

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE J	PAGE OF PAGES 1 8
2. AMENDMENT/MODIFICATION NO. 0005	3. EFFECTIVE DATE 17-Jun-2015	4. REQUISITION/PURCHASE REQ. NO. ACQR3905869		5. PROJECT NO.(If applicable)
6. ISSUED BY NAVAL FACILITIES ENG COMMAND 1314 HARWOOD ST WASHINGTON DC 20374	CODE N40080	7. ADMINISTERED BY (If other than item 6) See Item 6		
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)		X	9A. AMENDMENT OF SOLICITATION NO. N40080-15-R-0502	
		X	9B. DATED (SEE ITEM 11) 12-May-2015	
			10A. MOD. OF CONTRACT/ORDER NO.	
			10B. DATED (SEE ITEM 13)	
CODE	FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS				
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input checked="" type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.				
12. ACCOUNTING AND APPROPRIATION DATA (If required)				
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.				
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.				
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).				
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:				
D. OTHER (Specify type of modification and authority)				
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.				
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) REPAIR RUNWAY 14-32 AND 6-24 PHASE 1 AT THE NAVAL AIRSTATION PATUXENT RIVER, PATUXENT RIVER, MD The purpose of this amendment is to accomplish the following: 1. Provide Responses to Request for Information 2. Extend proposal due date to 30 June 2015 by 2:00 PM EST 3. Provide Attachment A, Utilities, that supports Questions # 3 and Provide Attachment B, Dock_Barge Location, that supports Question #18 and 19. 4. Provide Attachment C, RM12-2137 Specification Amend 0001, Continuation Form 5. Provide Attachment D, RM12-2137 Specification Amend 0001, Plans See continuation on page 2 Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.				
15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
		TEL: _____ EMAIL: _____		
15B. CONTRACTOR/OFFEROR _____ (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)		16C. DATE SIGNED 17-Jun-2015

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION SF 30 - BLOCK 14 CONTINUATION PAGE

The following have been added by full text:

AMENDMENT 0005

The purpose of this amendment is to accomplish the following:

1. Provide Responses to Request for Information
2. Extend proposal due date to 30 June 2015 by 2:00 PM EST
3. Provide Attachment A, Utilities, that supports Questions # 3 and Provide Attachment B, Dock_Barge Location, that supports Question #18 and 19.
4. Provide Attachment C, RM12-2137 Specification Amend 0001, Continuation Form
5. Provide Attachment D, RM12-2137 Specification Amend 0001, Plans

All other terms and conditions remain unchanged.

Request for Information

8. What permits will be required at the batch plant site?
 - a. Air Quality Permits?
 - b. Electrical?
 - c. Zoning?
 - d. Building?
 - e. Temporary Buildings, Trailers, Storage Sheds, Offices?
 - f. Sewer & Water?
 - g. Other?

Response:

a) Since the equipment will be brought in and operated by the contractor, and then will be removed by the contractor at the completion of the project, it will be the responsibility of the contractor to obtain this permit in their name as the owner/operator of the equipment.

As the installation's Air Quality Program Manager, the Government' Air Quality Program Manager will need to be cc'd on all correspondence involving the permit, as well as receive a copy of the permit itself. The Government point of contact will oversee their compliance with the permit and will need to include it as a source in the government's annual emissions report (which means they will need to provide the operating data each year so the Government can do the calculation).

b) Contractor would be required to go through SMECO for any electrical hookup.

c) N/A

d) N/A

e) The batch plant along with any trailers, sheds, etc. would require a site approval issued by the Navy. Contact Erika Jiang erika.jiang@navy.mil or 301-757-4890 to initiate.

f) Sewer and water hookups do require a permit for the PWD. This is a fairly quick process. Contact Danny Johnson danny.d.johnson@navy.mil or 301-757-4784 to initiate and get the proper forms to fill out.

9. Are Erosion & Sediment Control permits provided by the Owner for the Project, including the staging and batch plant?

Response: Erosion and Sediment Control Plan approval will be provided by the Owner. The plan will cover the disturbed area associated with both the staging and batch plant areas. Additional controls/approvals/permits required for contractor-specific operations within the areas will be the responsibility of the Contractor.

Include batch plant in your submission to MDE with regards to SEC/SWM.

A state permit to operate will very likely be required for the batch plant during the project. See COMAR 26.11.02.13A (56).

Submit a FAA Obstruction Evaluation. The form can be filed online.

11. Plan Sheet 105 (C-425) references Appendix D & F. Are they located in the Plan Set or in the Specification Book, if so what is the page number or can they be provided?

Response: Content relevant to existing conditions for catapult 159 from report titled "Demolish Catapults 108, 108A, 119, 159 and Building 205 At Naval Air Station Patuxent River, Maryland, BASIS OF DESIGN REPORT, Final Study Submission" dated 30 March 2012, will be provided with in the specifications amendment. No field investigations will be allowed prior to bid as the facility is flooded.

12. Plan Sheet 105 (C-425) General Demolition Requirements, Note 2 & 4 identify night work and reopening work areas each day, but phasing plan (sheets 6 – 9) show Runway 14-32 closed. Is there a specific reason why the demolition of Catapult #159 cannot be actively and continuously pursued without work stoppages and preparation for reopening each day?

Response: Catapult #159 demolition shall be performed during Phase 1A while Runway 14-32 is closed.

13. Plan Sheet 6 of 164 (G-102) note 8 & 9 directs attention to Plan Sheet C-524 – C-530. Both the electronic files and the printed files do not contain those plan sheets. Can clarification please be provided?

Response: Notes should refer to Drawings C-421 to C-427 in Specification Amend 0001.

14. Catapult #159 demolition plan sheet C-425 indicates several tanks that may be required to be removed. Do any of the existing tanks contain oil, fuel or other liquids that may require specialized handling or pumping and if so, can a list of the liquids and associated quantities be provided?

Response: See response to RFI # 11

15. Plan Sheet 6 of 164 (G-102) note 8 implies that the existing Catapult #159 should be demolished "... to 3' below new subgrade ..."; however plan sheet 105 of 164 (C-425) General Notes, Notes 3 – 17 provide a level of detail that implies full removal of the entire structure, interior and exterior walls to and including the foundations and the floor slab.

- a. Is complete demolition and removal of the entire structure down to and including floor slabs and foundations required?

- b. Can the interior walls be caved into the structure and left in place and fill remaining void with #57 stone and/or recycled concrete?
- c. Is removal of the exterior walls required?
- d. If concrete crushing for creating recycled concrete product is provided by the contractor, will the recycled concrete product be permissible for use as backfill for the void remaining after demolition?

Response: Note 8 for demolition "to 3' below new subgrade" is correct.

a) No

b) No

c) See response for "3' below new subgrade"

d) No

17. Is there a specific plan or list available that identifies the limits of hazardous waste, asbestos abatement, location of mercury contamination, and/or other hazardous material removals or a report that identifies locations, test results, quantity and location, etc.?

Response: See response to RFI # 11

25. If quantities are not given for hazardous materials, and a site visit is not permitted, how does the government intend a bidder to establish a price for the hazardous remediation work?

Response: See response to RFI # 11.

26. The sediment TCLP that is referenced on drawing C-426 does not state what hazards the TCLP has identified. Can you provide bidders with the TCLP results?

Response: See response to RFI # 11.

28. Are there any temporary pavement markings? If so, what determines these marking locations?

Response: Temporary markings may be needed at the direction of AirOps for delineating T/W closure(s). Locations are at each connector taxiway for Runway 14-32. Temporary markings will also be needed at Taxiway Charlie for daily openings and at Runway 6-24 after completion of the Runway-Runway intersection shutdown.

31. What is the status of the Sediment and Erosion Control Permit and Notice of Intent with the State of Maryland?

Response: See response to RFI # 11.

35. On Sheet G-102, Notes 11 and 28 and On Sheet G-104, Notes 7 and 8, refer to Deep AC Pavement Repairs for area R14-3. Sheet G-003 shows area R14-3 as having a 2.5" mill. Sheets CP-103 and CP-106 show

deep repairs for Area R14-3 and Detail 3 on Sheet C-506 show a stepped mill surface with 8.5” of asphalt being replaced prior to the surface course. Please verify that the paving section for this is just the 2.5” as shown on G-003.

Response: Deep repairs shall be constructed as shown on Sheets CP-103, CP-106, and C-506.

36. Deep repairs are also shown on Sheets CP-104, CP-105, and CP-110. Sheet G-003 does not show this. Please verify that these deep repairs are required.

Response: Deep repairs are required.

37. Detail 4, Sheet C-506 shows an eleven inch base course placed in maximum 4” lifts over a 6” crushed aggregate base course, at the transition from PCC to AC pavement. Is this correct?

Response: Correct.

38. Sheets G-102, G-103, G-104, and G-105 all have the same note, 40, 17, 16, and 11, respectively, addressing the grooves in the pavement that requires this 30 days after placement of the asphalt. Will there be multiple requirements for this procedure or can it be done once after all the asphalt requiring this treatment has been placed and cured for the 30 days? If there are multiple requirements, how does this apply to the 4 weeks for Phase 1-B?

Response: Grooves in the pavement can be done once after all the asphalt requiring this treatment has been placed and cured for 30 days.

40. The CCD states “All work shall be completed within 360 Calendar days after contract award. Phase 1B will have a separate CCD from the overall project with Liability of Liquidated damages.” Question: Is Phase 1B construction duration included in the 360 day timeframe?

Response: Yes, Phase 1B is included in the overall project duration of 360 calendar days.

41. As part of the scope of work, we are demolishing the existing runway edge light base cans. Please clarify if the proposed edge lights will be installed at the same location as the ones removed or if it is required to core the new location.

Response: Lights will be installed in new locations and will require coring.

42. There are a few base cans that are identified to be removed. Please clarify the type of backfill required to fill the void.

Response: Backfill for base can demolition shall comply with concrete used for base can and conduit installation.

43. There are a few base cans that are identified to be removed. Please clarify the depth of these base cans.

Response: Base cans are typically 24 inches deep. However, some have been raised with top sections in previous projects and may be up to 28 to 30 inches deep.

44. The pdf drawings provided were plotted in letter size. Please provide a set of drawings that is to scale.

Response: The pdf files submitted were printed to full ANSI D size scale, 34"x22". If printed to half-size on 11"x17" paper, should be to half scale.

45. As part of the scope of work we need to remove and reinstall the isolation transformer for the airfield signs. Please clarify if the existing to remain signs need to be repaneled, retrofit or modify in any way.

Response: No modifications to the signs will occur.

46. Section 3.2 of specification 34 43 00.00 20, airfield Lighting calls a concrete mix conforming to the requirements of section 03 30 00, CAST-IN-PLACE Concrete. However, the CAST-IN-PLACE Concrete specification is missing from the specification book provided. Please advise.

Response: Strength requirement is noted in Section 3.2 of specification 34 43 00.00 20. Concrete materials and methods shall comply to Section 32 13 11.

47. As part of this project, we need to fill the jacked and bored steel casing with Flowable fill. However, there is no specification establishing the mix design. Please advise.

Response: Flowable fill material shall contain ASTM C150, Type 1 or Type 2 Portland cement and clean water. The flowable fill mix design may also contain fine aggregate and/or chemical admixtures such as air-entraining admixture, chemical admixtures, fly ash, or aggregate in any proportions such that the final product meets the strength and flow consistency required. Flowable fill shall have a minimum strength of 200 psi according to ASTM C39 at 28 days after placement. Contractor shall submit a grouting plan including necessary precautions such as the use of admixtures, circulation of water through carrier pipes, or other means showing the maximum pressure and heat properties of the specified carrier pipe will not be exceeded during the grouting operation.

48. The airfield lighting vault was not available during the site visit given that there is an open bus bar feeding power to the regulators. Although the specifications and drawings do not show any work at the vault, we are going to need access to it to lockout/tagout the runway lighting circuits. The specifications and drawings do not show if we will be required to use Personnel Protection Equipment (PPE) such as arc flash suits to enter and perform any work at the vault. Please advise if this will be a requirement

Response: The lighting vault supplying power for this project does not have open bus and can be entered without PPE. The approach lighting vault has open bus, but is not affected by this project. The proper PPE must be worn per code whenever working on energized equipment.

49. There is a specification for the horizontal directional drilling. However, the drawings call for Jack and Bore under the runways and taxiways. Please clarify if the installation will be by jack and bore or horizontal directional drilling? If Jack and Bore installation, please provide a specification for it 2. The jack and bore detail shows a 12" steel casing. However, there is nothing in the specifications or drawings regarding the type of steel or thickness of steel. Please advise.

Response: Specification for horizontal directional drilling is no longer valid. The jack and bore process is to be used under runway pavements. Product requirements for casing pipe are in specification Section 31 23 00.00 20 Paragraph 2.6. Execution requirements for Jack and Bore are in specification Section 31 23 00.00 20 Paragraph 3.11. Casing thickness shall be a minimum of 0.25 inches.

50. The **BATCH PLANT AREA** shown on sheet G-101 does not appear to be large enough to accommodate both a portable asphalt plant and a concrete batch plant. Are there additional areas which can be provided for installation of plants required for the project.

Response: The proposed batch plant area has been revised. The original location that is shown crosses over a B2805 parking lot access point. The revised area moves the batch plant to remove this conflict and increases the size. If additional size is needed, provide the required size. A sketch has been provided by AE for the batch plant site for better understanding.

52. On sheet G-101, Note 5 of the **GENERAL PHASING NOTES** states that "Phase 1A (Subphase 1A-A) construction at the intersection of runway 14-32 and taxiway C shall be performed at night". The area indicated on the plan for 14-32 / TW C intersection is labeled 1A-2. Please clarify the location of Subphase 1A-A.

Response: The text "Subphase 1A-A" is corrected to "Subphase 1A-2" for Note 5.

53. Can the Contractor use the existing finger pier located to the northwest of Runway 14 threshold to bring in materials for the project.

Response: See response to RFI # 18-20

54. On sheet C-425, Note 2 of **GENERAL DEMOLITION REQUIREMENTS** states that the demolition work will require "that all work be performed at night when runway 14-32 can be shutdown". Given that RW 14-32 will be shutdown for paving activities during the day, we understand the demolition work can be performed at the same time.

Response: See response to RFI #12.

55. Please provide copy of the "Hazardous Materials Survey – Airfield Catapult 159" performed by Aero EH&S mentioned in the section titled **HAZARDOUS MATERIALS** on sheet C-426.

Response: See response to RFI # 11

56. On sheet C-426, how much asbestos, lead paint, mercury-containing fixtures, PCB containing material, contaminated sediment and other hazardous materials are present in the area of catapult 159. How is the contractor able to quantify these materials for proper handling and disposal?

Response: See response to RFI # 11.

57. On sheet G-102, subphase 1A-2 which is intersection with RW14-32 and TW C is denoted as a night closure. During daytime paving operations will TW C be open for aircraft movements? If so, how does the Contractor access from approximately station 55+00 to 60+00 during Phase 1A?

Response: Yes, TW C will be open for daytime operations. Contractor shall provide a controlled crossing (haul route) at the Runway 14-32 shoulder pavement.

58. Section 32 13 11, clause 1.5.6. – Please clarify if the test section can be constructed as part of the production paving. Both options are indicated.

Response: Test section can be performed as part of the production paving. See revised wording for Section 32 13 11 included in the specifications amendment..

59. Section 32 13 11, clause 1.5.6.1 states “The test section shall consist of one paving lane at least 400 feet long and shall be constructed to the same thickness as the thickest portion of pavement shown on the Drawings”. There is only a limited amount of PCC concrete paving on this job, of which the paving runs are approximately 130’ in length. We believe a slip-form paver is not the appropriate machine to undertake the works given the limited work area shown on sheet C-410. Can the contractor form and hand-lay this 4,300 square yards of PCC pavement?

Response: For concrete placement; see response to RFI # 34. The test section length can be shorter; see revised wording for Section 32 13 11 included in the specifications amendment.

60. Specifications for airfield lighting calls for the use of liquid tight metallic flexible conduit to make the connection to the base cans. However, the base can installation details call for liquid tight nonmetallic flexible conduit. Please clarify which one shall be used.

Response: Use liquid tight metallic flexible conduit per the specifications.

61. Please clarify if the L-824 type B airfield lighting cable is a 7-strand or a 19-strand conductor.

Response: Either 7 or 19 strand cable is acceptable.

62. I am writing to confirm if the Government will accept previously competed and signed PPQs for the above solicitation, or if only a new, fresh PPQ is acceptable

Response: Previously completed PPQs are acceptable; however, Offerors shall not incorporate by reference into their proposal PPQs previously submitted for other RFPs.

(End of Summary of Changes)