

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE J	PAGE OF PAGES 1 15
2. AMENDMENT/MODIFICATION NO. 0003	3. EFFECTIVE DATE 29-Mar-2016	4. REQUISITION/PURCHASE REQ. NO. ACQR3898725		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. N62473-16-R-4602	
		X	9B. DATED (SEE ITEM 11) 31-Jan-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 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.) N62473-16-R-4602 (P 378 F-35C HANGAR MODERNIZATION AND ADDITION, NAS LEMOORE, CALIFORNIA) SEE CONTINUATION 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 29-Mar-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:

AMENDMENT 0003

AMENDMENT 0003 – DATED 29 MARCH 2016

Contract: N62473-16-R-4602
CS/Phone: Christopher Rosario 619-532-4569
Solicitation Date: 31 January 2016
Subject: P 378 F-35C HANGAR MODERNIZATION AND ADDITION, NAS LEMOORE, CALIFORNIA

This is an amendment to subject solicitation:

A. The following information is provided in response to RFIs:

Question 18: Section 013329 paragraph 1.4 refers to Attachment 1, HPSB checklist. This attachment was not found. Please provide

Answer 18: See attached HPSB Checklist (for information only).

Question 19: On drawing A-2.06, it calls out for Type W7 windows. The window schedule on drawing A-7.01 only shows Types W1-@6. Please advise on what type of window W7 is.

Answer 19: Window schedule for building 352 and 353 are on sheet A-7.02

Question 20: On drawing A-9.21, Note #2 references to sheets I-2.10 & I-2.11. These sheets are not in the drawings. Please advise.

Answer 20: Revise Note 2 to read "Refer to sheet A-9.20 for signage locations."

Question 21: On Drawing Sheet A-7.00, the FINISH LEGEND specifies CPT-3 as follows: BROADLOOM CARPET - BENTLEY NEW STRATFORD 8NS3406301, COLOR: OVERCAST 880346. We believe the Bentley New Stratford is only available as a Carpet Tile (not broadloom). Please clarify.

Answer 21: CPT-3 is Carpet Tile 24" x 24"

Question 22: On Drawing Sheet A-2.07, the floor plans Temporary Buildings BLDG 353A and BLDG 353B are shown. However, we can't find the Finish Schedules for these Temporary Facilities. Please identify the required finishes.

Answer 22: Refer to sheet A-7.02.

Question 23: Does it get a wall as shown on Architectural Drawing A-2.03 (MOD-3 area) appears to show a CMU wall along Grid Line 3, between Room 3-126 & 3-128 (between Grid Lines 28.5 & 29.8). However, Structural Drawing Sheet S-2.06 (MOD-3 area) doesn't show the CMU wall at Grid Line G. Please clarify the intention. Also, please provide any details for structural steel, masonry, and or other trades that may be affected.

Answer 23: Construct per structural drawings between rooms 3-126 and 3-128, include furring walls as shown between gridline 29 and 29.8. Use wall type A between gridline 28.5 to 29.

Question 24: On Drawing Sheet F-0.01 Fire Sprinkler General Notes, Note L states: "Provide galvanized Schedule 40 pipe for the AFFF solution system." The existing below grade AFFF solution piping in the Grate Nozzle Trenches is 304 Stainless Steel Schedule 10 Pipe. Is the stainless steel piping to be replaced with galvanized? Please clarify.

Answer 24: The existing AFFF piping is to remain. All new foam-water system piping may be 304 stainless steel or galvanized schedule 40 as noted.

Question 25: Sheet G2.2 shows an AT/FP standoff distance for the hangar 5 building. Please confirm if the distance also applies to the telecom hut and line shack. Please clarify what the AT/FP requirements are for the telecom hut and line shack buildings.

Answer 25: Line Shack does not require ATFP standoffs. Telecom Hut has 33' setback striping per sheet CS-1.25, with ATFP rated windows per type W7 on sheet A-7.02.

Question 26: On Fire Protection Drawings (F-sheets), Drawing Sheets F-2.15 thru F-2.21, the fire sprinkler design criteria table shows the system type as: "existing wet pipe system (sprinkler relocations only)". This appears to apply to all areas outside the hangar bay and Building 353 and 352. Does this mean these areas already exist? Please clarify the intent of this note.

Answer 26: The Hangar 5 addition and Buildings 352 and 353 are to be protected by new wet pipe sprinkler systems designed for the criteria noted in the table.

Question 27: Reference Drawings are listed on sheet C-0.01 that were not provided Please provide.

Answer 27: All pertinent information obtained from reference drawings is included in the P378 design documents. The reference drawings are not required for contractor to complete proposals.

Question 28: Drawings S-2.04, s.05, 2.06 show the entire new hangar door trench to slope to the north. This does not match the plumbing drawings showing 2 outlets. We assume there will be 1 high point at approximately Col. 8 for drainage to both outlets. Please verify.

Answer 28: The plumbing drawings are correct. There shall be two outlets

Question 29: Drawing S-2.05, we assume that the existing trenches at col 10.3 and 18.6 will be extended to the new hangar door trench. Please verify.

Answer 29: Confirmed. The existing trenches at those locations are extended to the new trench at the hangar door, as shown on S-2.05. Note that the trenches must be routed around the new column base plates at those grid locations, as shown on S-2.05.

Question 30: Drawing PD-2.02 shows the existing hangar door trench to be in 3 separate sections. However, Dwg S-2.05 has note 10 calling for walls to be poured inside the existing hangar door trench. Please verify which is correct.

Answer 30: The plumbing and structural drawings are both correct and show the same intent. The walls shall be built per the structural drawings to separate the existing trench into three sections.

Question 31: Please provide drawings showing the location of the existing drain piping below the hangar floor.

Answer 31: Existing hangar underfloor drain piping that is in conflict with structural grade beam, footing and pile cap upgrade have been shown. Reference keyed note #20 on P-2.02 and keyed note #17 & 21 on P-2.03. In addition, reference sheet note #3 on both P-2.02 and P-2.03 and general note #6 & 7 on P-0.10 for contractor to field verify existing pipe sizes and location prior to commencing work; and reroute and/or make minor piping adjustment if necessary to fit field condition.

Question 32: Plumbing Demo drawings do not show demo of existing industrial waste lines for Mod 2 and Mod 3 at the existing hangar door trench. We assume there is none required. Please verify.

Answer 32: Per the record document provided by the Government, there is no existing industrial waste line in Mod 3. In Mod 2, cap and remove portion of the existing industrial waste line in conflict with placement of the new trench drain.

Question 33: P2.02: Plumbing drawings do not show any drains or drain piping for the utility pits and utility trenches feeding the pits. We assume none are required. Please verify.

Answer 33: Utility pit to be drained via portable pump when necessary - no drain piping required.

Question 34: M2.01: There is nothing shown for condensate collection for the high pressure aircraft cooling ductwork. We assume none will be required. If this is required, please provide pipe routing and draings.

Answer 34: Condensate collection is not anticipated.

Question 35: Note 2 on P2.01 refers to detail #9 on S-9.00. However this detail shows 2 smaller diameter pipes. Please provide detail showing connection of 30" diameter pipe to the hangar door trench. Please verify that a sleeve will be required.

Answer 35: Per note 1 on detail 9/S-9.00, backfill with granular material for piping more than 2'-0" below bottom of footing. Sleeving is not required. See attached piping connection to trench drain detail.

Question 36: F2.11: There are tags within hexagons (2 each) at the existing floor nozzles. Please provide information for these tags.

Answer 36: The hexagons are hydraulic nodes for sprinklers and foam nozzles that were calculated for government review. The fire sprinkler contractor must perform independent hydraulic calculations to confirm the estimated pipe sizes and configuration shown on the performance level engineering drawings can be achieved with the available water supply.

Question 37: F2.14 shows tags within hexagons at various heads. Please provide information for these tags.

Answer 37: The hexagons are hydraulic nodes for sprinklers and foam nozzles that were calculated for government review. The fire sprinkler contractor must perform independent hydraulic calculations to confirm the estimated pipe sizes and configuration shown on the performance level engineering drawings can be achieved with the available water supply.

Question 38: F2.11: We assume that the modifications of the existing foam suppression system will require rezoning of the entire system. Please provide single line showing new zoning.

Answer 38: Two of the three existing AFFF systems were calculated to flow simultaneously as originally configured and approved by the NAVFAC FPE.

Question 39: F0.01 The fire sprinkler design criteria matrix indicates that areas without shading have an existing wet pipe system. However, there is no distinction between areas of the building which are existing and areas which are new addition. There are areas in each which are unshaded. Please verify.

Answer 39: The Hangar 5 addition and Buildings 352 and 353 are to be protected by new wet pipe sprinkler systems designed for the criteria noted in the table.

Question 40: M2.02: Please provide a spec and details for the prefab pit and hatch devices

Answer 40: The prefab pit and hatch unit shall match the recently installed unit in Mod 1. See attached data sheet.

Question 41: F2.13: The fire sprinkler design criteria matrix indicates that areas without shading have an existing wet pipe system. However, there is no distinction between areas of the building which are existing and areas which are new addition. There are areas in each which are unshaded. Please verify.

Answer 41: The Hangar 5 addition and Buildings 352 and 353 are to be protected by new wet pipe sprinkler systems designed for the criteria noted in the table.

Question 42: S2.05: Please provide depth of existing trenches to be extended to the new hangar door trench on S2.05 (and elsewhere).

Answer 42: The depth of the existing trenches running in the east-west direction is 2'-0", as indicated on 24/S-9.00 (contractor to verify in field).

Question 43: A905: A projector is shown in detail 14 by FF&E. Please confirm that the support is by FF&E.

Answer 43: Projector and projector support are by the AV budget amount.

Question 44: A905: Detail 8 show a projector but there are no specifications. Please confirm that the projector is with FF&E.

Answer 44: The Projector is included in the AV budget.

Question 45: The Finish Schedule on A-7.00 states room 3-238 HEAD to be carpet(CPT-2). Please clarify if this is to be tile or carpet flooring?

Answer 45: Room 3-238 floor and base to be CT-1.

Question 46: Will any additional specifications be provided for the Temporary Blast Resistant Modular Buildings 353C, 353D, 353E & 353F?

Answer 46: Basis of design product Satellite Safety Shelter Blast Resistant Module. Other products that can meet the specification will be acceptable.

Question 47: Reference Spec 41 22 13.13 part 2.4.12 Load-Limit System: This requirement is often eliminated from the crane specifications due to the amount of modifications required for compliance. The hoist will be equipped with an overload cut-off but it has 1 set point (adjustable; but usually set to 110% of crane capacity). This overload cut-off can be tied to an indicator light and alarm bell if desired. To my knowledge, a load limit system as described in 2.4.12 isn't available for a Class 1 Division 2 hazardous rated environment. Can this Load-Limit System requirement be replaced with an single set point overload cut-off?

Answer 47: A load-limit system is required. Load limit will have one set point at any specific time, but the set-point shall be adjustable in the crane control panel. Limit sensor located at equalizing sheave or upper block will not be in the Class 1, Division 2 area.

Question 48: Reference Spec 41 22 13.13 part 2.2.8 Hook and Load Block: This specifies that the hook and load block need to be spark resistant. This is often achieved using a bronze hook and nylon or stainless sheaves. Is this acceptable or does the entire load block need to be constructed of stainless?

Answer 48: Entire block must be spark resistant.

Question 49: On sheet F-0.01 Fire Sprinkler General Notes; note L states Provide galvanized sch 40 pipe for the AFFF solution system. The existing AFFF solution piping below grade in the Grate Nozzle Trenches is 304 Stainless steel sch 10 Pipe. Is the stainless steel piping to be replaced with galvanized?

Answer 49: The existing AFFF piping is to remain. All new foam-water system piping may be 304 stainless steel or galvanized schedule 40 as noted.

Question 50: There are no specifications provided for the Clean Agent System in the Telecom Hut. Please provide specifications for the Clean Agent System as referenced on F-0.01 note A. of Clean Agent General Notes.

Answer 50: Refer to revised specification section issued under Amendment #2

Question 51: Section 01 11 00 Summary of Work 1.4.1.1 states Relocation of Line Shack and Demolition Keynote 19 on CD-1.04 states Demolish Structure. Please confirm existing Line Shack Building is to be demolished and not relocated.

Answer 51: Existing line shack is to be entirely demolished.

Question 52: Reference Section 01 33 29 Sustainability Reporting part 1.4.5.a. Please provide "Attachment 2, TPC Checklist" as this is not included in the specifications.

Answer 52: See attached TPC checklist (for information only).

Question 53: Reference: Sheet A-7.02 The window legend shows a W7 window to be 7'4" x 3'4" however the schedule says it is only 3'4" x 3'4". Please clarify the window dimensions.

Answer 53: Window schedule size of 3'-4" x 3'-4" is correct

Question 54: Reference Section 10 21 13 Toilet Compartments Part 2.2.1 which mentions thickness minimum requirement for partitions to be 1" and also material to be solid plastic which does not come in material thickness greater than 3/4".

Answer 54: Minimum thickness shall be 1/2"

Question 55: Detail 26/S-9.00 calls for waterproofing system. Please provide Below Grade Waterproofing Specifications.

Answer 55: Specifications for waterproofing are contained in section 03 30 00. Please refer to that specification for requirements.

Question 56: On sheet F-0.01 Fire Sprinkler General Notes: note L states "Provide galvanized sch 40 pipe for the AFFF solution system." TH existing AFFF solution piping below grade in the Great Nozzle Trenches is 304 Stainless steel sch 10 pipe. Is the stainless steel piping to be replaced with galvanized?

Answer 56: The existing AFFF piping is to remain. All new foam-water system piping may be 304 stainless steel or galvanized schedule 40 as noted.

Question 57: Per sheet CS-1.25 it seems as if the temporary buildings shall be placed on the existing hardscape. With the lack of structural details and or calculations for the temporary facilities, will the hardscape be structurally suitable to support such buildings?

Answer 57: Temporary facilities are intended to rest on existing pavement, where possible. Refer to Spec Section 13 34 23.13 for design criteria. Temporary facility design submittals shall consider appropriate support as necessary.

Question 58: Several of the temporary buildings have a blast resistant metal exterior paneling, please specify a material for this paneling.

Answer 58: The portable safety shelters for buildings 353C, 353D, 353E, and 353F are constructed per basis of design product Satellite Safety Shelter Blast Resistant Module. Other products that can meet the specification will be acceptable.

Question 59: Carpet Spec section (09 68 00) calls for a primary backing material for tile and broad loom to be customarily used and accepted by the trade (2.1.1.11). The next line (2.2.2.12) calls for a factory attached cushion chemically frothed polyurethane with minimum weight of 18 oz/sq. yard. What backing product should the contractor provide, factory attached or customarily used?

Answer 59: Follow paragraph 2.1.1.12

Question 60: Per drawings F-2.15 thru F-2.21 the fire sprinkler criteria table shows system type as existing and sprinkler re-locations only in all areas outside the hanger bay and Buildings 353 and 352 and the new addition to existing Building. Are these areas not to get new Fire Sprinklers? Please advise.

Answer 60: The Hangar 5 addition and Buildings 352 and 353 are to be protected by new wet pipe sprinkler systems designed for the criteria noted in the table.

Question 61: In reference to Drawing F-2.17 note 145 states to install new Back-flow Preventer on wall and the criteria calls out existing sprinklers. In Part 3 Chapter 5 of the specifications it calls out under Space Characteristics call out for these rooms to have a Wet Sprinkler System. Please advise.

Answer 61: Building 352 and 353 are to be protected by new wet pipe sprinkler systems utilizing vertical backflow preventers designed for the criteria noted in the table.

Question 62: Bridge Crane, Sheet S-2.03 calls for a bridge crane. The Span looks to be 55' approximately and the runway length is 105'. Please confirm the exact runway and crane span dimensions.

Answer 62: Span and runway length for base bid crane are readily determined from information on S-2.03 and S-9.14. Span and runway length for Bid Option 1 crane are determined from S-2.06A and S-9.14.

Question 63: Bridge Crane, please confirm the girder type. Spec states box girder section. However, it also includes a Wide Flange or any structural steel shape.

Answer 63: The specification as written allows for a variety of bridge girder types. Box girder is one of the several types of acceptable designs.

Question 64: Bridge Crane, spec calls for a duplex type 2-motor bridge drives. Duplex types are prohibited by CMAA and ASME. Please clarify.

Answer 64: Specification calls for A-4 type bridge drive. A-4 is defined as separate drives at each end of the bridge and is acceptable under both CMAA and ASME standards.

Question 65: Bridge Crane, Sheet S-2.03A for option 1, is the contractor responsible for a credit for the base bid crane if option 1 is awarded? Please confirm exact runway and crane span dimensions for option 1 Bridge Crane.

Answer 65: Cost for option 1 is the offeror's cost for implementation, and shall include any additive or deductive cost to provide option 1. Span and runway length for base bid crane are readily determined from information on S-2.03 and S-9.14. Span and runway length for Bid Option 1 crane are determined from S-2.06A and S-9.14.

Question 66: Please clarify if the duct bank detail on sheet E-5.01/1 applies to the entire length from the existing manholes on E-1.01 to the south manholes on E-1.02, or if the detail only applies from the existing manholes on sheet E-1.01 to the north manholes on sheet E-1.02, or if the detail also applies to the areas in front of the APES.

Answer 66: Duct bank detail applies to all underground conduits on E-1.01 and E-1.02

Question 67: Sheet E-1.02 and E-5.01/1 Please indicate the size and quantity of conduits required? The detail says PVC conduit as indicated. The plans indicate only 2 or 3 conduits in the duct bank.

Answer 67: Duct bank detail is a typical representation for construction. Refer to single line diagrams and feeder schedule for conduit size and quantities

Question 68: Reference E-1.01/E-1.02 note 4. Please clarify if the Owner will provide and install all of the lightning protection system components listed in this note?

Answer 68: Contractor shall install owner furnished lightning protection components on APES for a complete system

Question 69: Sheet E-6.04, Key Note 3. The note states "ALL PVC CONDUITS ENTERING THE GROUND SHALL ADAPT TO PVC COATED RGE BELOW GRADE INSTALLED AS PER NEC ARTICLE 300.5" This note seems to indicate that the conduits on the backboards are PVC and the stub up through the concrete needs to be PVC coated GRC. What type of conduit, boxes and fittings will be required above grade at the backboards? Do all stub up transitions from PVC need to be coated GRC in all areas or just in the APES area?

Answer 69: PVC coated GRC conduits shall be used for all transitions through concrete and shall terminate on appropriate threaded type fittings in all areas. Conduits on backboard shall be threaded GRS.

Question 70: Sheet E-6.04 Key Note 3. Please indicate the location of the BMS and Annunciator panels.

Answer 70: Locate adjacent to fire alarm panels in Hallway H-101

Question 71: Sheet E-1.00 Bldgs. 353C-F. These buildings are shown as being feed from panel "TLM". Please provide the conduit and cable requirements for these buildings.

Answer 71: Each of these buildings shall be fed with 1"C - 2#10 and 1#10 GND

Question 72: Spec Section 08 34 16.20 calls out VERTICAL LIFT FABRIC DOORS. In our experience metal skinned hangar doors work better on the west coast because they can be insulated and are more secure. Will a metal skin door be accepted as a substitutions for vertical lift fabric doors?

Answer 72: Submit proposal based on vertical lift fabric doors. Metal skin door is not desired.

Question 73: Per the F drawings 2.15 thru 2.21 the fire sprinkler design criteria table show system type as: existing wet pipe system (sprinkler relocations only), this is for all areas outside the hangar bay and bldgs. 353 and 352, does this mean that these areas already exist and this is a remodel?

Answer 73: The Hangar 5 addition and Buildings 352 and 353 are to be protected by new wet pipe sprinkler systems designed for the criteria noted in the table.

Question 74: What are the floor, wall and exterior finishes to be on BLDG 353C, 353D, 353E, and 353F none are called out in the drawings or specs?

Answer 74: Flooring and interior walls are per spec 13 34 23.13 paragraph 1.3.3. Exterior finish is per the manufacturer.

Question 75: Sheet E-2.37 only shows locations for exterior lights on the temporary buildings. What are the locations of the interior lights per Sheet Note 2, 3, 4, and 5?

Answer 75: Interior lighting fixture locations are not indicated. Refer to design criteria within sheet notes for design requirements

Question 76: The way we have interpreted the HPC Pre-Conditioned Air specification is that the units will be mounted outside and the discharge air from the unit will travel through a substantial amount of hard ducting to the manifold station. The unit referenced in the specification, as a reference for design is a JBT Aire 30 Ton unit with a 40HP blower capable of producing 50 pounds per minute.

We see some major flaws in this specification:

1. The OUTSIDE units will be taking in outside air. Your location near the desert has a 4% design day of 103F, with many times in the last 4 years reaching 106F. That means the units will be taking in at times 106F air through the blower. The system has to overcome that extreme hot air to output 35-50F at the aircraft. To adequately cool the unit would require a pre-cool module. Based on our experience designing a few of these systems for the F35 we believe the unit should be at least a 60 Ton unit with a pre-cool module.

2. We have a hard time figuring out from the Jacobs's drawing how many feet of hard piping there is from the unit to the aircraft, and how many 90 degree fittings are in a piping run. We see from drawing M-2.01 that 4 of the units are behind a chain link fence and the spec calls for 5 feet of flexible ducting to the diffuser. How many feet of ducting from the diffuser to the aircraft and how many 90 degree fittings are there? On drawing M-2.03 three units are depicted outside enclosed by chain link enclosure. The M-2.02 drawing shows 14' of ducting and the continuation drawing M-2.03 shows an additional 14' of Ducting for a total of 28' of hard ducting plus another 5' of flex ducting for a total of 33'. Is this correct? Is there any other ducting the air must pass through other than what we referenced? How many 90 degree fitting are in the M-2.02 and the M-2.03 ducting run?

The length of the runs as well as the 90 degree turns will all reduce the pressure the aircraft finally sees. We are requesting more information for the purpose of sizing the blower.

From what we see the 30-ton system is inadequate for your application. One additional fact to keep in mind is a system that is rated 30 tons' nominal does not produce 30 tons of cooling air as you have to subtract the effects of the blower and outside conditions. The system we would be more comfortable with would be a 60 ton with pre-cool and a correctly sized blower.

Answer 76: As indicated on the drawings, the basis of design for the high pressure cooling units were JBT 30 ton nominal high pressure cooling units. Note that per drawing M-5.01, the unit is required to operate at a maximum temperature of 130F which takes into account radiated heat from nearby surfaces. The performance criteria is documented in several locations in the drawing package. During the design, the designer of record (DOR) worked closely with the manufacturer in determining the capacity of these units. Calculations were prepared by the manufacturer and reviewed by the DOR that took into account ambient conditions and the performance criteria. Note there are several successful installations of similarly sized 30 ton HPC units operating at similar ambient conditions. The contractor shall provide a unit that meets the performance criteria with calculations supporting the size of the proposed unit. Additionally, the contractor will be responsible for the coordination including but not be limited to space available for the units, additional electrical requirements, increased pad sizes, etc.

Question 77: Ref. 3/S-9.10; Reinforcement plates ½"x6 ½" are called-out at the HSS6x6 braces. Should not the width of these plates be less than the width of the brace?

Answer 77: Concur - use ¾"x4-1/2" plates in lieu of 1/2"x6-1/2" plates.

Question 78: Ref. 4/S-9.12; Bent plate detail 1/S-9.11 is called-out here. There is no Detail 1 on Sheet S-9.11. Please advise.

Answer 78: The correct reference is 11/S-9.11.

Question 79: Ref. Sheets A-2.11 thru A-2.13; Keynote 3 states "Paint and repair (E) roof ladder". Exterior elevations and details 23 and 26/A-9.01 do not indicate these are existing ladders. We assume the (3) roof ladders along Line "F" are existing. Please confirm.

Answer 79: There are three existing roof ladders along gridline F as noted by keynote 2 on sheets A-2.11 through A-2.13. There are two new roof ladders between gridlines A and A.1 as noted by keynote 3 on sheets A-2.11 and A-2.13. The details refer to the new roof ladders.

Question 80: Section 096800, Paragraphs 2.1.1.11 & 2.1.1.23 Backing Materials states "Provide secondary backing to suit project requirements of those customarily used by the trade for each type of carpet" Paragraphs 2.1.1.12 & 2.1.1.24 states to provide an attached cushion. What type of secondary backing is being requested "customarily used and accepted by the trade" or "attached cushion" and as both carpet tile and broadloom products are specified are all products to have the same secondary backing?

Answer 80: Follow paragraph 2.1.1.12. All products can have different backing as long as minimum requirements of that paragraph are met.

Question 81: Section 134800 has required the following rooms to be STC 45: T-110, T-126. The ceiling finish specified for these rooms call out to be "exposed". However in various other STC rated rooms it calls for a "2'x2' suspended ceiling tile and grid system, 9-foot high". Please confirm if these rooms will require a ceiling system that will ensure the desired STC rating.

Answer 81: For these rooms without a ceiling, the bottom of the structural deck above provides the STC boundary.

Question 82: Temporary building - Part 3, Chapter 5, Page 14 and 15. Rooms T-134, T-131, and T-132 are not shown on sheet A-2.07. What sheet are these rooms located on?

Answer 82: The PR and AME Shop Blast Enclosures are Buildings 353C, 353D, 353E and 353F.

Question 83: Temporary building - Room T-211 and T-231 have no wall, ceiling, or floor finish. What is required in these rooms?

Answer 83: Finishes are per spec 13 34 23.13 attachment

Question 84: Temporary building - Are the double tier lockers in building 353A made of steel or HDPE?

Answer 84: Metal, per spec 13 34 23.13 attachment

Question 85: What projects/bases has the Navy used vertical lift fabric doors on?

Answer 85: MV 22 Hangar at MCAS Yuma and JSF Hangars at NAF El Centro.

Question 86: S 1.01: Foundation Note #1 - Please provide a copy of the referenced Geotechnical Report

Answer 86: See attached Geo-tech Report

Question 87: CU-1.30: Note 50 reflects tying the Hangar trench drains into the storm drain. Please confirm a containment tank and diverter valve are not required for an event with the Foam Fire Extinguishing Systems in the Hangar

Answer 87: The existing hangar floor drainage system is to remain, no additional containment is required by NAS Lemoore. The project includes improvements to the existing storm drain and industrial waste systems on site, discussed in more detail in the utilities sections of the contract documents

Question 88: Spec 12 24 13, 3.2 - "Roller Window Placement Schedule" calls out rooms to receive shades, RCP shows more rooms than listed in the schedule. Please clarify if we are to bid to the RCP or Placement Schedule

Answer 88: Provide window shades at all windows per RCP.

Question 89: F-0.01: Clean Agent General Note A refers to specifications for materials and methods of construction. Will a specification section be issued for this scope of work and will it need to be included in the Facility Data Matrix?

Answer 89: Refer to revised specification section issued under Amendment #1

Question 90: CE-1.37: Please identify the preferred Contractor's Haul Route to the project laydown and site entrances

Answer 90: Haul route is through Reeves Blvd. from Hwy 198; Laydown area is indicated on CE-1.38. Contractor shall develop a SWPPP per the contract documents and identify haul route therein. Traffic control shall be provided. Careful consideration shall be made for vertical clearances of taxiway underpasses.

Question 91: S-9.00: The plan sheets indicate epoxy floor coating of the hangar bays. Will this scope include epoxy coating within the trench or epoxy coating of the trench drain covers?

Answer 91: Epoxy within the trench and cover is not required

Question 92: Spec 41 22 13: We do not see any minimum hook lift requirement. Base bid crane span is 53'-0", so it could be a top running single crane.

But the Option #1 crane span is 147'-0", it would be a mono box or top running double girder crane. In the two cases hook lift will be different. Please provide clarification of requirements.

Answer 92: Paragraph 1.3.2.1 of Section 41 22 13.13 specifically requires double girder, top-running cranes with top-running trolley hoists. Single girder cranes are not acceptable. Bottom of bridge girders shall be 19' - 9" minimum elevation. For specified type of crane lift height will be greater than bottom of girder height. Maximum top of crane height for base bid is 27' - 6". Maximum crane height for Bid Option #1 is 28' - 6 1/2". Crane beam runway TOS Elevations is per det. 19/S-9.14.

Question 93: Soil report - I have not seen a soil report yet. Will this be distributed? And if so, when?

Answer 93: See attached Geo-tech Report.

Question 94: Buy American? Are all materials to be sourced from USA?

Answer 94: Yes.

Question 95: Per RFP Drawing S-2.03A, Bid Option #1 requires a crane span of 147'-0". Shipping and handling of a girder this length will be a big problem. Can the girder be spliced in two or three pieces?

Answer 95: Girder can be spliced in not more than 2 places (3 pieces). Design and field connections must comply fully with CMAA 70 requirements. Any field welding must be by AWS certified welders and tested after completion.

Question 96: CRANE SPECIFICATION SECTION 41 22 13.13: What is the minimum hook lift requirement for (a) the Base Bid Crane (53'-0" span)? What is the minimum hook lift requirement for the Option 1 Crane (147'-0" span)?

Answer 96: Refer to RFI 101 above. Bottom of bridge girders shall be 19' - 9" minimum above finished floor for both cranes. Minimum hook lift shall be above the bottom of the bridge girders.

Question 97: CRANE SPECIFICATION SECTION 41 22 13.13: What is the elevation of lowest overhead obstruction for each crane, or available headroom from the top of steel?

Answer 97: Refer to RFI 101 above. Lowest overhead obstruction for base bid crane is 27'- 9". Lowest overhead obstruction for Bid Option 1 crane is 28' - 9 1/2" above finished floor. Highest point of crane shall allow 3" clearance below obstruction elevation.

Question 98: CRANE SPECIFICATION SECTION 41 22 13.13: The crane coverage areas shown on the RFP drawings are unattainable. A Top-running crane's coverage will not extend past hook approach to runway. Please clarify.

Answer 98: North-south coverage for both cranes shall extend to not more than 2'-7" from centerline of supports. East-west coverage for base bid crane shall extend to no more than 5' -1" from center of supports. East west coverage for Bid Option 1 crane shall extend to no less than 9'-0" from center of supports.

Question 99: Is this project subject to the Buy America or Buy American material requirement for steel products?

Answer 99: Yes

Question 100: Sheet G-2.02, Keynote #4 calls for 9' high chain link fence and gates. Sheet A-2.02 calls for 8' high chain link fence. Please clarify if the chain link fence and gates will be 8' high or 9' high.

Answer 100: Chain link fence around CAS Yard is to be 9' high. Chain link fence around transformers is to match existing adjacent substation fence, which is 6' high with 1' barbed wire.

Question 101: Sheet G-2.02, Keynote #11 states that the existing fence and gates are to remain (near the [e] POV Parking Lot. Sheet CI-1.11, Keynotes #13 & #16 references us to the Architectural Plans for (what appears to be) new chain link fence and gates. I checked the Architectural plans and I do not see any reference to new fence and/or gates to be installed at this area. Please clarify if the (e) chain link fence and gates are to remain or be replaced with new fence and gates.

Answer 101: On G-2.02, Keynote #11 refers to an existing chain link fence per separate project. This is shown on CI-1.10 (not CI-1.11). On CI-1.11, keynotes #13 and #16 coordinate with Keynote #4 on G-2.02, for an electrical substation area south of the existing one depicted on CI-1.10.

Question 102: Sheet A-2.06, Keynote #10 calls for removable chain link fence sections, up to beam above, posts bolted to slab. Sheet A-4.01 shows an elevation of this fence but there is not a detail

provided as to how the fence will be anchored or what portion is removable. Please provide a detail of the removable chain link fence section.

Answer 102: Provide 3 equal removable sections, 17' high, with standard post base plate bolted to slab so that the sections can be unbolted and moved. Provide standard removable link attachment for each section to the end CMU wall and to each other.

Question 103: Given the complexity of this project we respectfully request a 2 week extension of the bid submission date in order to fully analyze pending RFI responses and ensure maximum participation among the contractor community

Answer 103: See Amendment 0002, section F.

B. The following documents are provided for your reference titled:

1. Hangar 5 Mod 1 CAS pit submittal
2. LEED NC 2009 Checklist_P378 FRS Hangar 5 - NAS Lemoore, CA (1000057097)
3. NAVFAC Sustainable Energy Data Record Card_P378 F-35 FRS Hangar 5 Additions & Modifications
4. P378 Bid RFI 38_Pipe connection to trench_Revised
5. P378 Geo tech Addendum 1 1-19-16 20152185-D8753
6. P378 Geo tech Report 20152185-D8753

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.

(End of Summary of Changes)