



DEPARTMENT OF THE NAVY  
NAVAL FACILITIES ENGINEERING COMMAND, PACIFIC  
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PEARL HARBOR, HI 96860-3134

Notice No. 1  
11 December 2014

PRE-PROPOSAL QUESTIONS & ANSWERS  
RFP NO. N62742-15-R-1308

FY15 P-1551 (DESC 1551) UPGRADE FIRE SUPPRESSION AND VENTILATION  
SYSTEMS RED HILL FUEL STOARGE FACILITY AT THE NAVAL SUPPLY FLEET  
LOGISTICS CENTER JOINT BASE PEARL HARBOR-HICKAM, PEARL HARBOR,  
HAWAII

NOTE: The following questions and answers are provided for INFORMATION ONLY. The RFP remains unchanged unless it is amended in writing on a Standard Form 30.

1. We have been going through the documents and cannot find the supplemental information for Factors 1 thru 5 that is typically provided is there any?

ANSWER: Amendment no. 0001 was issued to incorporate Document 00202, Evaluation Factors for Award, which was inadvertently omitted from the Request for Proposal.

2. Spec 07 24 00 has been provided for EIFS yet no EIFS appears to be called out on the plans. Please clarify the location(s) of the EIFS.

ANSWER: EIFS is called out in sheet A-600 detail D5 and C5.

3. The Compartment wall at ADIT 5 calls for a new roll up door. Please provide the support or mounting detail of the door.

ANSWER: The mounting detail will be manufacturers standard mounting detail. Amendment no. 0002 added a note to C1/AT102 that reads "Provide blocking as required per MFTR recommendations".

4. On Sheets AT100, AT102 and AT103 in the scale note it calls out "X2 of Lower Tunnel." Please clarify what is meant by this notation.

ANSWER: Amendment no. 0002 deleted the notation.

5. The Fire Protection Demo, Fire Protection New Work, and the Mechanical drawings have a majority of the sheets where numbers or letters have been replaced with boxes. For an example see sheet MB101 detail 1. The title of the detail contains the boxes. Please provide updated drawings removing the boxes and replacing them with the correct letters or numbers.

ANSWER: The Fire Protection and Mechanical drawings relied on system fonts, these drawings have been replaced as part of Amendment 0002 and the fonts have been embedded into each PDF.

6. On sheet MT003 there is reference to repairing oil tight doors “A” and “C” but no detail or reference is provided detailing the repairs. Please clarify the parameters of the repair.

ANSWER: Existing Doors “A” and “C” shall be repaired as shown on sheet A-601. Added reference to MT003. Detail B1 indicates repair of existing oil tight door A seal replacement. Detail A1 indicates repair of existing oil tight door F seal replacement. This label is incorrect, “F” shall be changed to “C” as part of a future amendment.

7. Reference: Availability of temporary electricity and water for construction. Please advise if existing electric power and water outlets inside and outside the tunnel are available for the successful contractor use during construction, if so please provide us locations of utility outlets/sources, size of pipe and electric power voltage / amperage and whether it is single / three phase.

ANSWER: Depending on the equipment to be used and the locations, these need to be scheduled with other contractor requests for power use. Electric outlets (480V & 120V) are provided within the tunnel and require FLC coordination to unlock. Water connections are also provided within the tunnel, shared with others. A separate water line connected on the exterior of the tunnel was used by previous contractors, which needs to be coordinated with NAVFAC for meter requirements.

Water: There is water located throughout the lower and upper tunnel via the existing fire protection water line. The outlets are 2-1/2” and are shown on the plans. See civil plans for the water piping locations and outlets. These water lines are available for temporary construction use.

Electricity: Refer to Harbor Tunnel electrical drawings for locations of 120V convenience receptacles. There are also a few 60A, 480V, 3-phase receptacles within the Harbor Tunnel.

Convenience outlets at 120V, 1-phase also exists in the Lower and Upper Tunnels. Existing 480Y/277V as well as 208Y/120V panelboards are also located along the Lower and Upper Tunnels. It may be possible to utilize these panels for temporary circuits for construction. The as-built electrical drawings are provided as part of amendment 0003.

8. Reference: Security Guard at entrance of Adit 3, 4, 5 & 6. Please advise if the successful contractor is required to provide security guard(s) at Adit 3, 4, 5 & 6 during working hours. If so, is there specific requirement / qualification in this regard?

ANSWER: The contractor is not required to provide security guards at the entrances of Adits 3, 4, 5 & 6.

9. Reference: Discharging clean water in to existing trench drain system. Is it allowed to dump clean water in to existing trench drain inside the tunnel?

ANSWER: Yes, the contractor may discharge clean water into the existing trench drain inside the tunnel.

10. Reference: Existing Locomotive and Hoisting Equipment.

a. Is it allowed to use the existing Locomotive and Hoisting equipment? if so please provide capacity and advise whether they will be available full or part time.

b. If existing Locomotive is not allowed to be used, is it allowed to use existing track (contractor to supply equipment)? If so what's the allowable axle load on existing track?

c. What's the speed limit inside tunnel?

ANSWER:

Amendment no. 0003 added the following specification Section 01 50 00:

a. The locomotive capacity is 3,000 lbs. FLC personnel are the only persons allowed to operate the government train. Train support requests are based on fueling operations and personnel availability. Coordinate with NAVFAC for crane certification training classes in order to operate the hoist. Only NAVFAC certified operators are allowed to operate the NAVFAC cranes or hoists, which are within the Red Hill tunnel.

b. The existing locomotive has two axles. Based on the 3000 lb capacity of the locomotive, it is assumed that the axle capacity is 15000 lbs or 750 lbs per rail. Yes, contractors can use their own trains within the tunnel. This is a shared use, giving priority to FLC fueling operations. (NOTE: The track switches MUST be returned to its proper track alignment, as this is a train safety issue when operating within the tunnel.) Contractors should not block any areas of the tunnel, at any time. Safety personnel should coordinate passage around contractor work areas, depending on size and work involved.

c. 5 MPH

11. Reference: Price Proposal Schedule.

a. Please confirm that items 0001AB & 0001AC will be awarded and none of them will be deleted from the scope.

- b. Is there a possibility that item 0002 to be deleted from the scope?
- c. Is the price proposal will be evaluated based on item 0001 alone? or total of item 0001 plus item 0002?

**ANSWER:**

- a. Confirmed. CLIN 0001 is the total of SLINs 0001AA, 0001AB and 0001AC.
- b. Yes, CLIN 0002 may not be awarded if CLIN 0001 exceeds the funds available for award from the Military Construction Appropriations.
- c. See amendment no. 0003 for revision to Document 00202, paragraph 2.2, Price Evaluation.

12. Reference: Restroom inside tunnel. Is it allowed to use existing restrooms inside the tunnel by the contractor's employee?

**ANSWER:** Contractors are able to use the toilet at the Gauger office, as long as they provide their own supplies and keep this room clean. This has been added to Section 01 50 00 as part of Amendment 0003.

13. Sheet CG-102 references cross section A1/CG-101/C-301, sheet CG-102 references cross section A4/CG-102/C-301, and sheet CG-103 references cross section B1/CG-103/C-301. The plan does not have a sheet C-301. Also, the index does not have sheet C-301. Will an addendum be sent?

**ANSWER:** Amendment no. 0002 provided sheet C-301. See also amendment no. 0003.

14. Sheet CD-102 – Note number 2 references impacted soil and underground pipes. How will we be compensated if we encounter this problem?

**ANSWER:** Amendment no. 0003 includes an estimated quantity of 100 tons.

15. Sheet CU-101 – What type of pipes do we use for the following water lines, influent, effluent, equalization and water lines B-1 and B-2, ductile iron or PVC?

**ANSWER:** WL B-1 is ductile iron. WL B-2 has been removed from sheet CU102 please refer to Sheet FT404 and revised sheet CU102 in amendment no. 0003. Please refer to revised sheet C-205 in amendment 0003 for the type of pipes at the storage tank.

16. Reference: Bid due date. Due to the complexity, logistics and exceptionality of this project, we respectfully request 10 days bid extension to allow all bidders and their specialty Subcontractors to provide best competitive pricing which will eventually benefit the owner and keep the project within its budget.

ANSWER: Amendment no. 0002 extended the proposal closing date.

17. Reference: Sheet FT143 – plan view indicates three ladders inside shaft next to Elevator 73.

- a. Is there an as-built drawing available for the shaft?
- b. Are the three ladders in good condition and suitable for construction usage?
- c. Is there better access available to the subject shaft from other area other than what's shown on the above-mentioned plan?

ANSWER:

- a. Yes, there are as-built drawings for Elevator 73 shaft. Amendment no. 0003 provides the as-built drawings.
- b. Yes, the ladders are in good condition and suitable for construction usage.
- c. The elevator 73 shaft can be accessed from Adit 6, Upper Tunnel and the Lower Tunnel.

18. On Sheet ST001 and 2/ST501, foundation detail calls out for HDPE. A graphic similar to the one called out on ST001 also appears on other details throughout the structural drawings. Please provide a specification for the HDPE. Please provide the location where the HDPE is to be installed.

ANSWER: HDPE liner shall be revised to a 40 mil minimum polyester liner (same material as the berm liner around the AFFF retention tank). The specifications for this Geomembrane Liner is included in the revised Section 31 23 00.00 20 Excavation and Fill issued under Amendment no. 0002. The liner is a redundant impervious barrier to be placed at the base of all excavations within the tunnel (below sumps, trenches, slabs, etc.) and is shown as the dashed lines under these structures on sheets ST301, ST303, and ST501. The drawings will revise reference to HDPE liner and reference this geomembrane liner as part of a future amendment.

19. The specifications included Spec 07 12 00 Built-up Bituminous Waterproofing. Please clarify where this specification applies to the project.

ANSWER: Amendment no. 0003 will delete Section 07 12 00.

20. Spec section 08 33 23 calls for door slats at 18 gauge. Drawing sheet A-600 it calls out door slat to be 22 gauge. Please clarify.

ANSWER: The door should be 22 gauge. See amendment no. 0003.

21. Overhead coiling door spec 08 33 23 2.3.1 – A-1 calls for “Slats: flat faced 18 gauge, Grade 40 steel, ASTM A653/A653M galvanized steel zinc coating”. Spec Section 08 33 23 2.3.1 – A-4 calls for Slat Finish –No 4 Stainless Steel. Please clarify.

ANSWER: Stainless steel no. 4 finish is correct. See amendment no. 0003.

22. Please provide sheet C-301. Sheet CG-103 references detail B1/C-301.

ANSWER: Please refer to revised sheet C-301 in amendment 0003.

23. Note 15 & 16 on CU102 calls out a “retailing wall” without a detail. Is the correct detail 2 on SS002? If so please provide a top and bottom of wall elevation.

ANSWER: Yes the correct detail is 2 on SS0002. The top and bottom wall elevations are shown on CG102. See amendment no. 0003.

24. In detail 2/SS002 please provide thickness and composition of “V” ditch at the top of the wall.

ANSWER: Please refer Detail C1 on revised sheet C-507 in amendment 0003.