Notice No. 3
12 July 2016

PRE-PROPOSAL QUESTIONS & ANSWERS

RFP N62742-16-R-1305
AIRFIELD LIGHTING MODERNATION, MARINE CORPS BASE HAWAII
KANEOHE, 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.

The sign-in sheet for the site visit conducted on 16 June 2016 is attached.

11. The plans depict multiple existing shallow box drains/drainlines. There is no or inadequate information on plans concerning elevations or configurations of underground drainage features at intersections with new ductbank construction. Is the Contractor to assume that no conflict exists at these intersection locations for bidding purposes? If not please provide elevation and configuration of the underground features.

RESPONSE: Available record drawings will be furnished in forthcoming amendment. (FY96 P-268T Drainage).

12. Specification/Drawing: E-224 & E-225.
Drawings E224 & E225 depict an ductbank run with two different ductbank section call-outs. Please clarify

RESPONSE: Ductbank shown on sheet E-224 is correct and should be continued on sheet E-225; Junction Can Plaza located between taxiway lights B-77 and B-78 should be a 3-can plaza versus a 2-can plaza shown. Amendment forthcoming.

13. Specification/Drawing: E-216, E-220, E-221, E-222
Drawings E216, E220, E221, E222 include a note 3 advising Contractor to renumber existing lights. Please indicate which lights are to be renumbered on drawing E216.

RESPONSE: On sheet E-216, existing taxiway lights A-169 through A-184 and lights A-200 through A-221 need to be renumbered. Similarly on sheets E-220, E-221 and E-222, existing taxiway lights AE-77 through AE-124 need to be renumbered. The designations shown on the respective sheets are the new number designations.

14. Specification/Drawing: E-216.
Please clarify on drawing E216 what work is required at lights A206 & A168, as drawing legend and notes appear to conflict.

RESPONSE: Arrow/indicators for notes should be directed to existing taxiway lights A-169 and A-205 (in lieu of A-168 and A-206 respectively). Amendment forthcoming.

15. Specification/Drawing: E-509 & E-510.
Drawings E509 & E510 provide dimensional data for certain sign foundations. Drawings E513 to E521 depict other signs, but no dimensional data is provided with respect to sign foundation. Please provide dimensional data concerning sign foundations for all configurations.

RESPONSE: Deferred

16. Specification/Drawing: G-004. Paragraph/Detail: Note 15.
Please provide an electronic copy of MCBH Facility Design and Construction Standards, Aug 2008, as referenced in note 15 on drawing G-004.

RESPONSE: Copy to be provided with forthcoming amendment.

17. Please confirm confined space entry procedures as described: MCBH confined space entry form requires four signatures at four different facilities that must be obtained each day before confined space entry is permitted. The MH's are locked and a key must be obtained each day. Additionally, the confined space entry documents and key must be returned each day at the end of work shift

RESPONSE: Comply with the MCBH Confined Space Entry Program. Amendment forthcoming.

18. Please confirm confined space entry procedure as described: All circuits must be deenergized prior to any work in an electrical manhole or handhole. The contractor is responsible for submitting outage requests for each day of work in a manhole.

RESPONSE: Comply with the MCBH Confined Space Entry Program. Amendment forthcoming.

19. Please confirm confined space entry procedures as follows: The confined space entrant, attendant and supervisor must be three different crew members, e.g. the entrant cannot be the supervisor.

RESPONSE: Comply with the MCBH Confined Space Entry Program. Amendment forthcoming.

20. Please confirm confined space procedure as follows: Water cannot be pumped back into a manhole. All pumped water must be removed from MCBH.

RESPONSE: Comply with the MCBH Confined Space Entry Program. Dewatering effluent shall not be discharged to the sanitary sewer system. Dewatering effluent may be discharged into the storm drainage system if allowed under the final NPDES permit and only if the discharge is in full compliance with the requirements of the permit. Amendment forthcoming.

21. Please confirm if photo survey is required prior to work in existing electrical manholes.

RESPONSE: Preconstruction photo surveys must meet the requirements for documentation of existing conditions as described in various sections of the specifications.

22. Specification/Drawing: E-502.
Dwg E-502 shows a requirement for stainless steel ground rods. Please confirm all ground rods are required to be stainless steel.

RESPONSE: All ground rods shall be 3/4" diameter x 10-feet long copper bonded in accordance with Spec Section 26 56 20.00 10, paragraph 2.4.4. Amendment forthcoming.

23. Specification/Drawing: 26 56 20.00 10 & E-502 thru E-508. Paragraph/Detail: 2.4.9
Spec 26 56 20.00 10 para 2.4.9 requires 304 stainless steel light bases. However, drawings E-502, thru E-508 show a mix of 304 and 316 stainless steel requirements. Please confirm either 304 or 316 stainless steel is required.

RESPONSE: Base cans shall be 304 stainless steel in accordance with Spec Section 26 56 20.00 10. Amendment forthcoming.

24. Specification/Drawing: E-612.
Drawing E-612 shows a fixture that is not included in the fixture schedule. Please provide requirements for this fixture.

RESPONSE: Fixtures shown on drawing E-612 are existing.

25. Specification/Drawing: 02 40 00. Paragraph/Detail: 1.8
Demolition Specification paragraph 1.8 FOD indicates that the contracting office MAY require a temporary barricade that includes a fence with fabric to control FOD at the contractor's expense. Please indicate where this FOD fence is to be located on the drawings, and how it is to be anchored to withstand aircraft and wind loads.

RESPONSE: The location and need for temporary barriers will depend on the sequence of work. For proposal purposes include allowance for 300 LF of barrier at two locations. Barriers may be water-filled to withstand aircraft and wind loads. Amendment forthcoming.

26. Specification/Drawing: 02 41 00. Paragraph/Detail: 3.1.3
Demolition Specification paragraph 3.1.4 indicates that concrete and AC paving and slabs including aggregate base as indicated are to be removed. The plans do not indicate any aggregate base. Please let us know what type of base is under the concrete and AC paving at the site.

RESPONSE: Typical duct sections show base course and subbase course layers. The thickness of the base course layer is not known. However, record drawings and documents generally indicate a thickness of 6-inches.

27. Specification/Drawing: 32 13 11. Paragraph/Detail: 2.3.1.2
32 13 11 PCC Specification requires ASR testing and a proportioning study. Can this testing and study be waived if a mix design is provided that was previously approved and successfully placed for PCC paving on MCBH Kaneohe?

RESPONSE: Comply with the specification requirements.

28. Specification/Drawing: 32 01 19. Paragraph/Detail: 2.1
Sealant meeting ASTM D7116 has been withdrawn, will government accept silicone meeting ASTM D5893-10.

RESPONSE: Comply with specification. ASTM D7116 has been reinstated.

29. Specification/Drawing: 31 23 00. Paragraph/Detail: 3.4.1
Is proof rolling with 15 ton single drum roller acceptable?

RESPONSE: A 15-ton single drum roller is not acceptable. Please note that existing communication lines will remain in place within the airfield lighting vault building foot print. The existing

communication lines must be encased in concrete as shown on Sheet S-101 prior to proof rolling. Proof rolling should be accomplished by a 10-ton non-vibratory sheepsfoot compactor. Amendment forthcoming.

30. Specification/Drawing: 32 13 11. Paragraph/Detail: 2.3.2.4
The requirement for ASTM 295 does not have acceptance criteria. Is petrography required? Is a staff petrographer required?

RESPONSE: The referenced specification section is 32 13 11. The requirement indicated in Paragraph 2.3.2.4 is that a determination be made in accordance with ASTM C295/C295M that the percentage by mass of shale in the aggregate does not exceed 0.1. Comply with the requirements of the specification section.

31. Are base plates to be stainless steel? Would a plastic base plate be acceptable?

RESPONSE: Base plates shall be 304 stainless steel per details. Plastic baseplates are not acceptable.

32. What is thickness of the covers?

RESPONSE: Please clarify the covers being referenced. If elevated NAVAID lights, cover thickness varies depending on the FAA specification (L-867B or L-868B) and manufacturer- see details for FAA cover type.

33. Elevated T/W lights and flush lights are shown having a ground, but elevated R/W lights do not. Is this correct?

RESPONSE: All NAVAID fixtures shall have ground wires. Amendment forthcoming.

34. E-504 L862E detail calls to mount to L868B base can which are normally L-867B. Is L-867B or L-868B required?

RESPONSE: Provide L-868B 304 stainless steel base can as shown on the detail.

35. Some of the detail notes call for heat shrink connector covers for all FAA L-823 Primary and secondary kits. Secondary connectors are not supposed to be heat shrinked. Please confirm the secondary is required to be heat shrink.

RESPONSE: Primary connectors only shall be provided with heat-shrink covers. Amendment forthcoming.

36. Are all spacers and flange rings to be stainless steel?

RESPONSE: All spacers/flange rings shall be 304 stainless steel. Amendment forthcoming.

37. Are the three helipads existing or new?

RESPONSE: All three helipads are existing to remain.

38. Is there an existing Control System or is it new?

RESPONSE: Control system for the new NAVAID Lighting system will be new and installed by MCBH Kaneohe/SPAWARS.

39. The plans show the water table to be lower than 6', is dewatering a requirement for this project?

RESPONSE: Dewatering is a requirement only if excavations encounter groundwater.

40. Is asbestos thought to be present in the work area?

RESPONSE: Refer to Section 02 82 16.00 20, paragraph 1.3.1, Description of Work.

41. Is lead thought to be present in the work area?

RESPONSE: Refer to Section 02 83 13.00 20, paragraph 1.3.1, Description of Work. Amendment forthcoming.

42. Is PCB's and Mercury thought to be present in the existing lighting fixtures that are to be demolished and disposed of?

RESPONSE: Refer to Section 02 84 16, paragraph 3.1, Work Procedures.

43. Detail A4 on drawing A-301 indicates that the base flashing is applied on roof along Grid 3. However, there seems no further detail provided in the RFP. Please provide the specification including the material requirement, warranty and etc.

RESPONSE: The base flashing material is part of the system components for the fluid applied roofing system. Provide roofing system manufacturer's recommended treatment of joint at horizontal to vertical transition. The fluid applied roofing system extends upward along the wall and is the permanent flashing at the base of that wall.

44. There seems no detail provided for flashing on the roof and the louver sill at Bldg 797. Please confirm that no flashing is required except what is shown on Detail A4 of drawing A-301.

RESPONSE: Roof flashing treatment is based requirements in Section 07 56 00 Fluid Applied Roofing system.

45. Drawing C-300 indicates utility profile for 8" water line. Please confirm 1' coverage is correct.

RESPONSE: One foot cover indicated is not correct. The existing water line has a minimum of 3-feet minimum cover. Provide 3 feet of minimum cover. Amendment forthcoming.

46. The exhaust system indicates 4" piping. Our manufacture states this will introduce too much exhaust back pressure on the generator. A 5" exhaust pipe is recommended. Please confirm exhaust pipe should be changed to 5".

RESPONSE: Change the exhaust pipe and silencer to 5-inch. Amendment forthcoming.

47. There is no specification for the lighting constant current switchgear requirements. Please confirm which specification applies to and specifies this apparatus.

RESPONSE: Comply with FAA L-829. Amendment forthcoming.

48. Drawing & specifications require a Landis & Gyr kWH meter. However our recent experience at MCBH is that the GE KV2C kWH meter is required. Please confirm the type of kWH meter to be supplied and installed.

RESPONSE: GE KV2C kWH meter is acceptable. Amendment forthcoming.

49. 32 12 15 Airfield HMA Specification specifies PG 64-22 for the asphalt cement binder. PG 64-16 is the typical asphalt cement binder in Hawaii. Will this be acceptable?

RESPONSE: PG 64-16 will be acceptable. Amendment forthcoming.

50. General note 32 states that petroleum contaminated soil will be encountered during trench excavation and that excess contaminated soil shall be transported off-site for disposal by the contractor.

Will excess contaminated soil, if any, be paid for as a changed condition in light of the fact that there is no information in the RFP regarding location, quantity, or level of contamination? Will the Government provide a unit price item or an allowance for this work?

RESPONSE: Petroleum contaminated soil is not expected to be encountered. The note will be revised. Amendment forthcoming.

51. Detail C-1 depicts a typical duct bank section in existing AC pavement. The drawing depicts a base course and a sub-base course below the existing AC pavement. The drawing states that contractor is to "match existing base and sub-base course" when re-establishing the section.

There are no thickness dimensions or specifications provided in the RFP for either of these courses. Will the Government provide some guidance with respect to thickness of courses and acceptable material specifications? Will the Government provide unit priced items or allowances for this work?

RESPONSE: Deferred.

52. Detail C3 on drawing E512 depicts a typical duct bank section in existing PCC pavement.
We assume that the dowels depicted on this detail C3 apply to all trench walls resulting from saw-cutting existing PCC for duct bank, and dowel details depicted on C-504 do not apply.
Please clarify the requirement for dowel placement per C-504 along duct bank trench PCC. Is contractor required to place dowels in duct bank trench and form transverse joints at surface to match existing joint pattern? If so, please provide joint pattern or quantify # of dowels.
Additionally, please clarify the criteria for minimum distance from existing joints when saw-cutting parallel to existing joints

RESPONSE: Drawing E-512 "TYPICAL DUCTLINE SECTION - CONCRETE RUNWAY, TAXIWAY OR APRON" specifies dowels located at 18-inches on center. Amendment forthcoming.

53. Details C1, C2 and C3 on Drawing E-512 indicate 30" of cover on ductbanks is required. This is unusually deep for airfield lighting conduits. Airfield lighting cans are normally 24" deep. Should the airfield lighting cans be 30" deep to match the ductbank depth?

RESPONSE: Provide 30" minimum ductline cover as specified. Provide 24" deep airfield lighting base cans as specified.

54. If the airfield lighting cans should be 24" deep, should the ductbanks and edge light conduit trenches change to a maximum depth of 24".

RESPONSE: Provide 30" minimum ductline cover as specified. Provide 24" deep airfield lighting base cans as specified.

55. Detail A1 on Drawing A-509 indicates a concrete pad that is 78" long. This size pad will not accommodate signs that are over 1 module in length. How large should the pad be for a 2 module, 3 module and 4 module sign?

RESPONSE: Concrete pad lengths shall be 121-inches for 2-module, 163-inches for 3-module and 206-inches for 4-module signs. Amendment forthcoming.

56. Details C1 and C2 on Drawing E-518 appear to be 6 modules worth of signs that need to be installed in one location. Can you provide a detail for installing two signs on one pad? Or should these signs be installed as a 2 module sign and 4 module sign on separate pads?

RESPONSE: Provide one concrete pad 294-inches long for a 2+4 module sign array. Amendment forthcoming.

57. Detail A1, Drawing E-511, Note 5 indicates that the contractor should "provide L-867B/L868B flange/spacer ring as required to make fixture/baseplate flush with top of concrete base…" It is our understanding that flange rings are not available on non-load bearing L-867D cans. In order to use flange rings the cans should probably be changed to L-868C (15" diameter load bearing) cans.

RESPONSE: Provide spacer rings as required to insure cover plate is installed just above concrete. Amendment forthcoming.

58. The new runway threshold light layouts on E-232 and E-233 seem to indicate individual lights should be installed in the PCC pavement in lieu of a monolithic concrete threshold bar. Should these threshold lights be installed exactly like details A1/E-504 and A3/E-504?

RESPONSE: Comply with the detail as indicated.

59. If the threshold lights are to be installed per details A1/E-504 and A3/E-504 is it permissible to use asphalt to patch the area around these lights? If so, what thickness?

RESPONSE: Comply with detail.

60. Drawing E-002, Demolition Keynote 7 indicates that all lights and signs should be removed and that duct lines should remain in place. There is no mention of existing concrete sign pads. Should these be removed with the signs?

RESPONSE: Existing concrete sign pads in asphalt or concrete shall be abandoned in place; existing concrete sign pads in all other areas shall be removed and backfilled with earth. Amendment forthcoming.

61. Drawing E-002, Demolition Keynote 6 indicates that existing runway centerline lights should be removed. There is no mention of removing a light base can for these fixtures. If a light base can is to remain should the contractor provide a blank cover for these cans? If not, is there a patching detail for patching the hole in the pavement?

RESPONSE: Existing runway centerline lights are installed in light can bases. Abandon light can bases in place, provide expanding foam in any ductline entries into base cans, provide L-868 304 stainless steel blank cover plate. Amendment forthcoming.

62. Are there any pictures of the existing runway centerline lights shown on E-103 and marked by Demolition Keynote #6?

RESPONSE: Pictures are unable to be provided.

63. Drawing E-002, Demolition Keynote #1 seems to indicate demolition of materials from an existing airfield lighting vault building but we can't find the note anywhere on the plans. Please confirm that there is no airfield lighting vault building demolition work on this project

RESPONSE: Airfield lighting vault is located in Hangar H105. Demolition of existing airfield lighting equipment shall be included. Amendment forthcoming.

64. Drawing E-201 – There is a new 10 way 2 inch ductbank crossing between two junction plazas on this page. What is the thickness of the asphalt pavement at this location? Is it possible that there is PCC pavement under the asphalt? If so, how thick is it?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

65. Drawing E-203 – There is a new 4 way 2 inch ductbank crossing between two junction plazas on this page. What is the thickness of the asphalt pavement at this location? Is it possible that there is PCC pavement under the asphalt? If so, how thick is it?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

66. Drawing E-206 – There is a new 3 way 2 inch ductbank crossing between two junction plazas on this page. What is the thickness of the asphalt pavement at this location? From the Google Earth images it appears that the pavement at this taxiway is asphalt on top of PCC. Can you provide the thickness of asphalt and thickness of PCC at this location?

RESPONSE: Available record drawings will be furnished in forthcoming amendment.

67. Drawing E-207 – There is a road that crosses the runway. This road will need to be cut twice for runway edge light ductbank installation. What is the thickness of this asphalt pavement?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

68. Drawing E-208 – There is a new 4 way 2 inch ductbank crossing between two junction plazas on this page. What is the thickness of the asphalt pavement at this location? From the Google Earth images it appears that the pavement at this taxiway is asphalt on top of PCC. Can you provide the thickness of asphalt and thickness of PCC at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

69. Drawing E-210 – There is a new 3 way 2 inch ductbank crossing between two junction plazas on this page. What is the thickness of the PCC pavement at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

70. Drawing E-211 – There is a new 12 way 2 inch ductbank and 1 way 2 inch duct crossing between two junction plazas at the entrance to R/W 4. What is the thickness of the PCC pavement at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

71. Drawing E-211 – There is a new 1 way 2 inch duct crossing between fixtures A-14 and A-15 that crosses pavement that appears to be asphalt on top of PCC. What is the thickness of the asphalt at this location? What is the thickness of the PCC under the asphalt at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Not biddable. Available record drawings will be furnished in forthcoming amendment.

72. Drawing E-212 – There is a new 1 way 2 inch duct crossing between fixtures A-09 and A-33 that crosses pavement that appears to be asphalt on top of PCC. What is the thickness of the asphalt at this location? What is the thickness of the PCC under the asphalt at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

73. Drawing E-213 – There is a new 12 way 2 inch ductbank crossing between two 12-way junction plazas. What is the thickness of the PCC pavement at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

74. Drawing E-213 and E-214 – There is a new 2 way 2 inch ductbank crossing between two junction plazas. This pavement between these two junction plazas appears to be asphalt on top of PCC pavement. What is the thickness of the asphalt at this location? What is the thickness of the PCC at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

75. Drawing E-214 – This is a new 2 way 2 inch ductbank crossing between a 9 way junction plaza and a 2 way junction plaza. What is the thickness of PCC pavement at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

76. Drawing E-215 – This is a new 2 way 2 inch ductbank crossing between a 9 way junction plaza and a 2 way junction plaza. What is the thickness of PCC pavement at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

77. Drawing E-217 – There is a new 10 way 2 inch ductbank and 1 way 2 inch duct crossing between two junction plazas in the middle of the page. This pavement between these two junction plazas appears to be asphalt on top of PCC pavement. What is the thickness of the asphalt at this location? What is the thickness of the PCC at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

78. Drawing E-217 – There appears to be eighteen 2 inch conduits crossing between two junction plazas on the right side of the page. This pavement between these two junction plazas appears to be asphalt on top of PCC pavement. What is the thickness of the asphalt at this location? What is the thickness of the PCC at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

79. Drawing E-219 – This is a new 2 way 2 inch ductbank and a single 2 inch conduit crossing between a 3 way junction plaza and a 2 way junction plaza. This pavement between these two junction plazas appears to be asphalt on top of PCC pavement. What is the thickness of the asphalt at this location? What is the thickness of the PCC at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

80. Drawing E-223 – There is a single 2 inch conduit crossing between fixtures B-26 and B-27. What is the thickness of the PCC pavement at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

81. Drawing E-223 – There is a single 2 inch conduit crossing between fixtures B-27 and B-48. This pavement between these light fixtures appears to be asphalt on top of PCC pavement. What is the thickness of the asphalt at this location? What is the thickness of the PCC at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

82. Drawing E-224 – There is a 2 way 2 inch ductbank crossing between two junction plazas on this page. This pavement between these junction plazas appears to be asphalt on top of PCC pavement. What is the thickness of the asphalt at this location? What is the thickness of the PCC at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Available record drawings will be furnished in forthcoming amendment.

83. Drawing E-225 – There is a 4 way 2 inch ductbank crossing between two junction plazas on this page. This pavement between these junction plazas appears to be asphalt on top of PCC pavement. What is the thickness of the asphalt at this location? What is the thickness of the PCC at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Not biddable. Available record drawings will be furnished in forthcoming amendment.

84. Drawing E-226– It appears that most of the ductbank, junction plaza and edge lighting work on this sheet will require cutting of existing pavements. From Google Earth the existing apron pavement appears to be asphalt on top of PCC pavement. What is the thickness of the asphalt at this location? What is the thickness of the PCC at this location?

RESPONSE: The 6C, 8C and 10C ductbanks shown are existing spare ducts to be reused.

85. Drawing E-229 – It appears that the new 16 way 2 inch and 4 way 2 inch ductbanks leaving the vault will require cutting of new pavements. What is the thickness of the asphalt and PCC pavements in the vicinity of the new vault?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Not biddable. Available record drawings will be furnished in forthcoming amendment.

86. Drawing E-230 – It appears that the new 16 way 2 inch ductbank crosses in front of a new hangar. What is the thickness of the new PCC pavement that was installed at this location?

RESPONSE: Information on the composition and thickness of the existing pavement is unavailable. Not biddable. Available record drawings will be furnished in forthcoming amendment.

87. Are T/W F (North) and G lights existing?

RESPONSE: Yes.

88. Are Helipad H010 & H60 lights existing?

RESPONSE: Yes.

89. Are T/W lights A-286 through A-291 new? (Drawing E-227 appears to be new but E608 stops at A-275). Please clarify

RESPONSE: Taxiway lights A-286 through A-292 are new; taxiway lights A-276 through A-285 and A-293 through A-303 and B-122 will be installed under project P-907 (currenlty under construction). Amendment forthcoming.

90. Fixtures A-206 through A-213 appear to be new on sheet E-216 but existing on E-608. Please clarify.

RESPONSE: Taxiway lights A-206 through A-213 are new. Amendment forthcoming.

91. Drawing E-208, at the match line for sheet E-219, should these fixtures be identified as D, not E?

RESPONSE: Yes. Amendment forthcoming.

92. Sheet E-203, fixtures A54 through A56 appear to be flush, but are shown as elevated on E-608. Please clarify.

RESPONSE: Taxiway lights A-54, A-55 and A-56 shall be flush mounted. Amendment forthcoming.

93. Sheet E-214 has two signs identified as A11, please clarify.

RESPONSE: Sign "PIT A/B ➔" should be identified as A10. Amendment forthcoming.

94. Junction can legend on sheet E-001 calls cans to be L867B but detail A1 sheet E-511 notes L867D. Are plaza cans to be L867B or L867D?

RESPONSE: Provide L-867D base cans. Amendment forthcoming.

95. Some can details call for 304 stainless steel except for sheet E-502, which calls for cans to be 316 stainless steel, is this correct?

RESPONSE: Provide 304 stainless steel base cans. Amendment forthcoming.

96. Do stainless steel base plates need to be painted yellow?

RESPONSE: Blank cover plates are not required to be painted yellow.

97. Are signs on sheet E-520 required for this project? They don't appear in the drawings.

RESPONSE: Signs shown on sheet E-520 are not required. Amendment forthcoming.

98. There appears to be discrepancies in quantities and fixture types between the E-200 series drawings and the E-600 series drawings. Which should be used for fixture and sign counts?

RESPONSE: Airfield electrical plans should be followed; CCR wiring diagrams shown on Sheet E-605 thorugh E-612 may not show all fixtures. Amendment forthcoming.

99. What is the bid date for this project?

RESPONSE: Proposals are due 13 July 2016 by 2:00 PM HST. See Amendment 0003.

100. Sheet E-504 detail A1 and A3 show R/w end lights and R/W threshold lights mounting to L868B base cans. Please confirm if these are to mount to L867B and L868B.

RESPONSE: RW End and Threshold lights shall be provided on L-868B base cans as shown.

101. Factor 1 – Experience requires construction experience on a minimum of two relevant projects. The following definition is provided:

RELEVANT CONSTRUCTION PROJECT: A relevant construction project includes airfield lighting and navigational aids (NAVAID) system.

SECTION 26 56 20.00 10 AIRFIELD AND HELIPORT LIGHTING AND VISUAL NAVIGATION AIDS provides specifications and technical requirements for all materials and equipment required for lighting and NAVAID.

Drawings E-002 and E-403 show a contractor scope of work that includes NAVAID lights, signs and constant current transformers and designates SPAWARS to provide and install the controller.

In light of the fact that the contractor is not actually providing or installing the NAVAID controller, please verify our understanding that the required past NAVAID experience for the contractor consists specifically of signs, lights, or transformers as required for this project.

RESPONSE: NAVAID system does not include SPAWAR's installed controls.

102. Is the sustainability reporting necessary on this project when the building is approximately 1,900 square feet and this project will not be LEED-certified? We generally do not see an electrical building with this requirement

RESPONSE: Sustainability reporting shall be completed as specified in Section 01 33 29 to the extent practical for this type of project.

103. During the site visit we noticed several places where the existing conditions conflict with what is shown on the bid documents. Can we get a copy of the as-built drawings of the current airfield layout and existing structures that correctly show what needs to be done where the new construction is being installed? In particular on Sheets E111 through E115, Taxiway B and C.

RESPONSE: Comply with drawings. The drawings are based on a topographic survey completed specifically for this project.

104. Several Differing Site Conditions were noted during the site visit; please identify and clarify the current and/or expected conditions (surface and adjacent structures) of the new construction work zone at the PCC in front of Computer Terminal. Please provide as-builts or contract drawings that indicate these new features.

RESPONSE: Deferred

105. Several Differing Site Conditions were noted during the site visit; please identify and clarify the current and/or expected conditions (surface and adjacent structures) of the new construction work zone at Ramp C. Please provide as-builts or contract drawings that indicate these new features.

RESPONSE: Deferred

106. Drawing A-301 (detail A1) stated the wall height is 30-foot tall, but drawing S-502 states walls are 10-foot and 12-foot to finish floor.

RESPONSE: The 30-foot wall height indicated on Detail A1 on Sheet A-301 is not correct. The wall heights indicated on Sheet S-502 are correct. Amendment forthcoming.

107. Drawing E-002 General Scope of work, Airfield Lighting, has a note #9 which states: "Provide expanding foam in existing underground duct lines to be abandoned in place." However, there are none shown on the demolition drawings E101 to E130. Please identify which underground duct lines we are to "abandon in place." Unless shown otherwise we are going to assume no underground duct lines will be abandoned in place and filled with foam.

RESPONSE: See Sheet E-002, Demolition Notes - Airfield Lighting System, Note #9 and #10.

108. On drawing E-512 you show typical duct bank trench sections for various surface areas. However, on the drawing you do not show us where we are to use these various trench conditions C1, C2, and C3. Each trench condition has substantial impact on the pricing of the project. Will you provide us details on the drawings E-201 to E-233, detailing where we are to us this various trench conditions?

RESPONSE: The duct sections are indicated on the drawings. See the legend on Sheet E-001.

109. We see no specification for base course and sub-base course as required to be used in the trench details shown on drawing E-512. Will you provide us with these specification sections? If not, what are we to use?

RESPONSE: Existing base course and sub-base course material removed during excavation can be reused. If additional base course material is needed, material conforming to State of Hawaii Department of Transportation Highways Division Specification 703.06 1-1/2 Inch Maximum Nominal Size will be acceptable. Amendment forthcoming.

110. Specification section 01 14 00 Work Restrictions, paragraph 1.2 d 1, states: "Airfield operating hours are from 0500 hours through midnight, Monday through Saturday. Work affecting the runway must be completed outside airfield operations hours except as otherwise indicated." This only leaves us with working from midnight to 0500 hours on work next to runways. Is this your intent? Paragraph 1.3.2 of the same specification section states: "Regular working hours must consist of an 8 ½ hour period between 7 am and 3:30 pm, Monday through Friday." Will all of our equipment need to be hauled off the runway work area each night? Will we have to backfill the trench each night? Will we be allowed to place trench plates across open excavations in lieu of backfilling if required? Please define the runway affecting areas which limit our work.

RESPONSE:

Yes.

Noted.

Yes.

Yes.

No.

The Runway Area includes the runway and all areas within 200 feet of the runway edges. Regular work hours are still during the day. Work outside the Runway Area can take place during the day when the airfield is in operation. Amendment forthcoming.

111. The typical details on the concrete encased duct banks do not show any reinforcing steel. Unless told otherwise we are going to assume that no reinforcing steel will be required in the duct back installation as shown on drawing E-512.

RESPONSE: Yes

112. Section 28 31 76: Interior Fire Alarm and Mass Notification System, paragraph 20.20.1 indicates that the Transmitter shall be compatible to proprietary supervising station receiving equipment. Please advise the manufacturer's name of the base radio receiving equipment so that we can provide appropriate equipment.

RESPONSE: The base radio fire alarm receiving equipment is King-Fisher.

113. In Section 26 56 20.00 10, paragraph 3.12.3, the Counterpoise to earth ground is indicated to be connected at every 2,000 feet of cable run, at the lighting vault, and at the light circuit by means of ground rod. Drawings E504, E505 , E506, and E507 Typical Note #3 indicates to provide ground rod at every 400 feet. Please confirm frequency of installation of ground rods so that quantity of ground rods can be determined.

RESPONSE: The counterpoise shall be bonded to a ground rod every 400-feet minimum. Amendment forthcoming.

114. Section 26 56 20.00 10, paragraph 3.20, Final Operation Test states that each switch in the control tower lighting panel shall be operated so that each switch position is engaged at least twice. General Note 1 on Drawing E002 indicates that the new control system is to be provided by government/SPAWAR. Please confirm this portion of testing is not to be performed by the contactor.

RESPONSE: Testing shall be coordinated with SPAWAR.

115. Drawing E-403. Will the SPAWAR provided AFLCS NAVAID Controls be installed by others, or is the contractor to include coordination and installation of items?

RESPONSE: SPAWAR shall provide the AFLCS controls. The Contractor shall coordinate the installation and testing of the entire system with SPAWAR.

116. Drawing E-608. The wiring diagram indicates that taxiway edge light A-206 to A214 are existing and were installed under Project P-907, while Drawing E-216 appears to indicate that these lights are to be installed as part of this contract. Please confirm if this string of lights is to be installed under this contract or not.

RESPONSE: Taxiway lights A-286 through A-292 are new; taxiway lights A-276 through A-285 and A-293 through A-303 and B-122 will be installed under project P-907 (currently under construction). Amendment forthcoming.

117. Note 4 on Drawing E002. Please confirm if there is a maximum duration for the scheduled airfield closure indicated in note.

RESPONSE: See Specification Section 01 14 00 Paragraph 1.2.d.(3)

118. On drawing G-004 note # 32 it states: "Excess contaminated soil shall be transported off-site for disposal by the contractor. Contaminated soil shall be analyzed to meet the requirements and guidelines of the landfill company." Will you provide us with a quantity to base our bids on for both the amount of contaminated soil in cubic yards and number of tests that will be required for this material?

RESPONSE: See response to Question 50.

119. Please confirm housing for PAPI should be stainless steel. Is painted steel housing acceptable?

RESPONSE: Provide stainless steel housing for PAPIs as indicated in Specification Section 26 56 20.00 10 Paragraph 2.12.1; painted steel housing is not be acceptable.

120. Sheet E-508 detail A-1 shows junction can as L-868B. But cover should be a L-867B cover/ Finally sheet E-511 shows L-867D base can for junction can plaza detail. Please confirm type of junction can (L-868B ? L-867 ? L-867D?).

RESPONSE: Provide L-867B, 12" diameter base can with L-867B cover plate for junction cans at signs (detail A1/E-508); Provide L-867D, 15" diameter base can with L-867B blank cover plate for junction cans at junction can plazas (detail A1/E-511). All base cans and blank covers shall be 304 stainless steel.

121. The details for flush mount lights calls for a two-piece L868B base can. The detail does not show how deep the bottom or top sections should be. Please clarify.

RESPONSE: Top section of two-piece base can shall be minimum 4" high; overall height of top and bottom base can shall be nominal 24" high.

122. Spec 2.4.10 requires CCR with "input voltage of 208". But drawings (ex sheet E-602) shows an input voltage of 480V. Please confirm input voltage for the CCRs .

RESPONSE: CCR Input voltage shall be 480V. Amendment forthcoming.

123. Note 1 sheet E-002 says that a "new control system to be provided by the government/spawars". Is there any specification available on how the SPAWARS system will be interfaced with the new CCRs switchgear L-829?

RESPONSE: Specifications requested are not available.

124. Document 00100, Page 4 of 14, Paragraph 1.7 – Does this paragraph apply to a single-entity company? It appears that this paragraph may apply solely to "newly formed entities" that are comprised of more than one company based on Paragraph 1.6c. Please clarify if a single-entity limited liability company (LLC) is required to submit the information in Paragraph 1.7.

RESPONSE: Yes, a single-entity limited liability company (LLC) is required to submit the information in Paragraph 1.7 of Document 00100.

125. Drawing E-511 – Junction Can Plaza Detail – There are no minimum clearances shown from the edge of the junction cans to the edges of the concrete foundation. The rebar is shown to have a minimum of 4" clearance from the edge but appears to be all of the information shown other than outside dimensions. Please provide more information on the junction plaza clearances.

RESPONSE: Provide minimum 4-inches clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inches clear between junction cans. Concrete pad shall be rectangular in shape.

126. Drawing E-511 – Junction Can Plaza Detail – What is the depth of the junction plaza light base cans in this detail?

RESPONSE: Junction cans shall be minimum 24-inches deep. Amendment forthcoming.

127. Drawing E-511 – Junction Can Plaza Detail – The "four can" detail depicted in this drawing is not large enough to accommodate four light base cans, the rebar cage with 4" clearance from edge of concrete, and the conduit bends shown for the ground wires in a 42" X 60" foundation. Please provide a revised detail that will work for a four way junction can plaza.

RESPONSE: Provide minimum 4-inches clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inches clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

128. Drawing E-511 – Junction Can Plaza Detail – There is one "six can" plaza on this project. The dimensions listed for this many cans would be 60" X 90". It is not physically possible to fit six junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 6-way junction can plaza.

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

129. Drawing E-511 – Junction Can Plaza Detail – There are many "eight can" plazas on this project. The dimensions listed for this many cans would be 60" X 90". It is not physically possible to fit eight junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 8-way junction can plaza.

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

130. Drawing E-511 – Junction Can Plaza Detail – There are many "nine can" plazas on this project. The dimensions listed for this many cans would be 60" X 90". It is not physically possible to fit nine junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 9-way junction can plaza.

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

131. Drawing E-511 – Junction Can Plaza Detail – There are many "ten can" plazas on this project. The dimensions listed for this many cans would be 72" X 90". It is not physically possible to fit ten junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 10-way junction can plaza.

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

132. Drawing E-511 – Junction Can Plaza Detail – There are many "twelve can" plazas on this project. The dimensions listed for this many cans would be 72" X 90". It is not physically possible to fit twelve junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 12-way junction can plaza.

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

133. Drawing E-511 – Junction Can Plaza Detail – There is one "thirteen can" plazas on this project. The dimensions listed for this many cans would be 72" X 90". It is not physically possible to fit thirteen junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 13-way junction can plaza.

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can

plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

134. Drawing E-511 – Junction Can Plaza Detail – There are several "sixteen can" plazas on this project. The dimensions listed for this many cans would be 90" X 120". It is not physically possible to fit sixteen junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 16-way junction can plaza

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

135. Drawing E-511 – Junction Can Plaza Detail – There is one "seventeen can" plaza on this project. The dimensions listed for this many cans would be 120" X 120". It is not physically possible to fit sixteen junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 17-way junction can plaza.

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

136. Drawing E-511 – Junction Can Plaza Detail – There is one "twenty can" plaza on this project. The dimensions listed for this many cans would be 120" X 120". It is not physically possible to fit twenty junction cans, the rebar cage and conduits in this size concrete foundation. Please provide a revised detail for this 20-way junction can plaza.

RESPONSE: Provide minimum 4-inch clear from junction can to rebar and rebar to edge of concrete. Provide minimum 8-inch clear between junction cans. Concrete pad shall be rectangular in shape. Conduits may be routed around or below adjacent junction cans. Junction cans may also be rotated (in plan view) to minimize conduit offsets. Provide the minimum concrete pad sizes for the junction can plazas as follows: 1 can - 32-inch x 32-inch; 2 cans - 32-inch x 56-inch; 3-4 (2x2) cans 56-inch x 68-inch; 5-6 (2x3) cans - 56-inch x 92-inch; 7-8 (2x4) cans - 56-inch x 116-inch; 9-12 (3x4) cans - 80-inch x 116-inch; 13-15 (3x5) cans - 80-inch x 140-inch; 16-20 (4x5) cans - 104-inch x 140-inch; 21-25 (5x5) cans - 128-inch x 140-inch; 26-30 (5x6) cans 128-inch x 164-inch. Amendment forthcoming.

137. Specification Section 01 50 00, Paragraph 3.2.2b. indicates that electricity and water will be available to the Contractor at "prevailing rates". Water will be especially important because there are multiple operations including but not limited to sawcutting, core drilling, sweeper truck, water truck, etc. that will require water. What are the rates for electricity and water for this contract?

RESPONSE: Current prevailing rates as of May 2016 are as follows:
Electricity $0.2313 per Kwh
Water $5.8515 per Kgal
Utility rates are revised monthly. Contractor will be charged the rates in effect at the time of service.

138. Drawing G-004, Note 12 indicates that "Water is available from hydrant outlets to be designated by the Contracting Officer." Is this water available free of charge to the Contractor on this project?

RESPONSE: Water used will be charged at current prevailing rate. See response to Question 137.

139. Drawing G-004, Note 15 – mentions the "Marine Corps Base Hawaii Facility Design and Construction Standards, August 2008". Can this document be made available to the bidders?

RESPONSE: Copy will be provided with forthcoming amendment.

140. Drawing G-004, Note 23 is in direct conflict with FAR 52.236-21 which is listed in the project solicitation. Please confirm that the FAR overrides this note on the drawings.

RESPONSE: Note 23 will be deleted. Amendment forthcoming.

141. Drawing G-004, Note 46 indicates that "…the contractor shall remove debris from the project site daily." Would it be permissible to stockpile debris in a barricaded section of the airfield where our current work is being performed as long as the debris is removed prior to re-opening the area to traffic?

RESPONSE: No.

142. Drawing G-004, Note 53 indicates that the contractor shall deploy gas-powered temporary closed runway markings "…during construction activities." Please confirm that these closed runway markers will only be needed during the runway outage tentatively set for late 2018 and that they will need to remain on the runway numbers until the outage is complete.

RESPONSE: Temporary closed runway markings are required whenever a runway or taxiway is closed. The only anticipated runway or taxiway closure identified in Section 01 14 00 Paragraph 1.2. Amendment forthcoming.

143. Drawing E-001 NAVAID FIXTURE/EQUIPMENT SCHEDULE – Taxiway Edge, Semiflush lights are listed as L-852(L) which conflicts with Specification Section 26 56 20.00 10, Paragraph 2.10.1 that indicates "Type L-852E" lights are required. Which is correct?

RESPONSE: LED Semiflush taxiway edge light shall be FAA L-852T(L). Amendment forthcoming.

144. Section 26 56 20.00 10, Paragraph 3.7 Cable Markers – this paragraph addresses the cable marker/cable tag requirement for junction cans on this project. Are cable tags required on airfield circuit conductors at each airfield lighting can location?

RESPONSE: Yes.

145. Drawing E-603, One-Line Diagram (NAVAID Vault Building) – This single line drawing incorporates a "Digital KWH/Demand Meter, Landis & Gyr AXS4 with two-way automatic communication system (TWACS) per MCBH standards." Specification Section 26 27 14.00 20 has many

details about the meter itself but no detailed description of the communication method this meter uses (fiber I/O, radio, etc.). Please provide a copy of the MCBH standards for meters and/or more information about how meters should communicate with the existing basewide system.

RESPONSE: Provide digital kWH meter in accordance with MCBH standards (GE KV2C kWH meter is acceptable). MCBH currently does not have a sole source approval for any one meter.

146. Our question is about the construction experience, we find it might be very difficult to meet the 5 projects at 10 million dollars in the last 10 years. We would like to see if the can be dropped to approximately 5 million.

RESPONSE: The relevant construction project approximately value of $10M in dollar remains unchanged. Paragraph (b) of Document 00202, Evaluation Factors for Award, Factor 1 – Experience, Basis of Evaluation state "The Offerors demonstrated experience in performing a minimum of two (2) relevant construction projects…".

147. On Drawings C-100 to C-104 there appears to be a scale error. Will you please check your scale for these drawings and confirm what you are showing is correct?

RESPONSE: Deferred

148. There does not appear to be a designated laydown area shown on the contract plans. Where is it and how much space can the contractor have for staging materials, equipment, etc.?

RESPONSE: Deferred

149. The asphalt shoulder work on drawings C-100 and C-101 consists of a 3" thick asphalt surface. Detail C1/E-512 seems to indicate that 6-8" of asphalt is required for patching electrical trenches in existing asphalt shoulders. Would it be permissible to patch trenches in existing asphalt shoulders with a 3" thick patch regardless of the existing asphalt thickness?

RESPONSE: Deferred

150. Section 32 12 15.13 Hot Mix Asphalt Airfield Paving seems to be geared toward a high volume asphalt paving operation. This project does not include any new full strength asphalt pavement work other than patching of trenches for electrical ductbank. There are several items mentioned in this section that are extreme. For instance, is a profilograph test required for these asphalt patches?

RESPONSE: Deferred

151. Section 32 12 15.13, Paragraph 3.6 Test Section – the test section required by the specifications appears to be about the same of amount of new airfield asphalt shoulder work on the entire job. Can paragraph 3.6 be deleted from this project?

RESPONSE: Deferred

152. Section 32 12 15.13, Paragraph 1.2.3 Material Transfer Vehicle – This machine is not likely to be used for asphalt patching operations because of the narrow trench repair width in most cases. The majority of asphalt patching operations are likely to be performed by using a loader backhoe bucket and hand spreading. Please clarify that methods such as these are acceptable for the trench patching work.

RESPONSE: Deferred

153. There does not appear to be a separate specification for asphalt driveway work at the vault building. Will a Hawaii DOT asphalt mix design be acceptable for the work at the vault building?

RESPONSE: Deferred

154. Section 32 13 11- Concrete Pavement for Airfields and Other Heavy-Duty Pavements – seems to be geared toward a high volume PCC pavement operation. This project does not have any work that even replaces an entire PCC slab at one time per the trench patching detail C3/E-512.

RESPONSE: Deferred

155. Detail C3/E-512 indicates that the width of a PCC pavement cut can be the same width as the ductbank concrete encasement. Generally, it is not acceptable to cut and patch a portion of a PCC pavement slab on an airfield taxiway or runway. Please confirm that we are permitted to perform a partial PCC slab cut/patch as shown on Detail C3/E-512.

RESPONSE: Deferred

156. NAVAID Lighting details on Drawings E-504, E-505, E-506, E-507 and E-508 all have a reference to "minimum concrete strength in accordance with Specification Section 32 13 11…" This concrete mix for full strength airfield pavements and doesn't seem to be appropriate for the light base cans. Would it be acceptable to use a 5000 PSI mix design per Section 03 30 00 for all of the details on these drawings?

RESPONSE: Deferred

157. The Junction Can Plaza Detail on E-511 has a reference to "minimum concrete strength in accordance with Specification Section 32 13 11…" This concrete mix for full strength airfield pavements and doesn't seem to be appropriate for the junction can plazas. Would it be acceptable to use a 5000 PSI mix design per Section 03 30 00 for the junction can plazas?

RESPONSE: Deferred

158. Drawing F-101 seems to indicate that we should "provide wet pipe sprinkler protection for this entire area". Airfield lighting vault buildings don't usually have a sprinkler system of any kind due to the high concentration of electrical/electronic equipment. If water is sprayed on the airfield lighting regulator switchgear it will likely result in a complete loss of the equipment and the airfield lighting system could be down for months waiting for a replacement. Please confirm that a sprinkler system is required for this building.

RESPONSE: Deferred

159. Archaeological monitoring is required at those locations indicated on plans per specification section 01 11 00.1.2.1. There are no specific areas on the plans called out as requiring archaeological monitoring. Please clarify if the Government or the Contractor is to provide archaeological monitor. If Contractor is to provide archaeological monitor, please clarify basis of payment. We assume that payment for providing archaeological monitor, if required, will be covered by change order since no areas are identified on plans.

RESPONSE: Deferred

160. The Demolition Notes and Legend on drawing E-002 do not address removal of concrete bases for demolition notes #4, #5 & #7. Please confirm that concrete bases may be left in place as applicable to these notes.

RESPONSE: Deferred

161. Please provide as-built drawing for existing underground airfield light and duct bank. This information is required to take in consideration any possible conflicts between new and existing UG utilities, also it is required to estimate volume / cost of expanding foam to fill abandoned electrical conduits.

RESPONSE: Deferred

162. General scope of work Note #9 on sheet E-002 indicates to use expanding foam in existing underground conduits to be abandoned in place. Please provide specification of the subject foam. Also please advise if the foam is required to fill the entire length or just cap ends of abandoned conduits.

RESPONSE: Deferred

163. In specification section 01 14 00 Work Restrictions, paragraph 1.2 Special Scheduling Requirements items d. 4 it states: "Certain taxiways, aprons, and other areas away from the runway will be accessible for construction during airfield operation hours. However, the Contractor must vacate the area if directed to do so." Can you please define these locations for us? If we are to vacate the area, will this be done on a normal schedule so we can plan on these outages? If not, could you please assign a quantity of how many times we must vacate for all of us to assume in our proposals.

RESPONSE: Deferred

164. In specification section 01 14 00 Work Restrictions, paragraph 1.2 Special Scheduling Requirements items d. 1, it states: "Airfield operating hours are from 0500 hours through midnight, Monday through Saturday. Work affecting the runway must be completed outside airfield operating hours except as otherwise indicated." What are we supposed to assume will be our working time daily schedule for all the work that needs to be complete near and in Runway 4 and 22?

RESPONSE: Deferred

165. In specification section 26 56 20.00 paragraph 3.2 "General installation requirements" it states: "Concrete work shall conform to the requirements of Section 32 13 11 Concrete Pavement for Airfields and other heavy-duty pavements." This section of work has numerous concrete pads and encasements of runway light fixtures; Section 32 13 11 deals with concrete paving of airfields with slip forming machines and other equipment, nothing like the work required in section 26 56 20.00. Would you consider revising this requirement to conform to section 03 30 00 Cast in Place Concrete?

RESPONSE: Deferred

166. On drawing E-002 under the "Demolition notes – Airfield Lighting" are we required to remove all the existing cabling that is in the duct backs to the various edge lights, and signs?

RESPONSE: Deferred

167. Please confirm that all the duct banks shown on drawings E101 to E130 will be abandoned in place and foam-filled only where they penetrate a sign of runway/taxiway light can structure.

RESPONSE: Deferred

168. The Offeror may utilize experience of a subcontractor that will perform relevant aspects of the requirement to demonstrate construction experience under this evaluation factor. The Offer must provide a teaming agreement signed by the prime and subcontractor and an explanation of the meaningful involvement that the subcontractor will have in performance of this contract. Does the teaming agreement need to be an "exclusive" agreement?

RESPONSE: The nature of the teaming agreement is at the discretion of the parties involved. However, the teaming agreement must provide an explanation of the meaningful involvement that the subcontractor will have in performance of this contract.

169. The RFP states that “each bidder/offeror shall submit with its bid/offer a guarantee bond (Standard Form 24)”, but SF 24 has apparently not been provided with the solicitation. Please provide the aforementioned form.

RESPONSE: The surety should have the SF 24. The SF 24 can also be retrieved from the following link: http://www.gsa.gov/portal/forms/download/115982

170. On sheet A-201, detail (B1) indicates concrete above 10' CMU wall, however, detail (D5) and detail (C1) indicate continuation of CMU wall to overhang. Please confirm which is correct.

RESPONSE: Deferred

171. Concrete jacket around existing conduit, section (A1) does not indicate lateral reinforcement spacing or size on sheet S-501. Please provide reinforcement detail.

RESPONSE: Deferred

172. Please provide structural section typical detail for 4' walkways called out on sheets C-004 and C-503.

RESPONSE: Deferred

173. Please provide details on new communication line that is called out on sheet C-003.

RESPONSE: Deferred

174. Please provide locations and quantities for tracer wire termination boxes for both sewer and waterlines.

RESPONSE: Deferred

175. Please provide tie in details for the 8" waterline connection and verify that existing 8" waterline is PVC pipe.

RESPONSE: Deferred

176. Please confirm that demoed concrete walkways and curb shown on sheet C-001 are to be replaced.

RESPONSE: Deferred

177. Please provide bedding aggregate requirements for both sewer line and waterline

RESPONSE: Deferred

178. Please provide the function of existing conduits in Section A-1 shown on sheet S-501 and indicate whether any and/or all the conduits may be temporarily disconnected. This will allow for safe excavation around the existing conduits to create access for the new reinforced concrete encasement.

RESPONSE: Deferred

179. Sheet A-101 calls out concrete landing typ. S-101 has more details regarding the concrete landings. Please confirm that there are only 3 concrete landings at Doors 101A, 102A and 103A

RESPONSE: Deferred

180. None of the architectural drawings show roof gutters or down spouts. F-104, detail 2 shows a gutter next to the fire alarm antenna. Please confirm that gutters and down spouts are not required.

RESPONSE: Deferred

181. Sheet A-201, Detail A3 shows the concrete roof to be 5" thick. Sheet S-102 and S-502 shows the concrete roof as 8" thick. Please confirm which is correct.

RESPONSE: Deferred

182. Please confirm that there is no acoustical wall insulation in the generator room.

RESPONSE: Deferred

183. Material notes on sheet A-501 mentions a metal ladder and steel corner guards. Neither could be found on the building. Please confirm there are no ladders or steel corner guards.

RESPONSE: Deferred

184. Please confirm that only Door 102B is fire rated and that the Door Frame for 102B is the only one required to be grouted.

RESPONSE: Deferred

185. S-501 shows the vapor barrier wrapping under the wall footings. Please confirm this is not required.

RESPONSE: Deferred

186. The Pipe Trench for the generator fuel is shown to be 1'-2" deep on S-501, Detail B4 but on A1/A-201 it is shown to be 1'-0" deep. Please confirm which is correct.

RESPONSE: Deferred

187. Please provide any mounting details for the trench grate for pipe trench called out on sheets S-501 and A-201, or if it will stay in place via gravity.

RESPONSE: Deferred

188. Please provide details for the grades in relation to the Pipe Trench and the penetration of the exterior of the building called out on sheets S-501 and A-201.

RESPONSE: Deferred

189. Are there any concerns for letting water into the building called out on sheets S-501 and A-201?

RESPONSE: Deferred

190. Please confirm that no floor drains and/or hydrodynamic separator and/or detention system is required for capturing any discharge from the fire suppression system.

RESPONSE: Deferred

191. Please confirm that there are no exterior light fixtures on the NAVAID Vault Bldg.

RESPONSE: Deferred

192. Regarding the Technical Proposal Factor 3 – Safety, we would like to verify the number of pages allowed to address the entire factor requirements. I do see that the Safety Narrative (Technical Approach for Safety) shall be limited to one page. Is this specifically for item 3 Technical Approach to Safety or for the overall Factor 3 consisting on items 1-3?

Also is there a font and font size preferred?

RESPONSE: The one page limit is specific to Section 2.3, Factor 3, paragraph (a)(3) – Technical Approach for Safety.

The RFP does not provide a preferred font or font size; however, the font should be legible.

193. Can we get dimensions of room and door openings on vault electrical plan (sheet E-402)?

RESPONSE: Deferred

194. spec 2.4.10 requires CCR with "input voltage of 208". But drawings (ex sheet E-602) shows an input voltage of 480V. Please clarify input voltage for the CCRs .

RESPONSE: Deferred

195. Note 1 sheet E-002 says a “new control system to be provided by the government/spawars”. Is there any specification available on how the SPAWARS system will be interfaced with the new CCRs switchgear L-829? In particular, is there any insulation resistance monitoring function required?

RESPONSE: Deferred

196. Spec 2.4.12 circuit selector cabinet requires the “circuit selector cabinet” to be “class A, indoor, Rating 1..”. But we don’t see any location for the circuit selector cabinets in vault electrical plan sheet E-402. And note 2. sheet E-002 requires to provide “L-829 in switchgear assembly, including FAA L-847 circuit selector switches…”. Please clarify where should the Circuit Selector Switches be located.

RESPONSE: Deferred

197. Sheet E-508 detail A-1 shows junction can as L-868B. But cover should be a L-867B cover/ Finally sheet E-511 shows L-867D base can for junction can plaza detail. Please confirm type of junction can (L-868B? L-867? L-867D?).

RESPONSE: Deferred

198. Spec 3.19 Training. A training for the “system” is required in this part. Please clarify which “system” this training refers to (the CCR switchgear system ? The new control system ?). Please clarify duration of the training, people involved, and location.

RESPONSE: Deferred

199. Spec section 26 27 14.00 20, paragraph 2.1.2 Potential Transformer Requirements, b. states that Voltage input shall be optically isolated to 2500 volts DC from signal and communications outputs. Components shall meet or exceed IEEE C37.90.1.

Q) Does this statement imply some kind of VT will be present?

RESPONSE: Deferred

200. The meters must be set up for a program for the module and the meter before manufacture. Are you willing to wade through this process?

RESPONSE: Deferred

201. Should we work on the L+G meters mentioned or more towards the Elster with the full auto ranging capability? Elster meter with the L&G communications module is that L&G doesn’t have a fully auto ranging (120-480V) meter and this is what the spec calls for.

RESPONSE: Deferred

202. Specification 32 13 11 “Concrete Pavement for Airfields and Other Heavy-Duty Pavement”, paragraph 2.3.2.4 Table 5, classifies the project as “Severe Weather” and subsequently requires severe weather deleterious limits for the concrete aggregates. Referring to table 4, page 5 of ASTM C33-13 (attached), the classifications are defined as follows: “(S) Severe Weathering Region—A cold climate where concrete is exposed to deicing chemicals or other aggressive agents, or where concrete may

become saturated by continued contact with moisture or free water prior to repeated freezing and thawing. (M) Moderate Weathering Region—A climate where occasional freezing is expected, but where concrete in outdoor service will not be continually exposed to freezing and thawing in the presence of moisture or to deicing chemicals. (N) Negligible Weathering Region—A climate where concrete is rarely exposed to freezing in the presence of moisture". Using historical temperature data from 2014 from Weather Underground (attached Weather Underground Page 1 & 2), the lowest temperature was 63oF, which indicates a climate that never experiences freezing temperatures. Fig. 1 from page 7 of ASTM C33 is a map showing the "Location of Weathering Regions". Although Hawaii is not shown on the map, Hawaii has a milder climate than coastal southern California which is classified as "negligible weathering"

Therefore, will the designers reclassify the requirements of the concrete aggregates as "Negligible Weather" as indicated by the definitions in ASTM C33?

RESPONSE: Deferred

202. Per the solicitation and Amendment 0001 thru 0004 there has been a Small Business Subcontracting Plan (Attachment B) for Small Business Offerors to submit. Amendment 0005 under Solicitation Submission Requirements now only references a Small Business Subcontracting Plan (Attachment A) for Large Business Offerors. Does this mean that Small Business Offerors are no longer required to submit a Small Business Subcontracting Plan? Or is Amendment 0005 making reference to changes for Large Business Offerors regarding the Small Business Subcontracting Plan and Small Business Offerors are to proceed as directed in Amendment 0004 regarding (Attachment B).

RESPONSE: Amendment No. 0005 removed the requirement for the Small Business Offeror Small Business Participation Breakdown (Attachment B). This means that small business offerors are not required to submit a Subcontracting Breakdown. Subcontracting plans are only required for Large Business Offerors.

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FY16 MCON P-902, AIRFIELD LIGHTING MODERNIZATION,
MARINE CORPS BASE HAWAII, KANEOHE BAY, HAWAII

SITE VISIT DATE: 16 JUNE 2016

Name of Company	Last & First Name	Signature
Goldwings Supply Service, Inc.	Barquis, Victor	
	Young, Francis A.	
Fluor	Clark, Jeff	
Flour Federal Solutions, LLC	Legler, Robert D.	
Nova Group, Inc.	Parks, Lance Stering	
CH2M Hill	Wong, Leighton	
	Hayse, Ken	
Pacific Power Electrical Contracting, LLC	Hoeft, William Ryan	
	Achay, City Rose	
Pave-Tech Inc.	Renteria, Aubrey	
Landan Construction	Cheong, Alan	
	Davis, Mike	
	Ryan, Shawn	
	Fragomene, Vincent	

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Name of Company	Last & First Name	Signature
Atlantic Electric, LLC	Richardson, Michael F.	
San Juan Construction, Inc.	Polintan, Lucila	
Niking Corporation	King, Robert L.	
Tribalco, LLC	Polat, Ismail Hakki	
Williams Electric Company, Inc.	Jenkins, Billy	
	Heck, Mike	
	Milk, Joe	
	Howard, Harry	
Stronghold Engineering, Inc.	Gollinger, David	
	McNicholas, Don	
Bodell Construction Company	Bodell, Daniel	
The Walsh Group	Anastacio, Brian	
	Johnson, Dominic	
M. Nakai Repair Service, Ltd	Taguchi, Stephen	
	Otani, Shannon	
San Juan Constr.	Minsky, Harvey	
Nan, Inc.	Yeomoon, Yum	

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NIKING Corp.	Clayton Tamaka	
MCBH	Anslow, Paul	
NAVFAC PAC	Lau, Michael	
NAVFAC PAC	Sakamoto, Judd	