Architect's
Supplemental Instructions

PROJECT:  CNM ATC re-roof

OWNER:  CNM

CONTRACTOR:  Bidding phase

ARCHITECT:  SMPC Architects
115 Amherst Drive, SE
Albuquerque, NM 87106

CONTRACT NO:  13017

ARCHITECT'S SUPPLEMENTAL INSTRUCTION NO:  3 – addendum 3

DATE OF ISSUANCE:  12/9/2013

DESCRIPTION:
If you do not see an answer to your question, refer to Addendum 1 and 2 for questions that were answered before.

BID DATE CHANGED  WAS 11 OCTOBER, THEN 16 OCTOBER 2013; NOW 16 DECEMBER 3 PM PURCHASING DEPARTMENT, CNM MAIN CAMPUS, 525 BUENA VISTA SE, A BUILDING ROOM A109 (FORMERLY A128)

CNM REVISED SPECIFICATION SECTIONS:  00010; 00100; 00200
COVER SHEET UPDATED PROJECT NUMBER T-2912, COVER DATED DECEMBER 4, 2013

REVISIONS AFTER PRE-BID WALK THROUGH:
On the bidders response we are asked to reference 3 past similar projects. Are these projects to be past installations using the heat induction / plate bonded installation method, or can they be 3 TPO installations of any installation method?

Provide a minimum of three Heat Inducted installed systems or state 0 if no experience and
Provide a minimum of 5 Thermoplastic installations of the size of this project or larger

Note 075423.c1 references total thickness of insulation to be 6” min, R-38
Effective January 1st 2014, the new LTTR for iso is changing and will decrease the thermal values for iso insulation. Are we to use current (2013) LTTR, or shall the 2014 LTTR be used for both the existing and the new insulation to be added. This will have an impact on costing and finished roof elevations

According to the new LTTR, the 3 inches added to the existing 3 inches has an effective R value of 34.8
### 2014 Revised Long Term Revised Resistance "LTTR" of Iso R-Value

<table>
<thead>
<tr>
<th>Thickness/inch</th>
<th>NEW LTTR Value per inch</th>
<th>New LTTER Values per Total Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5.6</td>
<td>5.6</td>
</tr>
<tr>
<td>2</td>
<td>5.7</td>
<td>11.4</td>
</tr>
<tr>
<td>3</td>
<td>5.8</td>
<td>17.4</td>
</tr>
<tr>
<td>4</td>
<td>5.9</td>
<td>23.6</td>
</tr>
</tbody>
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ATTACHMENTS: DETAIL BELOW

**ISSUED BY:**

*Tymn Waters*
CNM ATC RE-ROOF
DETAIL AT CLOSE PENETRATIONS

MOVE CENTER PENETRATION TO ALLOW BOOTS ON ALL 3.
THESE SHOULD HAVE ENOUGH CLEARANCE TO BOOT AND HEAT WELD

TYPICAL DETAIL AT SPLIT SYSTEM, AT EXISTING CONDITIONS CLAM AND SEAL AS SHOWN, AT NEW PENETRATIONS PROVIDE A GOOSENECK FOR BOTH TO RUN THROUGH, SEAL GOOSENECK THROAT, BOOT THE BASE.