

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE J	PAGE OF PAGES 1 14
2. AMENDMENT/MODIFICATION NO. 0005	3. EFFECTIVE DATE 19-May-2016	4. REQUISITION/PURCHASE REQ. NO. ACQR3609926		5. PROJECT NO.(If applicable)
6. ISSUED BY NAVFAC SOUTHWEST DESERT IPT CODE ROPDA 1220 PACIFIC HWY SAN DIEGO CA 92132-5190	CODE N62473	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. N62473-15-R-0001	
		X	9B. DATED (SEE ITEM 11) 31-Mar-2016	
			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.) Provide Remaining Remaining RFI responses & bid extension				
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 19-May-2016

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:

AMD 05

Solicitation: N62473-15-R-0001, Design-Bid-Build MCON Project 1508 Replace Fuel Storage and Distribution Facilities, Naval Air Station (NAS), Lemoore, California

Solicitation Date: 31 March 2016

Contract Specialist: Bobbi I. Williams, bobbi.i.williams@navy.mil (619)532-2461

This is an amendment to the subject solicitation.

- A. The proposal due date for this project is hereby changed from May 24, 2016 to May 31, 2016. The time of 2:00 pm remain unchanged.

B. Responses to Requests for Information:

Q#104: The specification section labelled Instruction to Bidders, Evaluation Factors for Award, page 12 of 190, includes the three (3) factors of Factor 1, Experience, Factor 2, Safety, and Factor 3, Past Performance. On the previous page 11 of 190, item 9, Utilization of Small Businesses, the NAVFAC Subcontracting goals and targets are listed, and the solicitation itself contains a Small Business Subcontracting Plan. In light of this, please advise as to the following:

- a) That a Small Business Subcontracting Plan is required to be submitted by large business offerors;
- b) Whether the Small Business Subcontracting Plan is to be submitted with the original proposal, a day after the submission of the original proposal, or some date later than the original proposal or day after submission of the original proposal;
- c) If the Small Business Subcontracting Plan is to be submitted with the original proposal, should it be included with the technical proposal, with the separate price proposal, or separately by itself;
- d) If the Small Business Subcontracting Plan is not to be submitted with the original proposal, whether it is to be submitted in hard copy, fax, or e-mail.

R#104:

- a) Yes, Small Business Subcontracting Plan is required to be submitted by large business offerors
- b) Small Business Subcontracting Plan is not required to be submitted with the original proposal. It needs to be submitted before contract award.
- c) Small Business Subcontracting Plan is not required to be submitted with the original proposal.
- d) Small Business Subcontracting Plan will be submitted via Electronic Subcontracting Reporting System eSRS

Q#105: Reference: Specification Volume 1, DOCUMENT 00 22 13.00 20, SUPPLEMENTARY INSTRUCTIONS TO OFFERORS, 1.1 CONTRACT LINE ITEMS. Question: The CLIN definitions in the SUPPLEMENTARY INSTRUCTIONS TO OFFERORS do not match the CLIN list in Offer Schedule P1508. Please clarify.

R#105: Disregard Document 00 22 13.00 SUPPLEMENTAL INSTRUCTIONS TO OFFERORS. Refer to the SOLICITATION, OFFER AND AWARD for instructions to bidders.

Q#106: Reference: FAR 25.1102 Acquisition of Construction. Question: Please confirm that clause 52.225-11 applies to this project in lieu of clause 52.225-9. Similarly, please confirm provision 52.225-12 applies in lieu of 52.225-10.

R#106: Yes, FAR clauses 52.225-11/12 is applicable to this project.

Q#107: Reference the “Offer Schedule” “Option Offer Item 0009 “Firm Fixed Price (Lump Sum) to provide disposal of excavated contaminated soil including all labor, equipment, and materials”, we respectfully request this item to be a Unit measure of payment as opposed to a Lump Sum measurement due to the volume of material to dispose of as contaminated may increase or decrease in quantity.

R#107: Disregard Document 00 22 13.00 SUPPLIMENTAL INSTRUCTIONS TO OFFERORS. Refer to the SOLICIATON, OFFER AND AWARD for instructions to bidders.

Q#108: In Amendment 0001 issued on 4/20/2016 your answer to RFI #3 states we are to use the bid form provide in the “Offerors Schedule P1508”; this bid form has all the CLIN items listed as lump sum dollar amounts. Yet the following specification states that contractor will be “paid as a unit cost”:

a) Specification 02 61 13 paragraph 1.1.2.1 Contaminated Material Excavation, 1.1.2.2 Backfilling, 1.1.2.3 Stockpiling.;

b) Specification 31 62 13.20 Precast/Prestressed Concrete Piles paragraph 1.2 Measurement and Payment “Payment will be made for job and test piles at the bid unit price for the length of pile.”;

c) How will this be possible if we do not have unit pricing for each of these items along with the other items detailed in specification section 00 22 13.00 20 Supplemental Instructions to offerors? We recommend you provide unit price items for each of the work activities shown in specification 00 22 13.00 20 or modify each specification section on payment terms.

R#108: Disregard Document 00 22 13.00 SUPPLIMENTAL INSTRUCTIONS TO OFFERORS. Refer to the SOLICIATON, OFFER AND AWARD for instructions to bidders.

Q#109: Section 28 31 76 Par 2.20.1. It is stated that the radio transmitter shall be compatible with proprietary supervising station receiving equipment. What is the manufacturer’s name for the existing base radio receiver?

R#109: The manufacturer's name of the Base radio receiver is Signal Communication

Q#110: In Amendment #2 your response to Q#32 was: “Removal of oily water and sludge inside tanks is covered in the bid schedule.” The current bid schedule has no provisions for this work. How are we supposed to handle this variable quantity work item?

R#110: Disregard Document 00 22 13.00 SUPPLIMENTAL INSTRUCTIONS TO OFFERORS. Refer to the SOLICIATON, OFFER AND AWARD for instructions to bidders.

Q#111: Reference: Specification 02 65 00 UNDERGROUND STORAGE TANK REMOVAL states measurement and payment for removal of contaminated soil and pumpable liquids will be by unit price. Per response to questions in Amendment 001, question #3, we are to provide pricing in accordance with the Offeror Schedule_P1508. Offeror Schedule _P1508 does not contain unit prices. Question: Please provide clarification.

R#111: Disregard Document 00 22 13.00 SUPPLIMENTAL INSTRUCTIONS TO OFFERORS. Refer to the SOLICIATON, OFFER AND AWARD for instructions to bidders.

Q#112: Reference: Specification 31 62 13.20 Precast/Prestressed Concrete Piles state measurement and payment for installation of piles is by bid price per unit length. Per response to questions in Amendment 001, question #3, we are to provide pricing in accordance with the Offeror Schedule_P1508. Offeror Schedule _P1508 does not contain unit prices. Question: Please provide clarification.

R#112: Disregard Document 00 22 13.00 SUPPLIMENTAL INSTRUCTIONS TO OFFERORS. Refer to the SOLICIATON, OFFER AND AWARD for instructions to bidders.

Q#113: Section 41 22 13.15, Para 2.1.4 – BRIDGE CRANES, OVERHEAD MANUAL, UNDER RUNNING states: “ASME HST-4, Class H3, double reeved, except as modified and supplemented in this section. Equip hoist with a spring set, electro-mechanically released brake plus a mechanical load brake.” This sentence contradicts the requirement for a manually-operated hoist. Please clarify: are the hoist, trolley, and crane manually or electrically operated?

R#113: The specifications for UNDERGROUND piping have been revised to allow the following:

Exterior Coating for Carbon Steel Piping in Uncontaminated Areas:

Fusion Bonded Epoxy per AWWA C213 OR Extruded Polyolefin Coating per AWWA C215

Exterior Coating for Carbon Steel Piping in Contaminated areas:
Fusion Bond Epoxy per AWWA C213

Exterior Coating for Stainless Steel Piping in Uncontaminated Areas:
Fusion Bonded Epoxy per AWWA C213 OR Extruded Polyolefin Coating per AWWA C215

Exterior Coating for Stainless Steel Piping in Contaminated Areas:
Fusion Bonded Epoxy per AWWA C213 OR Exterior Coating System per the included specification
Section 09 97 13.26
"EXTERIOR COATING OF UNDERGROUND STAINLESS STEEL PIPE IN FUEL CONTAMINATED
AREAS"

Note that ALL Carbon Steel piping (above and below ground) shall be INTERIOR coated with Fusion Bonded Epoxy per AWWA C213.

Q#114: Section 33 52 80 - LIQUID FUELS PIPELINE COATING SYSTEMS. Please clarify the need for AWWA C215 for Fusion Bonded Epoxy (FBE) on the carbon steel buried portion of the piping. Is there a possibility for an alternate coating system and compatible field closure joint coating to be provided?

R#114: See Response for Q#113.

Q#115: Section 04 20 00 (paragraph 2.1) states we are to submit samples of colored mortar and block, and paragraph 2.2.2.1 states units shall be integrally colored during manufacture, but no colors have been provided in the drawings or specifications other than the paint colors on the finish schedule. Please state the color of CMU block to be used in the building structures.

R#115: Masonry colors and other exterior colors are shown on the "Operations Building Exterior Color Legend" on sheet A-602 of the drawings. There is a similar schedule for the Pumphouse building on sheet A-601.

Q#116: Section 41 22 13.15, Para 2.1.4 – BRIDGE CRANES, OVERHEAD MANUAL, UNDER RUNNING states: "ASME HST-4, Class H3, double reeved, except as modified and supplemented in this section. Equip hoist with a spring set, electro-mechanically released brake plus a mechanical load brake." This sentence contradicts the requirement for a manually-operated hoist. Please clarify: are the hoist, trolley, and crane manually or electrically operated?

R#116: The bridge crane is manual operated. Please disregard the specification requirement noted in the RFI Description.

Q#117:

- a) If the crane is electrically operated, is it a chain or wire rope hoist?
- b) Since the overhead crane in the pumphouse will be used in a fuel systems environment, is it a requirement to have spark-resistant features like bronze hook, bronze wheels, and stainless steel rope or load chain?
The specification does not mention any of these typical features in a fuel-type environment.

R#117:

- a) Crane is manually operated.
- b) There is not a requirement for spark-resistant features on the bridge crane.

Q#118: Typical Note on Civil Demo Drawings (CD-101 to CD-108) indicates that: "Fence Line being demolished is Airfield Perimeter Security Fence. The Contractor will provide a secure fence line at all times."

- a) In areas where new fence installations replace existing fence in the exact same alignment, will the contractors be required to build temporary fence enclosures surrounding the work space needed to demo the existing and install the permanent fence, and then remove the temporary fence enclosure once permanent fence is installed?
- b) Does this temporary fence need to conform to "32 31 13.53 – High Security Chain Link Fences and Gates"? If so, which detail(s) shall be followed? Can layout of Temporary Fence Alignment, Gates, Turning Point Posts, End Post Deadman, etc., be provided to contractors for bidding purposes?

R#118:

- a) Yes, the site must remain enclosed at all times.
- b) No, the temporary fence does not have to be High Security Chain Link Fences, it can be regular chainlink fence.

Q#119: Drawing C-703. We have the following questions:

- ... Detail UG-6: Standard Electrical Manhole (Traffic) Types 3&4:
 - a) Please provide further definition for "Heavy Weave Fiberglass Reinforcing."
 - b) Can manufacturer standard-sized Handholes be provided if dimensions are slightly larger than indicated on Sizing Table? (for example provide 13-inch by 24-inch in lieu of stated 12-inch by 24-inch)
- ... Detail UG-2: Standard Electrical Handhole (Non Traffic):
 - c) Please confirm these Manholes are to be rated HS20-44 as indicated in detail and not aircraft-rated.
 - d) Please confirm these Manholes are to be rated HS20-44 as indicated in detail and not aircraft-rated.

R#119:

- a) Quazite or equivalent is acceptable.
- b) Next larger standard size is acceptable.
- c) See 33 71 02 for allowance of A_A_60005.
- d) Manhole do not need to be aircraft rated. Use aircraft rated hand hole covers adjacent to taxi ways..

Q#120: Section 33 52 43.13, paragraph 2.1.6, Bolts and Nuts, only provides the material specification for stainless steel bolts and is missing the material specification for carbon steel bolts. Please provide the material specification for carbon steel bolts. May we assume it's ASTM A193/A193M Grade B7 carbon steel?

R#120: Stainless steel bolts, nuts and washer shall be used on all flanges.

Q#121: Section 33 52 43.13, paragraph 2.1.6, specifies ASME B16.20 spiral wound gaskets with 316L stainless steel winding, stainless steel outer ring, and stainless steel inner ring, which is different from the ASME B16.21 Buna-N or PTFE composition ring gaskets we typically see on these fueling projects. Please confirm that the spiral wound gaskets are intended for this project. Should the 316L stainless steel spiral wound gaskets be used for carbon steel flanged connections?

R#121: Yes spiral wound gaskets are intended for this project and are to be used with all stainless and carbon steel flange connections.

Q#122: Section 33 52 80, paragraph 1.4.4.8, states that each pipe coating shop that applies coatings shall be certified to SSPC QP 3 Class A prior to award. Please confirm whether pipe coating shops with ISO 9001 certification are acceptable as an alternate to SSPC QP 3 certification.

R#122: No ISO 9001 certification is not an acceptable alternative for SSPC QP 3 for shop applied pipe coating systems on pipe.

Q#123: Section 03 30 00, Cast In Place Concrete, paragraph 2.4.3.1, Recycled Aggregate Materials states: "Use a minimum of 25 percent recycled aggregate, depending on local availability." Our concrete suppliers are commenting that they would rather not use this product due to inconsistent gradations, and it is possibly not available in quality that is required. Unless told otherwise, we are going to assume this is a contractor decision and not a requirement.

R#123: If the proper aggregate (gradation, quality, etc.) is not locally available then the recycled content requirement cannot be met. Yes, this would allow the contractor to decide if the quality of the concrete is at jeopardy to use the proper quality material regardless of recycled content

Q#124: On the drawing S-411, detail C4/S411, it shows a typical vertical construction joint for the tank ring wall. The detail A1 on the same drawing shows the location of the construction joints on the ring wall. Are these vertical construction joints required? Can the contractor eliminate them if we choose to pour the tank ring wall as one placement?

R#124: The detailed joints shall still be used per the drawings. Even if the ringwall(s) can be placed in a single pour, the joints are still required for crack control.

Q#125: Section 32 10 00, Pervious Bituminous Concrete Pavement, paragraph 2.1.1, Albedo. Will you provide a material specification? We think it is white paint; please confirm.

R#125: White paint is acceptable.

Q#126: In Section 32 11 24, Aggregate Base for Pervious Pavement, you have specified three different products: 2.1.2 Pervious Base Course, 2.1.2.1 Asphalt Treated Permeable Base, and 2.1.2.2 Cement Treated Permeable Base. Please specify which product you wish us to use.

R#126: Please use 2.1.2 Pervious Base Course.

Q#127: We found a couple of conflicting details on the Concrete Truck Refueler Parking. Drawing S-407, Details C5 and D5 shows a structural section of 7 ½-inch concrete over 7-inch aggregate base. Yet Drawing C-511 detail A3 shows a structural of 8-inch concrete over 12-inch aggregate base. Which detail are we to use on the Truck Refueler Parking area?

R#127: Please use C-511 A3 (8" Conc over 12" Base)

Q#128: In Section 32 13 11, paragraph 2.9.5e, it states that Clary screeds, other rotating tub floats, or bridge deck finisher are not allowed on mainline paving, but may be allowed on irregular or odd-shaped slabs and near buildings subject to the contracting officer's approval. Will a rotating tube be acceptable to place and finish the PCCP paving at the Truck Refueler Parking Concrete pad?

R#128: Rotating tubes can be used on Tank Containment Concrete, Fill Stand #1 & 2 Concrete (Option #1&2), Refueler Truck Parking Concrete (Option #3), Gov. Service Station Concrete (Option #4).

Q#129: The Questions and Responses numbers 21, 22, 23, 25, 27 and 28 in AMD 0002 indicate that drawings are incorrect and provided a change. Will revised drawings be provided in an amendment? See the following:

- a) **Q#21:** Are there any EFSO stations required at the Truck Offloading Skid area? Drawing E-404 shows conduit (C00-00) going to the EFSO Control Panel but does not show any EFSO stations. **R#21:** Provide one EFSO station for each Off-Loading Skid. Provide an additional EFSP Station at the exit gate adjacent to the off-loading area.
- b) **Q#22:** Drawing M-004 and M-102/M-105 shows a 12" full port double block bleed valve on the issue and return lines at the pig launcher and receiver stations but these are not shown on the details on drawing B1/M409. The same is true for a 6" double block and bleed valve where the pig kicker line should be. Are the 12" and 6" double block and bleed valves required? **R#22:** No the 12" and 6" DBB valves are not required as indicated on Detail B1/M-409.
- c) **Q#23:** Drawing M-004 shows the return line at the truck loading stand with a 4" sight flow indicator on the return to bulk connection at the SPR adapter. The details on drawing M-407 and M-417 does not show this sight flow indicator. Is the sight flow indicator required? **R#23:** No the 4" sight flow indicator is not required on the return to bulk connection. Flow schematic is incorrect.
- d) **Q#25:** Section 33 57 00 paragraph 2.7 describes the "Loading Arm". We assume this is a specification for the truck loading arms shown at the truck fill stands drawing M-407 and M-417. Paragraph 2.4.1.1 describes and "AFrame" type loading arm. This is not what is shown on the drawings. Can you clarify? **R#25:** Loading arm that is to be provided is a pantograph style bottom loading arm... with a lengthy description of the new requirement.
- e) **Q#27:** Level alarms and ATG for the Breakout Tank, Ground Products Tanks, PRT and Waste Oil Tank: a) The specifications for the Fabricated Fuel Storage Tanks, Section 33 56 10 describe a Digital Tank Gauging System in paragraph 2.8.4. Drawings E-410, E-411 show a conduit to and from the LT (Level Transmitter) but that is where the conduit ends. Is there a separate ATG panel required for the Breakout Tank, the Ground Products Tank and the PRT? If so, where is it to be located? b) The instrumentation drawings do not show the Level Transmitters for any of the above ground storage tanks. (c,d,e – not listed as the change is not required) **R#27:** a) These panels will be located at the ATG backboard in the Pumphouse Control Room. Detail will be forthcoming.
- f) b) The instrumentation drawings do not show the Level Transmitters/ATG. However, they are still needed

and the drawings will need to be amended to reflect this change.

- g) **Q#28:** Section 33 52 43.11, paragraph 2.6 describes the ATG system for the operating storage tanks. The last paragraph requires the contractor to include an RTU. The RTU is not shown on the contract drawings. Can you provide clarification as to where the RTU is to be located and wired? **R#28:** The standard DOD ATG backboard detail will be forthcoming. It includes the RTU.

R#129: The responses to the questions serve as the basis of bid and no further amendment will be issued.

Q#130: Please clarify this response from Question and Response #19 in AMD 0002. The answer indicates that a change was made, but the amendments do not reflect this change. Will this change be provided?

Q#19: Due to the magnitude, scope and complexity of the specialty features of work on this fueling project, please consider expanding the Factor 1: Experience requirements to include demonstration of self-performance or utilization of subcontractors to fulfill specialty requirements along with letters of commitment. To ensure qualified contractors or specialty subcontractors, the following categories are critical aspects in the successful completion of this project:(a) Mechanical Fuels/Pump House;(b) Electrical Class I, Division I Fuels Experience;(c) Steel Fabricator/Erector (Fuel Tank);(d) Painting AGST (Paint Fuel Tank);(e) Fuel System Supplier **R#19:** See amended factor 1.

R#130: Revised Factor was provided in Amendment 01.

Q#131: Section 01 35 26, page 5, paragraph 1.1.1, please clarify: "Provide a Safety Oversight team that includes a minimum of one (1) person at each project site to function as the SSO." Does the project site include the pump house, tanks, and flight line areas?

R#131: The pump house, tanks and flight line areas are multiple project sites, therefore require a minimum of one person at each project site.

Q#132: Section 01 45 01.00 20, paragraph 1.5.6 – Quality Control - QC Specialists Duties and Qualifications. This paragraph states: "Provide a separate QC Specialist at the work site for each of the areas of responsibilities, specified in Part 3, Execution, of the technical sections, who shall assist and report to the QC Manager and who will have no duties other than their assigned quality control duties." The paragraph continues to explain "... for each definable feature of work in their area of responsibility at the frequency specified below." A table of the CQC personnel is provided with qualifications for many positions, but this is not the full QC staffing required for the project.

- a) We request a clarification on the quantity of QC specialist personnel positions to be on site due to the significant number of technical sections with Part 3 execution sections and the various features of in the project. It is our interpretation that the CQC personnel (prime or main sub employees) are required full time, but only during the work in their area of responsibility
- b) Also, is it allowed for the QC Specialists positions to be filled by accredited testing laboratory personnel?

R#132:

- a) Quality Control Specialists are required on site only when work is being performed in their area of expertise.
- b) Persons meeting the qualification and experience requirements of 01 45 00.00 20 may service as QC Specialists. There is nothing that would preclude testing laboratory personnel if all other requirements are met.

Q#133: Section 01 45 00.00 20, page 4, paragraph 1.5.1.2, QCM Qualifications conflict. Please clarify the qualification requirements for the Quality Control Manager discrepancy between Section 01 45 00.00 20, page 4, paragraph 1.5.1.2, and Section 03 30 00, page 9, paragraph 1.6.6.1. For bidding purposes we understand that specification section 01 45 00.00 20 prevails unless advised otherwise.

R#133: The requirements for the Project QC Manager shall be as defined in 01 45 00.00 20. QC Manager should be able to show adequate proven experience as described in 03 30 00.

Q#134: Sheet E-2 ductbank from generator G-1 to pumphouse has the cable identification: 12, 12, 12, 5, 6, 48. We believe the 48 (15KV cable) should be replaced by 12 instead. Do you agree?

R#134: 48 should be the feeder to the generator accessories load center in the generator enclosure. This load center powers the block heater, battery charger, enclosure lights, and a convenience receptacle.

Q#135: Sheet E-2 ductbank generator G-2 to pumphouse is identified as: 5, 49, 14, 6. We believe 49 should not be there. Do you agree?

R#135: 49 should be the feeder to the generator accessories load center in the generator enclosure. This load center powers the block heater, battery charger, enclosure lights, and a convenience receptacle. A new 2P 60A CB will be required in panel LPB.

Q#136: Per power circuit schedule on sheet E-607 panel LPZ3, S170-02 source is MSSB. We cannot find LPZ3 on MSSB load schedule. Please advise.

R#136: Provide additional 3P, 25A CB in MSSB for LPZ3..

Q#137: Section 26 20 00, page 14, paragraph 2.11 panel board enclosures call out Nema 3R galvanized rain tight for outdoor locations. There is some inconsistency on electrical equipment material enclosure call out on the equipment rack detail sheets E502, 503, 504, 505. For example, truck fill stand, break out tank, and RTU call out NEMA 4X; the rest do not have call out. Should the outdoor panel boards be NEMA 4x stainless steel or NEMA 3R galvanized rain tight?

R#137: NEMA 3r is acceptable for Panelboards and level alarm control panels. Use NEMA 4X SS for other enclosures.

Q#138: Sheet G-009 and various drawings - scope division involving Options work versus Base bid work:

- a) For bidding purposes, it is our interpretation that the limits of demolition of existing facilities where the Options are involved are as follows. Advise if this interpretation is not correct.
 - a) If Option is not awarded, we leave the existing area as is... no stubouts of water/sewer/electrical/comms for future unless specifically shown base bid drawings. No demo of existing areas unless that Option is awarded.
 - b) If Option not awarded at the truck fill stands, the demo of the existing truck fill stand at Bulk Fuel and S/R piping is to be included in Option 6 per G 009....the base bid will include old piping and fill stand which would be connected to our new mains at the new tees.

R#138:

- a) Correct. No stubouts beyond what is required in the Base Bid are required.
- b) There is no existing piping included in Option 6. The existing Bulk Fueling Islands have no piping. If the Option to provide the Bulk Fuel Farm Truck Fillstands is not awarded, no work (including demolition) would be required. Note that the fillstands for the Government Vehicle Service Station is adjacent, but is included in a separate option.

Q#139: Bid date extension. Due to the number of unanswered questions and the additional time expected to receive quotations from vendors after the clarifications are provided we respectfully request an extension of two weeks.

R#139: The proposal due date is extended to May 31, 2016 as referenced first paragraph in this amendment

Q#140: Reference: Drawing CD106 indicates the demolition of building 145 in its entirety. The drawing references photos of this building on drawing CD902. Drawing CD902 is not listed on the drawing list and is not in the package. Question: Please provide drawing CD902.

R#140: These should refer to AD902. Please see photos there.

Q#141: Reference: The overflow slot sizes and the minimum freeboard during overflow scenario cannot be determined without a maximum flow rate. Question: Please provide the maximum inlet flow rate for the fuel tanks.

R#141: A maximum inlet flowrate of 1200 gpm for the tanks during normal operating conditions.

Q#142: Reference: Drawing S-001 references United Facilities Criteria (UFC) 3-310-01 "Structural Engineering." Based on a search of the www.WBDG.org website, the UFC 3-310-01 document was cancelled and replaced with UFC 3-301-01. Question: Please confirm if document UFC 3-301-01 should be referenced in place of UFC 3-310-01.

R#142: Use UFC 3-310-01 per sheet S-001. The design was awarded when UFC 3-310-01 was the governing code.

Q#143: Reference: Drawing S-001 states all work is to be done per International Building Code (IBC) 2009 and ASCE 7-2005. In this question we assume document UFC 3-301-01 is to be used in place of UFC 3-310-01. The most recent edition of UFC 3-301-01 was revised in 2014 and has been updated to correspond to IBC 2012 and ASCE 7-2010. Due to the revision, the wind and seismic parameters on drawing S-001 do not match what is found in UFC 3-301-01. Question: Should offerors use the design parameters on Drawing S-001 or UFC 3-301-01?

R#143: Use design parameters listed on sheet S-001.

Q#144: Reference: Drawing M-428 and M-429. Question: What size is Item R "Pan Installation Hatch"?

R#144: Pan installation hatch shall be sized in accordance with pan manufacturer's requirements.

Q#145: Reference: Drawing M-507 shows the "rafter-compression ring" with a 6-foot diameter. Question: Are offerors allowed to design/size the diameter of the "rafter compression ring" as we see fit for our structural design?

R#145: Yes it is acceptable to design/size of rafter compression ring to suit structural design. Ensure structural members do not interfere with any rooftop penetrations/nozzles.

Q#146: Reference: The fuel cleaning specification 33 65 00 indicates all fuel will be removed by the Government. Drawing M001 note 4 states that contractor shall provide tanker trucks to transfer fuel to government fuel tanks. Question: Please clarify the conditions so we can price accordingly.

R#146: Note 4 on M-001 is a general note that is only to be followed in the event the Contractor is required to transfer dry, clean, usable fuel to other storage systems at the facility. For example if there is any residual fuel in pipelines that government could not remove then a clean truck would then need to be utilized to remove good fuel and transfer it as required.

Q#147: Reference: Drawing MD-401 states to demolish the existing storage tank in its entirety. Drawing C-114 and C-115 illustrate separation between old and new tank foundations. Question: Based on the separation between the old and new tanks the old concrete foundations could remain in place and not interfere with the pile driving. Can the existing be broken in place to allow drainage and backfill placed above it?

R#147: No the existing tank foundations shall be removed in their entirety as indicated on the drawings.

Q#148: Reference: Demolition specification 02 41 00 sections 3.1.11.4, 3.1.12 thru 3.1.12.4 all state that items are to be removed and salvaged. Question: Are these salvaged materials to be turned over to the Government? If so, where are they to be hauled and are there packaging/storage requirements?

R#148: None of the items listed are to be turned into the Government.

Q#149: Reference: Drawing MD-401 states to demolish the existing storage tank in its entirety. Drawing C-114 and C-115 illustrate separation between old and new tank foundations. Question: Based on the separation between the old and new tanks the old concrete foundations could remain in place and not interfere with the pile driving. Can the existing be broken in place to allow drainage and backfill placed above it?

R#149: No the existing tank foundations shall be removed in their entirety as indicated on the drawings.

Q#150: Reference: Drawing G-007 indicates that there can only have 300 feet of open trench at any time. Question: Can 300 LF of trench be open simultaneously on the north and south apron areas? This will improve overall project efficiency.

R#150: Refer to Amendment 4, Dated 11 May 2016, Para.B. 1. Amendment 03, RFI # 76 amended, parts a., b. & c

Q#151: Reference: Drawing M-507 shows each stair tread being welded to pad plates on the shell. It also shows a stringer on the outside of the stair treads.

R#151: See below response to RFI 152

Q#152: Reference: Drawing M-507 shows each stair tread being welded to pad plates on the shell. It also shows a stringer on the outside of the stair treads. Questions: Can a double stringer spiral stairway be provided in place of welding each stair tread to the shell? Our experience finds this to be a better detail which would limit the number attachment points to the shell and possible corrosion. The entire stairway would still be supported

completely from the shell, which meets the requirements in document Section 33 56 13.13 "Steel Tanks with Fixed Roofs", section 2.13.7. Also, please confirm the required stair tread width if a double stringer stairway is provided.

R#152: Yes, a double stringer spiral stairway can be provided in lieu of what is shown on the drawings. Stinger design should comply with AST Standard (AW 78-24-27). If provided with double stringer spiral stairway, tread width should be 36 inches to comply with the AST Standard (AW 78-24-27. If double stringer is to be used, entire system shall be hot-dipped galvanized.

Q#153: Reference: Specification section 01 50 00-3.2 indicates that electricity and potable water will be made available to the contractor without charge. Question: Please provide the connection locations for each of the provided utilities.

R#153: Electricity and Potable Water will be available to the Contractor without charge only within the Fuel Farm. The Contractor shall be responsible for providing these outside the Fuel Farm.

Q#154: Reference: Drawing S-501 Detail A4, states "Minimum tank anchorage = 1 1/2" Dia Bolts spaced at 10'-0" OC maximum. Tank supplier to determine if more anchorage is needed". In Addendum #2, Question #52 a question was asked about the anchor bolt requirements per Drawing M-502 and Specification section 33 56 13.13 STEEL TANKS WITH FIXED ROOFS. The response stated "tank supplier is responsible for determining extent of anchoring requirement for the tanks". Question: Based on this response, should the tank supplier assume the minimum anchorage shown in Drawing S-501 is not required if calculations per API 650 Annex E determines anchor bolts as unnecessary?

R#154: Tanks shall remain with minimum anchorage detailed on S-501 regardless if calculations require less.

Q#155: Reference: Drawing sheet S-001, General Structural Note 7. Pre-stressed piles are required with a capacity of 60 tons allowable compressive load with 15 kips of lateral capacity each with 0.5" of pile head deflection for free head piles and uplift capacities are required to be 70% of the design compressive load. Plate D-2 in Appendix D of the Geotechnical Report shows the Lateral Pile Analysis Results (Deflection, Moment, and Shear) for 12" Piles with Free Head Condition. Per this detail, the maximum moment for 12" Piles with 0.5 inch deflection is approximately 60 kip-ft. Furthermore, Section 4.3.1.1 of the Geotechnical Report states if the design uses LRFD analysis, the ultimate pile compression capacity would be twice the value determined from Figures 4-1 and 4-2. Question: Based on the above information, we have determined the piles are required to be designed for 120 kips allowable compression (60 tons), 84 kips allowable uplift (70% of 120 kips), 15 kips allowable lateral load, and 60 kip-ft allowable moment. For LRFD or Strength Design using a load factor of 2 per Section 4.3.1.1 of the Geotechnical Report, the piles are required to be designed for 240 kips compression, 168 kips uplift, 30 kips lateral load, and 120 kip-ft moment. These loads are much greater than the loads that can be handled by 12" or 14" Piles. Please confirm that the intention of the Engineer of Record is to use the piping with the strength requirements as specified on the drawings and the geotechnical report and that the required factor of safety is included in the requirement?

R#155: We are uncertain as to how the loads described are being applied. Caltrans Class 140 piles are designed to carry the loads specified in the design documents. The lateral load and moment are not concurrent loads, and should not be applied together. Please clarify.

Q#156: Reference: The demolition of the existing underground storage tanks will require the removal of a significant amount of asphalt material and a large void requiring backfill. Question: Can the asphalt pavement concrete be removed, processed and recycled as granular fill for the tank sites?

R#156: Yes, the asphalt pavement can be processed and recycled as granulate fill.

Q#157: Reference: Solicitation closing date. Question: Contractor requests a two week due date extension to incorporate the recent amendment changes/clarifications in our bid/proposal submission and to also provide the Government the time to answer the outstanding questions submitted.

R#157: Refer to Amendment 4, Dated 11 May 2016, Para.A. The proposal date for this project is hereby changed from May 17, 2016 to May 24, 2016. The time of 2:00 pm remains unchanged.

Q#158: The current contract completion date is set for 745 calendar days from award of the contract. As defined

in the “General Sequence of Construction” on drawing G-005, we are required to have the fuel system complete and commissioned prior to the start of any work on the ramps. Once the fuel system is complete, we are to take down the existing system and install the new system at the Ramps in five separate 60-calendar-day increments for a total of 300 calendar days required to complete this portion of the contract. Upon ramp work completion we are to demolish the remaining tanks and existing pipelines. Allowing 300 calendar days for the ramp construction and an additional 90 calendar days for demolishing the remaining tanks and pipe, only 355 calendar days remain available of the 745 allowed to construct and commission the entire new system. This 355 calendar days would also have to include all administrative submittals, approvals, and the procurement process prior to allowing us to start construction. This process would normally take 90 calendar days for submission and approval before we can mobilize. We respectfully request that you increase the contract duration by an additional 300 calendar days and tie the contract start to the notice-to-proceed date, which we would request is not issued until 60 calendar days after award of contract to allow us time to prepare submittals. As shown in the specifications 52.211-12 Liquidated Damages the daily rate is \$24,062 for each day beyond the contract completion, so without this extension this would have a significant impact on the project.

R#158:

- The Period of Performance will commence at Notice to Proceed not Award.
- The number of days allowed shall be increased to 1,095 days from 745 days.
- The Contractor will be allowed to work on only one ramp at a time as indicated; however, this work may be concurrent with other work.

Q#159: As you have responded in amendment #1 to question #3 telling us to use the “offer schedule P1508” as the bid form for this project, we have the following questions: 1) Are we to include the quantity of 6,300 cubic yards in the base offer item 0001 for testing, excavating and stockpiling of contaminated soil on site for possible use as native backfill? It appears that option # 0009 allows for taking the material from the stockpile and hauling it offsite for disposal at an approved source. 2) Are we to include the quantity of 6,300 cubic yards in the base offer items 0001 for furnishing clean fill material for backfilling excavations? 3) Are we to include the quantity of 11,000 gallons of removal and disposal of oily water and sludge inside tanks in our base offer item 0001? Our final question: how are we to handle the increase or decrease of each of these items if required and no unit price submitted?

R#159:

- 1) Yes, include 6,300 CY in base offer.
- 2) Yes, include 6,300 CY of clean fill material for backfilling excavations in base offer.
- 3) Yes, include 11,000 GAL of removal and disposal of oily sludge inside tanks in base offer.

Q#160: Your response to question # 35 stating that the casing pipe to be used for the Jack and Bore crossing “shall be schedule 80 as indicated on the drawings” has added a substantial amount of cost to the project. Schedule 80 pipe in 18-inch has a wall thickness of .938, versus Schedule EH, which has a .50 wall. We see no reason for this heavy wall thickness at these locations. Please confirm that the Sch. 80 .938 wall is what you wish us to use.

R#160: The casing pipe may be reduced to Standard Weight.

Q#161: We have a question regarding AMD 0004, RFI # 91 providing the project manager (PM) qualifications. We respectfully request that the registered professional engineer (PE) requirement be removed. As a contractor with over 30 years of experience building fuel projects at DOD locations ranging from \$1M to up to \$180M contracts we have never had a requirement for the PM to have a PE. Will the PE requirement for the PM be deleted?

R#161: Registered professional engineer requirement is still required.

Q#162: We are concerned about the overall value of the estimate for this project. The range of the project is advertised as \$25M-100M. This project has many unique upgraded features to a typical DOD fuel system with the tank painting, stainless steel pipe coating for the buried portion of the pipe, quality control staffing, demolition requirements, and phasing of the work that are driving the price higher. Can the actual funds available be shared with the contractors?

R#162: Rough order of magnitude range is provided. Actual funds is not available.

Q#163: Per Section 32 13 11 “Concrete Pavement for Airfields and Other Heavy-Duty Pavements,” Subsection

2.9.5 e., “Other Types of Finishing Equipment,” it allows for use of a “rotating tube float” on irregular or odd shape slabs, and near buildings or trench drains, subject to the Contracting Officer’s approval. Can we use a “rotating tube float” or other equipment capable of spreading the concrete, on the following concrete slabs?

R#163: This can be used in the areas as indicated below.

- ... Tank Containment Concrete – Yes
- ... Aircraft Pavement Replacement Concrete Ramps (1-5) - NO
- ... Fill Stand (Option Items 0001&0002) – YES
- ... Refueler Truck Parking Concrete (Option Item 0003) – YES
- ... Gov Service Station Concrete (Option Item 0004) –YES

Q#164: Section 41 22 13.15 – Bridge Crane; Please clarify this contradiction; which is correct?

- a) Paragraph 2.1 requires crane conforming to CMAA74
- b) Paragraph 2.1.2.1 requires bridge girder per MH27.1

R#164:

- a) Paragraph 2.1 refers to the crane system while 2.1.2.1 refers to the bridge girder supporting the crane system
- b) Paragraph 2.1 refers to the crane system while 2.1.2.1 refers to the bridge girder supporting the crane system.

Q#165: Section 41 22 13.15 – Bridge Crane; Please clarify this contradiction; which is correct?

- a) Paragraph 2.7: Runway shall be patented track per MH27.1
- b) Drawing S-409 shows S12x40 structural beam

R#165: a) is correct

Q#166: Section 41 22 13.15 – Bridge Crane; Please clarify this contradiction; which is correct?

- a) Paragraph 2.7 requires flexible rod suspensions
- b) Drawing S-409 shows S12x40 structural beam

R#166: b) is correct

Q#167: Section 41 22 13.15 – Bridge Crane, Paragraph 2.1.4. Please provide hoisting speeds, and please clarify if hoist trolley is motorized, hand-push, or geared?

R#167: There is no requirement on hoist speeds since the hoist is hand operated. Trolley is hand-push.

Q#168: Section 41 22 13.15 – Bridge Crane, Paragraph 3.2.3. What are rated and slow speeds?

R#168: There are no rated speeds other than the speed of the operator walking.

Q#169: Section 41 22 13.15 – Bridge Crane; Please clarify this contradiction; which is correct?

- a) Paragraph 3.2.6: implies bridge is electric driven (“verify brake action”) Will we be able to leave our equipment in these areas overnight?
- b) Paragraph 2.1 requires crane must be controlled by “a hand operated rope.” Note 1 on drawing S-409 requires chain driven bridge crane.

R#169: Crane is hand operated. Hoist to be chain driven while crane system is hand operated rope.

Q#170: Section 41 22 13.15 – Bridge Crane; Please clarify this contradiction; which is correct?

- c) Note 2 on drawing S-409 requires “Hoist type: hand geared trolley hoist.”
- d) Paragraph 2.1.4 requires hoist per HST-4 that is an Electric Wire Rope type.

R#170: Hoist to be chain driven (geared).

Q#171: On the drawing section D1/C-511 Bituminous Concrete Pavement, it shows a thickness for the aggregate base to be 22 inches. This requirement is located in several areas throughout the site and adds a substantial amount of aggregate base material for this project. Please confirm that you want this 22-inch thick section under AC pavements.

R#171: The Fire Access Road, the Pump House Access Road, and the Service Station Road can be 3.5” Bituminous Concrete Surface Course over 12” Aggregate Base Course over 12” Native Soil Scarified Controlled fill, 95% compaction per ASTM-D-1557.

Q#172: On the drawing section C1/C-511, Aircraft Fuel Pit Concrete Pavement, it shows a thickness for the aggregate base to be 22 inches. This requirement is located in several areas throughout the site and adds a substantial amount of aggregate base material for this project. Please confirm that you want this 22-inch thick section under PCCP pavements.

R#172: The Aircraft Fuel Pit Concrete Pavement shall have 22" thick Aggregate Base.

Q#173: Your response to Q#88 "Provide backfill in compliance with 02 65 00 EXCEPT remove allowance of MH, CL and CH soils," leads us to a new question. Almost all of the materials on the site have a CL classification; therefore we will have to import material to fill the void left from tank demolition and export the material from the other various areas that are CL classification. Please reconsider the use of native backfill for the project site to be used to fill this void from the tank removal

R#173: Native material may be used for the backfill of the project as long as the fill is moisture conditioned to at least 3% above optimum moisture and compacted to at least 95%, but not more than 100%, per ASTM D 698.

Q#174: Our aggregate supplier for this project has told us that the requirements as specified in section 32 11 23 require a special processing different from Caltrans DOT Class 2 aggregate base used throughout the state. Because of this, costs will be added to this product. Please consider changing the specification to conform to Caltrans class 2 aggregate base.

R#174: As an alternative, aggregate may comply with Caltrans Class 2 Aggregate Base conforming to Section 26 of the Caltrans 2010 Standard Construction Specifications.

Q#175: In specification section 32 13 11, paragraph 2.9.1, it states: "The batching and mixing plant shall be located off Government premises no more than 15 minutes haul time from the placing site." It also goes on to say under paragraph b: "The batching and mixing plant shall be a stationary-type central mix plant." The amount of PCCP paving on this project does not merit mobilizing a central mix plant and dedicating it to this project. There is a commercial supplier that meets the delivery time requirements and has a dry mix batch plant. Would you consider allowing a dry mix batch plant to be used on the PCCP portion of this project?

R#175: Yes, a dry mix batch plant can be used for the PCCP on NAS Lemoore.

Q#176: Request a proposal due date extension to June 1st (the second day after the Memorial Day holiday). The current due date of May 24 is less than a week away and a future amendment is expected to answer over 50 questions. The anticipated significant changes created by the responses are not feasible to accomplish with the current due date. We are concerned because the anticipated amendment, with multiple revisions to the contract, will require additional time to send the changes out to our material vendors and subcontractors for requote, which, on average, will take one week to complete the process to receive revised quotations. Due to the large number of potential changes the communication with vendors will be substantial. The impact to these revisions will have a positive outcome for the construction of the project, and the cost-effectiveness of the estimate. By short-cutting the timeline allowed to modify the quotations, per the future amendment, it will add risk and cost to the bid. This important project has great interest and will be a significant benefit to contractors, vendors, and the base operations. The time necessary to complete this package is small compared to the large impact of the process to incorporate the changes. Will the owner allow the time requested to complete the estimate following the future amendment?

R#176: The proposal due date is extended to May 31, 2016 as referenced first paragraph in this amendment.

Note:

1. The offeror must acknowledge receipt of all amendments on the offer schedule.
2. All other paragraphs, provisions, and conditions to this proposed task order remain unchanged.

SECTION 00010 - SOLICITATION CONTRACT FORM

The performance code has changed from Award to Notice.

The contractor period of performance end date has increased by 350 days from 745 days to 1095 days.

(End of Summary of Changes)