

QUESTIONS AND ANSWERS REGARDING

MSCAA PROJECT 23-1476-17-02

Snow Removal Equipment Building – Building Package - Construction

1.	Answer 61 [in Addendum No. 1] states no joists will be utilized for this project. With bay spacing like these I don't see any other options. Standard max sized purlins will fail at these spans.
	The PEMB manufacturer is responsible for the structural design of the building. The detail in the plans is intended to show design intent and required clearances. The PEMB manufacturer must provide a structural design that meets the bay sizes and clearance heights shown in the plans. How that is accomplished is the responsibility of the structural engineer stamping the PEMB shop drawings and is subject to review by the owner and the architect. If joists are required, the PEMB manufacturer, the joists should only be utilized on those spans requiring them (i.e. between column lines 8 & 9). Purlins should be used at all other locations. Joist depths are to be minimized. Joists will create bird perching opportunities which must be eliminated/mitigated by the contractor.
2.	Does the direct purchase of the PEMB building count towards the 30% of self-perform requirement?
	Yes. The direct purchase of the PEMB building by the prime contractor/bidder does count towards the 30% self-perform requirement.
3.	PEMB has at least a 12 week lead time. Can the airport extend the project timeline or 2 a part completion schedule. 1 for procurement and 1 for construction.
	Yes. See responses in Addendum No. 1. There will be a procurement phase on this project. The procurement phase must be reasonable and supported by manufacturer lead times.
4.	The cover sheets call out an E3.2 sheet but it is not present. May just be a typo but wanted to be sure.
	There is no sheet E3.2. Sheet E3.2 was included in the index in error. See sheet A0.1 issued in Addendum No. 1.
	Questions are listed as submitted; company names are withheld.