	GDOT-668-1	New Pre-Cast Concrete Manhole w/ Frame and Cover (GDOT Std. 1011A)	EA	1		
51.	GDOT-668-1	New Pre-Cast Concrete Drop Inlet w/ Single Inlet Frame and Grate (GDOT Std. 1019A; Type C)	EA	1		
TOTAL ADDITIVE ALTERNATE 2						
TOTAL BASE BID + ADD. ALT. 1 + ADD. ALT. 2						

ADDITIVE ALTERNATE 3 - New T-Hangar and Foundation Slab						
	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
52.	C-105-1	Mobilization / Demobilization	LS	1		
53.	P-152-1	Unclassified Excavation	CY	-2506		
54.	GDOT-430-1	Cement Concrete Pavement for Hangar Foundation and Sidewalks, Including Material and Reinforcing Steel (Complete-in-place)	SY	1600		
55.	Sec. 13120	New 10-Unit T-Hangar Building, Complete-In-Place (Incl. Building and Interior Electrical)	LS	1		
56.	PLANS	Electrical Connection to New T-Hangar Building, Including Material	LS	1		
TOTAL ADDITIVE ALTERNATE 3						
TOTAL BASE BID + ADD. ALT. 1 + ADD. ALT. 2 + ADD. ALT. 3						

ADDITIVE ALTERNATE 4 - Apron Reconstruction (North)						
	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
57.	C-105-1	Mobilization / Demobilization	LS	1		

ITEM	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
58.	P-101-1	Pavement Removal	SY	710		
59.	GDOT-315-1	Cement Stabilized Reclaimed Base Course, 8" Compacted Depth, Including Material	SY	730		
60.	GDOT-400-1	3" (1.5" Lifts) Asphaltic Concrete 12.5mm Superpave, GP 2 Only, Including Bituminous Material (165 lb/sy)	TON	210		
61.	P-602-1	Bituminous Prime	GAL	220		
62.	P-603-1	Tack Coat	GAL	80		
63.	P-620-1	Temporary Pavement Markings - Yellow	SF	250		
64.	P-620-2	Permanent Pavement Markings - Yellow (w/ Refl. Media)	SF	250		
TOTAL ADDITIVE ALTERNATE 4						
TOTAL BASE BID + ADD. ALT. 1 + ADD. ALT. 2 + ADD. ALT. 3 + ADD. ALT. 4						

ADDITIVE ALTERNATE 5 - Apron Reconstruction (South)						
	SPEC. NO.	DESCRIPTION OF ITEM	UNIT	QTY	UNIT PRICE	TOTAL PRICE
65.	C-105-1	Mobilization / Demobilization	LS	1		
66.	P-101-1	Pavement Removal	SY	2700		
67.	GDOT-315-1	Cement Stabilized Reclaimed Base Course, 8" Compacted Depth, Including Material	SY	2930		
68.	GDOT-400-1	3" (1.5" Lifts) Asphaltic Concrete 12.5mm Superpave, GP 2 Only, Including Bituminous Material (165 lb/sy)	TON	630		
69.	P-602-1	Bituminous Prime	GAL	1530		
70.	P-603-1	Tack Coat	GAL	270		
71.	P-620-1	Temporary Pavement Markings - Yellow	SF	610		
72.	P-620-2	Permanent Pavement Markings - Yellow (w/ Refl. Media)	SF	610		
TOTAL ADDITIVE ALTERNATE 5						
TOTAL BASE BID + ADD. ALT. 1 + ADD. ALT. 2 + ADD. ALT. 3 + ADD. ALT. 4 + ADD. ALT. 5						

A-100 PRE-ENGINEERED T-HANGAR BUILDING

GENERAL INFORMATION

100-1.1 The Contractor shall construct a pre-engineered metal building system designed and furnished by a reputable manufacturer to meet the minimum guidelines as set forth in this text and as indicated in the drawings. The hangar manufacturer shall have been engaged in the manufacture of pre-engineered metal buildings for a minimum of five years, and upon request from owner provide a list of completed hangar projects. These guidelines are established by the Owner (City of Swainsboro) for purposes of obtaining a facility that has these amenities for their functionality needs and tenant requirements. These guidelines are minimum standards to which the Contractor must comply with. Other parameters not established in the contract documents are left to the Contractor/ manufacturer's discretion, subject to applicable laws, codes, or regulations. The Contractor shall include in the work, without extra cost to the Owner, any labor, materials, services, apparatus, or drawings necessary to comply with all applicable ordinances, rules and regulations, whether or not specifically shown on drawings and/or specified. The Authority Having Jurisdiction (AHJ) may require additional components for permit approval. **The responsibility for preparing the drawings to file for and obtain a building permit, including approval from local fire rescue, shall be the responsibility of the contractor. This includes all design and certifications required to meet the applicable codes and the requirements set forth in the specifications.**

100-1.2 The design shall conform to the code requirements of the Georgia Building Code (latest version with updated amendments), the National Fire Protection Association (NFPA) 409, Standard on Aircraft Hangars, the National Electric Code (NFPA 70), NFPA 780 Standard for the Installation of Lightning Protection Systems, the latest edition of International Code Council/American National Standards Institute (ICC/ANSI) A117.1, Accessible and Useable Buildings and Facilities, as well as all other applicable national and local laws, codes, or regulations. The T-Hangar units shall be within the tolerance of dimensions shown on the plans. The location of the building shall be as shown in the plans. It will be necessary that all work meets the requirements of all regulatory agencies. The minimum requirements of American Society of Civil Engineering (ASCE) 7, Minimum Design Loads and Associated Criteria for Buildings and Other Structures (latest version with updated amendments) shall apply.

100-1.3 The hangars have been determined to qualify within the NFPA 220, Standard on Types of Building Construction, Construction Type II (000). The walls and roof shall be galvalume, non-combustible, and the floor shall be concrete.

100-1.4 Any deviations from the guidelines as established by the plans and specifications shall be approved by the Engineer at the time of bidding. The owner reserves the right to reject submittals that do not comply with these guidelines. Any bidder desiring the engineer’s review on a system, material, structure, hardware, manufacturer, supplier, etc. shall supply the information to the engineer 14 days prior to bid opening for approval. Failure on the part of the contractor to obtain engineer’s pre-approval shall in no way justify additional compensation for rejected items after contract award.

100-1.5 All materials and apparatus required for the work shall be new, of first-class quality, and shall be furnished, delivered, erected, connected and finished in every detail and shall be selected and arranged as to fit properly into the building spaces. Where no specific kind or quality of material is given, a first-class standard article, as approved by the Engineer, shall be furnished. All equipment and materials shall be installed with the approval of the Engineer in accordance with the recommendations of the manufacturer. This includes the performance of such tests as the manufacturer recommends.

100-1.6 Manufacturer’s standard 1-year warranty on all products. Exterior metal finish to have twenty (20) year warranty.

100-1.7 General Design Information. Design loads shall be as stated herein and as clearly set forth in order document and shall be in accordance with Section 100-1.2.

DESIGN PARAMETERS (To be determined by Contractor’s Engineer)	DIMENSIONAL REQUIREMENTS
Ground Snow Load:	Clear Door Width: 41’-6” Min., 42’ Max.
Dead Load:	Overall Building Width: 50’ Min., 51’ Max.
Ultimate Wind Speed:	Stall Depth: 32’ Min., 32’ Max.
Seismic Zone:	Clear Door Height: 12’ Min., 14’ Max.
Construction Type	Roof Pitch: 1:12 Min.
Use Group	Clear Tail Width: 20’-8” Min., 21’ Max.
Live Load	Total Building Length (10-Unit): 231’ Max.
Collateral Load	
Exposure	
Building Classification	
Occupancy/Risk Category	
NFPA Construction	

FOUNDATION

100-2.1 The contractor shall determine the design loading (wind, live, dead) that is required for Emanuel County Building Department and the City of Swainsboro Building Department and provide a structure that will meet these criteria. The design for the foundation, including footing thicknesses, reinforcing schedules, concrete strength and concrete joint placement shall be performed by the Contractor's Engineer. Concrete floor slab shall be as follows:

- a. 4-inch minimum slab thickness;
- b. Minimum 28-day compressive strength of 3500 psi (Refer to Specification GDOT Section 430 for structural concrete);
- c. Reinforced with woven wire mesh, welded wire fabric, or reinforcing steel; and
- d. Increased depth or strength of any of the above parameters based on the Contractor's foundation design.

Design for wind load shall meet applicable building code requirements for a pre-engineered metal building system. Shop drawings indicating all column reactions and anchor bolt requirements shall be submitted for review. Foundation design details dimensions and calculations shall be signed and sealed by a licensed Georgia professional engineer. **Actual soil bearing capacity shall be confirmed, on site, in writing, by a Georgia registered professional engineer provided by the contractor, prior to any foundation design submittal.**

100-2.2 Each hangar building floor shall be sloped toward the hangar door as shown in the plans so as to drain outward toward the doors. The Contractor shall maintain the minimum foundation thickness throughout the building slab.

100-2.3 Contraction joints shall be saw cut transversely between all columns and length ways between all center columns. Joints depths and dimensions shall be as determined by Contractor's Engineer.

Provide a 6-mil polyethylene vapor barrier under the concrete on the surface of the compacted earth.

Pour structural concrete within the following tolerances:

- Variation from plumb: ¼ inch within 10 feet
- Variation from level in top of slab: 1/8 inch within 10 feet

ROOF

100-3.1 ~~The building shall have a guaranteed 20-year roof which includes the roof fastening system.~~ Provide a standing seam metal roofing system manufactured and installed in accordance with the roofing manufacturer's written requirements and Contractor's Engineer requirements. The roof shall be standing seam construction, Class C, and of galvalume construction. Each roof section shall be a minimum of 26-gauge thickness finished in an enamel paint; color to be selected by the Owner. Roof sheets shall have galvalume coating conforming to ASTM specification A-792 with panel configuration with 1-1/8-inch min. high major ribs 12 inch on center. Panel coverage shall be 36 inches and shall be furnished full length from building eave to ridge purlin. ~~A continuous pre-formed ridge cap shall be constructed watertight with a breathable ventilation material.~~ Provide and install continuous low profile ridge vent.

Provide manufacturer's 20-year weathertightness warranty covering roof panels, clips, fasteners, flashings, and accessories. Warranty shall include repair of leaks resulting from defects in materials and installation of the roofing system. Warranty shall not contain exclusions that materially diminish coverage for normal building movement, thermal expansion and contraction, or weather exposure under ordinary service conditions.

Standing seam roof panels shall be attached to the supporting structure using concealed galvanized or stainless-steel clips mechanically fastened to the roof deck or structural framing. Clips shall permit panel movement resulting from thermal expansion and contraction while maintaining positive attachment to the structure. Roof panels shall be secured without exposed fasteners in the field of the roof and shall be interconnected by continuous standing seams in accordance with the manufacturer's tested assembly requirements.

100-3.2 The building shall be equipped with gutters and down spouts. Gutters and downspouts shall be designed and spaced to handle, without overtopping, peak flow associated with a 4.5 inch per hour rainfall.

100-3.3 Fasten all downspouts to exterior walls. Drain discharge away from hangar doors with a 2-foot horizontal section.

100-3.4 Roof caulking shall be at all roof sheet side laps and at pre-formed ridge caps. Roof caulk shall be a tape sealant type and shall be pre-formed butyl rubber base and shall be supplied as a 3/16-inch x 3/8-inch extruded shape.

100-3.5 Roof fasteners shall be Atlas Ultimate zinc-alloy head on carbon steel shank, hex head, with dual seal washer. Roof stitch screws shall be A.B. The size of the roof fasteners and roof stitch screws shall be determined by the Contractor's Engineer. Atlas Ultimate zinc-alloy head screws with washers. All sheet metal screws shall be installed as shown on building manufacturer's erection plans.

STRUCTURAL

100-4.1 Primary structural framing shall be main load carrying structural members. They shall include door trusses, rafters, interior columns and exterior columns. Structural field connections shall be bolted (unless otherwise noted). All primary bolted connections, as shown on manufacturer's drawing, shall be furnished with high strength bolts conforming to the physical specifications of ASTM A-325 or shall be Grade 5. All Grade 5 bolts shall be zinc plated. All structural members shall be shop primed red oxide.

100-4.2 Rafters shall be steel wide flange beams "W" shaped ASTM A36 and shall be pre-punched for purlin connections, door truss, and interior column connections. Rafters shall be complete with factory-welded ridge splice plates and designed to support specified loads.

100-4.3 Door truss shall span width of bi-fold hangar door opening and shall be shipped full length for ease of construction. Door truss design shall be integral with door design. Door truss shall be factory welded with chords 4-inch x 4-inch x 1/8-inch minimum square structural welded steel tube ASTM A500 GR.B. and 3-inch x 1-inch x 1/8-inch minimum diagonal webbing. Door truss shall be pre-punched for column connection and bi-fold door hinges pre-located on upper door truss chord.

100-4.4 Door columns shall be manufactured of steel wide flange beams "W" shapes ASTM A36 and shall be W6 x 15 pounds per foot minimum with pre-welded base plate and door truss saddles. Interior column shall be square structural welded steel tube ASTM A500 with pre-welded base plates and girt clips.

100-4.5 Secondary framing shall be the structural members which carry the loads to the primary framing systems; and shall include the purlins, girts, wind bracing and miscellaneous structural members.

100-4.6 Purlins shall be nominal depth "Z" shaped members; and shall be manufactured of 16-, 14-, or 12-gauge steel designed for specified loads, and shall be fabricated of material based on the requirements of ASTM A570 or ASTM A572 as applicable.

100-4.7 Exterior wall girts shall be fabricated from square structural weld steel tube or rolling formed "CEE" sections of ASTM 570 or ASTM A572 as applicable.

100-4.8 Interior partition girt shall be fabricated from red oxide steel "CEE" sections, when specified.

100-4.9 Provide wind bracing, rafter bracing, sheeting angles where required.

WALLS AND TRIM

100-5.1 Exterior sidewalls shall be constructed of minimum 26-gauge cold-rolled steel sheets with a galvalume finish.

Exterior sidewalls shall have a minimum twenty (20) year manufacturer's warranty. Exterior sidewall colors to be selected by the Owner. Wall sheet shall have Galvalume coating conforming to ASTM specification A446 with a siliconized polyester coating. Panel configuration shall be 1-1/8-inch min. major ribs 12-inches on center. Wall sheet shall be furnished full height. Wall fasteners shall be hex head color match self-drilling sheet metal screws with washer. Wall sheet stitch screws shall be hex head color match self-drilling lap screw with washer. All sheet metal screws shall be installed as shown on building manufacturer's erection plans.

100-5.2 Partition sheet shall be 29-gauge minimum Galvalume. Panel configuration shall be full height or 8'-0" high, as specified. Partition sheet fasteners shall be hex head zinc plated self-drilling screws.

100-5.3 Building trim shall include eave trim, gable trim, corner trim, service door trim, bi-fold hangar door trim. All trim shall be 26-gauge minimum and manufactured of flat stock material equal in quality to wall sheets and color as selected from manufacturer's standard color chart. Trim pieces shall be packaged for shipment at factory.

100-5.4 Contractor shall provide the Owner with a color palette of available colors to choose from. The building color and all roof panels, side panels and trim colors shall be selected by the Airport Owner.

100-5.5 In each hangar a one-hour fire wall shall separate hangars from any non-hangar use, including but not limited to storage areas and restrooms. The 10-unit hangar building is divided into two (2) fire areas to meet the building size restrictions of the Building Code and NFPA. The two fire areas are divided by a two-hour rated fire wall extending from the floor to the roof decking. Fire Rated wall assemblies, where required, shall be listed by Underwriters' Laboratories, Inc.

SLIDING HANGAR DOORS

100-6.1 Sliding hangar doors and all operating components shall be integral with hangar building design. Sliding door sheeting shall be same as exterior siding sheets (26-gauge).

100-6.2 Each sliding hangar door shall be locked in the closed position by a cane bolt secured to the door frame. The cane bolts shall only be accessible from the interior. Each door panel shall have adequate cane bolt assemblies to resist wind load. Cane bolts to be 1" diameter x 18" long. Embedment into concrete floor shall be 3" minimum.

100-6.3 Doors shall have a minimum clear height of 12', a minimum clear width of 41'-6", and each unit shall have a minimum clear depth of 32'.

100-6.4 Sliding doors shall be adequately weather sealed at headers, sills and jambs with polypropylene brushes. Brushes or metal flashing shall be used as necessary to secure and bird proof each unit.

100-6.5 Erect doors in accordance with manufacturer's recommendations and approved trade practice. Doors shall be hung plumb and true to building and shall open in a smooth continuous motion without binding and warping. Adjust all trolleys, lock rods, door guides, etc., for proper operation.

100-6.6 Provide and install 3" door sweeps on the bottom of each door.

100-6.7 Rolling door wheels shall have a sealed bearing.

100-6.8 Handles shall be installed on all sliding doors at a height designated by the Owner.

100-6.9 Each hangar unit shall have one steel access door (minimum of 3-0' X 6-8') within one of the hangar door panels, with a 26-gauge trim package. The Contractor shall provide a keyed, locking door handle and 2 keys for each individual hangar.

ELECTRICAL

100-7.1 General: All material and equipment for the electrical system and the electrical portion of the mechanical systems shall bear the approval label, or shall be listed by Underwriters' Laboratories, Inc. Each hangar building shall receive service from a single electric meter (240-volt single phase). Each individual unit, hangar, storage, or otherwise, shall be wired to its own separate circuit which can be individually controlled at the distribution panel for each building. Exterior lighting shall be wired to a separate circuit. Each building shall be equipped with an electrical bypass connection at the meter location for the purpose of utilizing a generator in the event of a power outage.

100-7.2 Exterior Lighting: Exterior lighting shall be provided as shown in the plans. The floodlights shall be aimed and shielded to avoid glare to pilots and prevent overhead light glare for approaching aircraft. LED light fixtures shall be provided in sufficient quantity to meet an average of 2.5 foot-candles on the apron surface. Photometric calculations and contours shall be submitted for verification and approval. Exterior floodlights shall be controlled by a lighting control panel with programmable timer mounted inside the existing airfield lighting vault.

100-7.3 Interior Electrical

- a. Each hangar shall be lit with four 100 watt-equivalent LED light fixtures as shown on the plans. Each of the four fixtures shall be operated by a switch located at the main hangar door opening closest to the personnel door opening and 5' above the floor. Each hangar shall have (4) duplex 120-volt GFCI receptacles in the locations shown on the plans. Light switches shall be equipped with automatic shut off through the use of audible AND motion detection systems. Duplex receptacles shall be continuously operational. The Contractor shall employ a state licensed electrical engineer for the design of the building electrical system and to render drawings suitable for permitting.
- b. Non-aircraft uses such as storage or restrooms shall have 100-watt equivalent LED fixtures, with quantity and location as shown in the plans, in the ceiling of each area operated by a switch located at the door. Light switches shall be equipped with automatic shut off through the use of audible AND motion detection systems. Specific electrical devices such as hand dryers or other code-required items, where provided, shall be wired to the circuit for the unit where the device is contained.

GROUNDING AND LIGHTING PROTECTION

100-8.1 The building's structural steel columns, steel beams, and steel rafters shall be mechanically attached in such a manner as to provide electrical conductance one to the other. One of the steel structural support columns on two (2) diametrically opposed corners of the building shall be connected to ground rod(s) of sufficient length and diameter to produce a measured earth-ground resistance of less than 25 ohms. The Contractor shall demonstrate compliance with these requirements prior to final acceptance of the project. This ground system shall be independent of, and in addition to, the grounding required by the building electrical.

100-8.2 Governed by NFPA 409-8.6. There shall be one flush floor mounted grounding receptacle per hangar enclosure located in the wing area. Flush mounted grounding receptacles shall be either individual driven electrodes or electrically bonded together in a grid system in accordance with NFPA 409-8.6.2. The system shall be grounded independently of the building and electrical system grounding.

SUBMITTALS

100-10.1 Product Data: Submit manufacturer's product information, specifications and installation instructions for building components and accessories.

100-10.2 Calculations: Submit calculations for all elements requiring calculations to indicate compliance with applicable laws, codes, and regulations. These could include, but are not limited to foundation design, structural design, HVAC capacity, electrical, and lighting.

100-10.3 Shop Drawings: Submit complete erection drawings showing anchor bolt settings, sidewall, endwall, and roof framing, transverse cross sections, covering and trim details, and accessory installation details to clearly indicate proper assembly of building components. Coordination of dimensions, deflections, frame spread, tolerances, connections, etc. shall be the responsibility of the metal building manufacturer. Purlins and frames shall support electrical, including lighting. See drawings for locations. All design drawings shall contain the seal of a Georgia Registered Professional Engineer. No construction or ordering of materials can occur until the drawings are reviewed and accepted by the Owner.

100-10.4 Certification: Submit with calculations and shop drawings, a written Certification prepared and signed by a Georgia Registered Professional Structural Engineer stating that the structural engineering design meets indicated loading requirements and codes of authorities having jurisdiction. Note: Column reactions and anchor bolt requirements are required prior to foundation construction. No moment shall be induced to the foundation by the frame.

PAYMENT

100-11.1 Payment shall be made at the contract Lump Sum price. This price shall be full compensation for all engineering design, preparation of drawings, code research, Authority Having Jurisdiction (AHJ) coordination, permit applications, furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the item. Provide a breakdown of the Contract Sum in sufficient detail to facilitate continued evaluation on

Applications for Payment and progress reports. Payment will be made for each installation completed and accepted by the Engineer based on percent completion of the lump sum or per each lump sum value for the following items:

T-Hangar Building with Manual Sliding Hangar Doors – Lump sum cost for the buildings and equipment as indicated on the Bid Form. The Lump Sum Price includes, but is not limited to the following:

Electrical	All power, lighting, and electrical ventilation at the building plus power supply and distribution to within 5 feet of the building, including exterior floodlights.
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Building Grounding System	All flush floor mounted receptacles, associated AWG cable, and ground rods.
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~~Gutters and Downspouts — Gutter and downspouts to the point of discharge onto the existing apron.~~

T-Hangar Building Foundation – Lump sum cost for the foundation and work as indicated on the Bid Form. The Lump Sum Price includes, but is not limited to the following:

Site Preparation	Excavation, fill, and compaction within the building area in accordance with the Contractor’s foundation design. Foundation support for doors, if required, shall be part of the lump sum price. Restoration of the site to its pre-construction condition.
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Building Foundation	Includes all tools, equipment, and labor necessary to complete the concrete building slabs and footings in accordance with the Contractor’s foundation design.
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END OF ITEM A-100