

PRE-PROPOSAL INQUIRY LOG
AUTEC PIER 1902 REPAIRS

N69450-15-R-1106
AUTEC MAIN BASE, ANDROS ISLAND, BAHAMAS

NO.	REFERENCE (Section/Paragraph/Page)	QUESTION	RESPONSE	Change RFP (Y/N)	AMEND#
1	General	<p>After thorough review of the RFP Documents and observations during the site visit on March 18th, 2015, it is our considered opinion that the Request for Proposal in its current form represents an undefinable scope since the extent of repair work is not quantifiable and not foreseeable. It therefore causes an unacceptable business risk for American Bridge to enter into a Lumpsum Fixed Price for the Contract in its current form. We firmly believe it would be in the Government's best interest to demolish and replace the entire Pier. This approach would allow Phasing of the work to keep Pier operations going during construction. We would recommend a Design Build approach should NAVFAC be open to this approach. Please advise if the RFP can be modified by NAVFAC to facilitate demolition and replacement.</p>	<p>The Government has determined that the scope of the RFP is defined. The program is currently programmed a repair project. The repairs indicated in the RFP represent the Government requirements.</p>	N	N/A
2	Sheet S-602, Detail 5	<p>Sheet S-602, Detail 5, shows the pile jacket detail and indicates the jacket is to be installed a minimum of 1' below the mud line elevation; however, there are no mud line depths shown in the drawings. Please provide the mud line depths at the jacket locations so the correct pile jacket lengths may be provided.</p>	<p>Based on drawing S-9 and S-11 of the 1982 repair drawings (NAVFAC Drawings No 5099662 & 5099664), the Government assumes the mudline is approximately 12 feet below the low mean water level at the Sea Wall and 12 to 20 feet below the low mean water level elsewhere along the pier.</p>	N	N/A
3	Drwg. Sheet G004 - Phasing	<p>Are the mechanical and electrical repairs to be performed and bid according to the phasing and Clins as well?</p>	<p>Yes</p>	N	N/A

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4	Drwg. Sheet G004 - Phasing	Please confirm that all work for one Sequence (A,B, C or D) must be completed before work can start on the next Sequence regardless of whether the work is below the pier or above the pier.	The intention of the sequencing is for one half of pier width to remain operational at all times. Work can occur simultaneously in adjacent sequences as long as one sequence remains operational, there are no concrete encasement operations in the sequence to remain operational, and the work in the sequence to remain operational is done from the water side (see response to PPI No. 6). Simultaneous work may not occur in different Phases at any time without written permission from the contracting officer.	N	N/A
5	Drwg. Sheet G004 - Phasing & S-301 - S-308	There are several pile repairs which fall directly on the line which separates Phase 1 and Phase 2. Should these be included in CLIN 0001 or CLIN 0002?	All items which fall on the line shall be accounted for in CLIN 0001.	N	N/A
6	Drwg. Sheet G004 - Phasing & S-201 - S-203, Drwg. Sheet S-601, Detail 9	With respect to the pile cap encasements, all pile cap repairs shown fall into two sequences, either A & B or C & D. Are we to assume that half the beam must be repaired in one sequence segment and the other half later or can the entire beam be repaired in the same sequence segment as long as access to the underside is only gained from the waterside of that sequence segment?	Encasement must be in separate sequences; however, preparation for patch repairs prior to encasement may be done together (A with B, C with D) as long as work in the sequence to remain operational is done entirely from the waterside and does not involve the placement of new concrete.	N	N/A
7	Drwg. Sheet 202	Half of the repairs indicated for pile cap encasement for pile cap 17 fall into Phase 1 and half into Phase 2. Should we assume the entire repair is to be priced into Phase 1?	See response to PPI #5	N	N/A
8	Drwg. Sheet S001 - Cast in Place Concrete Topping (Over Precast Panels)	Note 3 in this section specifies that the reinforcing shall be ASTM A934-07. Please confirm that you want purple colored epoxy coated bar in lieu of green. No field bending will be allowed on the purple bar.	Yes, use ASTM A934-07 purple bars.	N	N/A
9	Drwg. Sheet S001 - Existing Condition Note 1	Note 1 refers to a number of drawings and reports that are either incorporated by reference or are available upon request. Please advise how we might receive copies of all available drawings and reports.	These documents will be uploaded to the additional documents section of the solicitation at NECO.navy.mil with Amendment 0002 which will be posted on 02 April 2015.	Y	2

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10	Drwg. Sheet S301 - S308. Drwg. Sheet S504 - Details 5 & 6	Our interpretation of the concrete fender panel repairs to be performed is that 28 concrete fender panels on the north side of Pier 1902 must be removed and reinstalled with new anchor bolts unless the contractor chooses to install a new concrete panel or alternate rubber fender system. Please confirm this is the intent of the repair tables S-301 through S-308?	Removal of the concrete panels is allowed (north and/or south side of pier) so that work on the underside of the pier is more accessible. Therefore, overall repair logistics shall be taken into account when deciding on panel removal. If it is decided that panels will be removed, then reinstallation shall be the most cost effective between reinstalling the existing panels, installing new concrete panels, or installing a new rubber fender system. Only one fender system should be used for both the north and south sides of the pier (concrete or rubber system, not a combination). The east end of the pier and the dolphins require a rubber fender system as indicated on S504. See Sheet S001, Existing Concrete Fender Removal Notes and Rubber Fender System Notes for more clarity.	N	N/A
11	Drwg. Sheet S301 - S308, Note 6	Note 6 instructs the offerors to add 20% to each repair length, width and depth. To ensure all contractors are using the same basis for estimating, does the government have any total estimated quantities they could share with all bidders? Will the government expect the contractor after award to submit a schedule of prices/values with these adjusted quantities?	Answer forthcoming		
12	Drwg. Sheet S001, 6) Berthing Loads Table	The column heading for displacement shows (ft) as the units. Shouldn't it say (tns)?	Answer forthcoming		
13	Specification Page 8 of 53, paragraph 3, second paragraph.	The specification states that CLIN 0002 prices shall be available for award up to 300 days from the date of contract award. Given that CLIN 0001 period of performance is 240 days, how should the contractor price the CLIN 002 work? Based upon the above, it's conceivable that the contractor could be completely demobilized before being awarded CLIN 002. Should the contractor price the CLIN 002 work with a separate mobilization and demobilization?	The Solicitation has been revised to show that CLIN 0002 pricing shall be good for 240 day. The Government does not have intentions of the Contractor demobilizing after CLIN 0001.	Y	2
14	Drwg. Sheet S001, Construction Notes, Note 5	The last sentence in Note 5 specifies that all traffic stay at least 23 feet away from cast-in-place concrete for a minimum of 24 hours after the concrete is placed. Does this apply to pile cap concrete encasement or only the cast in place topping associated with the new precast pier deck panel installation?	This applies to all cast-in-place concrete including the pile cap encasement.	N	N/A

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15	Drwg. Sheets S201 - S203 , Drwg. Sheet S-601, detail 9	Pile cap encasement repairs for bents 6 - 32 will entail encasing the two H-piles in the middle of the cap where the cap widens to 4' wide. There is no detail of how the reinforcing is to be treated in the widened cap area. Please clarify.	Answer forthcoming		
16	Drwg. Sheet C502, Detail 3, Note #5	Note states that all joints shall be push on with field-loc gaskets or megalug or flanged. Are ANSI B 16.5 Class 150 slip-on flanges acceptable?	Slip-on flanges are not acceptable.	N	N/A
17	Drwg. Sheet C502, Detail #5	The PVC C-900 Adapter shown comes in different configurations. What pipe-end preparation is required for the 6" stainless pipe at the point of transition?	Pipe transition joints should use a Sleeve-Type mechanical couplings connection. See specification section 33 11 00; Paragraph 2.1.2.9.	N	N/A
18	RFP 1442, Box 13.B. (Bid Bond)	Please confirm that a Bahamas license is not needed from the contractor's Surety and that being on the Department of the Treasury's Approved Sureties Listing (Department Circular 570) is all that is required.	A Bahama's license is not needed from the surety. The requirement is that the surety it is on the Department of the Treasury's Approved Sureties Listing (Department Circular 570) .	N	N/A
19	Drawing C001, Utility Note #1	This note states that (unless otherwise noted) all water line shall be seamless and welded. Does this mean that the pipe must be facbricated in seamless lengths? Or would shop welded seamed pipe lengths be allowable?	welded seamed pipe lengths are not allowable	N	N/A
20	Amendment 0001, PPI Cut- off date	Amendment 0001, page 3 provides April 7, 2015 as the last day for PPI submittals whereas page 4 provides April 8, 2015. Please confirm which date should be used.	April 8th will be the last day to submit Pre-proposal Inquiries.	N	N/A
21	Drawings ES101 & ES102	Note 5 indicates that NAVSEA OP5 (5-4) should be referenced for typical ground system layout. Based on this, contractors are required to bury the entire ground girdle a miniumum of 30" whether it be seabed, under the boat ramp or trenched from the head of the pier to the connection point in Building 1275. Is this correct?	Answer forthcoming		
22	Drawings ES101 & ES102	Note 5 indicates that NAVSEA OP5 (5-4) should be referenced for typical ground system layout. Based on this, contractors are required to install ground rods that are minimum 3/4" diameter and minimum 8' in length. Are these ground rods to be part of the ground plate assembly? Is so, please provide a connection detail.	Answer forthcoming		
23	Drawings ED101 & ED102	Note 8 indicates that the existing ordinance grounding is to be removed as part of this contract. What is the existing comprised of? Is there a ground girdle presently buried around or mounted to the perimeter of the pier structure?	Answer forthcoming		

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24	Drwgs. S301 - S308	The repair tables call out 54 locations where the Fastener Skirt (SFF) is to be repaired as per details 5 & 6 on Drwg. S504. The tables also indicate % section loss and a length dimension for each of the repairs. The % section loss data varies from 25% to 70%. The dimension data for the repairs varies from 1 ft. to 18 ft. We are unclear of exactly what the tables are referring to by section loss, what the length dimension is referring to and what repairs are to be performed. Please clarify.	Answer forthcoming		
25	Drwgs. S301 - S303	In the repair tables, repairs 24, 144, 145, 177 + 178 all refer to horizontal crack repairs yet all have values in the column for area. We believe those numbers should be deleted. Please clarify.	This information was taken directly from the 2010 Halcrow Inspection Report. For bidding purposes, assume these 5 defects are actually delaminations. Defects will need to be verified prior to repair construction in a design level inspection as indicated per the contract documents.	N	N/A
26	Drwgs. S301 - S308	In the repair tables, there are a total of 150 repairs which are identified as delaminations to either edge beams, bent caps, deck curbs, overlay deck or prestress planks but there is no indication of the depth of repair the contractor should assume for bidding purposes. Please clarify.	Assume all delaminations are approximately 3" deep - the depth from the surface to the rebar. This will need to be verified during the successful offeror's design level inspection of the pier.	N	N/A
27	Drwgs. S301 - S308, ASSET DPS	In the repair tables, there are thirteen repairs identified as ASSET DPS (prestressed plank deck) with three DEFECT types including %BK, CKH and DEL. Please confirm that these repairs are covered within replacements identified on S204 - S206 and are not in addition to the prestressed planks identified as being replaced.	Correct, all prestressed plank repairs are covered in entirety by replacement.	N	N/A
28	General	Please advise us if there are any import duties or tariffs we will be liable for in bringing materials and equipment to the Bahamas.	Answer forthcoming		
29	Section 03 30 00, Par. 1.7.5.a, Page 10	This paragraph states that the pre-packaged material manufacturer and the laboratory performing the testing must be on-site for all trial batch operations. Please confirm that trial batching and testing can be performed in Florida.	Answer forthcoming		
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