P-1353163 AIRFIELD DEFICIENCIES PHASE 1, NAS Corpus Christi, TX

PPI Log

SOLICITATION: N69450-16-R-0608

PPI #	SECTION OF RFP	PARAGRAPH NUMBER	PAGE NUMBER	DRAWING NUMBER (IF APPLIC)	QUESTION	ANSWER	ATTACHMENT Yes or No	AMENDMENT #
1	0	0		CD-101 thru CD 125 & C-504	In Lieu of 6" Cement Stabilized 8% Subbase under the Concrete or Asphalt repairs while in the Apron Area with very small repair areas will the Contractor be allowed to substitute a flow Fill or 1500 psi concrete? Another alternative would be to replace the Subgrade with full depth Concrete pavement.	Both alternatives are acceptable. The Contractor shall discuss with AirOps, NASCC, NAVFAC, etal to determine which method is most suited for the local conditions.	NO	0003
2	0	0		C-505 Detail 7 & 9	On the Joint Layout Sheets C-514 thru C-520 The joint callouts are showing CJ (Contraction Joint Det 7 C-505) and some joints in the same line show Contraction Joints with Deformed Bars (Det 9 C-505). Will the Contractor be allowed to utilize the Contraction Joint with Deformed Bars when necessary to construct the 15x15 panels in 2 pours?	Drawings C-514 thru C-520 were reviewed and no locations were found where a 15x15 panel was to be poured in two separate pours. The intent is that each panel will be poured in one monolythic pour. Please provide additional data as to why a panel would be poured in multiple pours for further consideration.	NO	0003
3	0	0		C-519 Detail 2	This area of Paving is missing some of the joint callout types. Will these be added prior to bid time?	A corrected C-519 is provided at this time. The layout remained the same with additional labeling added to provide clarity.	YES	0003
4	0	0		RFP	Has the provision for a Portable Batch Plant on-site been removed as a requirement in the performance of this contract?	The specification for the Portable Batch Plant (PBP) provides requirements for the PBP should it be required. If the KTR can accomplish 100% of the delivery requirements (time, tempurature, etc.) without the use of the PBP, that is acceptable. The PBP specifications shall remain included as an alternate means.	NO	0003
5	0	0		RFP	Will the Government allow the Contractor to work in multiple areas in which a non-priority is worked on while working on a priority area? For instance, Can we work in the outer Apron Areas where we are expanding the Apron on the West edge along with the Repairs bin Work Areas 10 thru 15?	The work phase plan provided is intended to maintain a particular number of aircraft parking spots available during the renovation. Closure of the areas should be conducted as indicated on the plans. Any alterations to the phasing areas must be coordinated and approved in writing with AirOps, NAVFAC, NASCC, etal.	NO	0003
6	(b) Non-cost/price (Technical) Factors	0	57 and SF1442	RFP	On page 57 one original, four copies, and one electronic copy (CD) of the solicitation submittal requirements for the non-cost/price technical factors. SF 1442 Section 13 states we require to submit one original and 5 copies. We would like clairification of submitting 4 or 5 copies.	Please provide five hard copies and one electronic copy (CD).	NO	0003
8				CD-101 & 102	Callout #9 and the * Remove and Replace Joint Seals within Project Limits" note is not listed or called out on these sheets. Do the Seals get removed and replaced in these areas.	*"Remove and replace" statement does apply. Replace sheet CD101 with revised Notes.	YES	0003
10				GI008	On drawing GI008 for Taxiway E, the Work Area Descriptions specify durations in both “Calendar Days” and “Days”. Are durations stated in “Days” working days or calendar days?	All durations are Calendar Days.	NO	0003

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11	Factor 1 Experience		58 of 68		"Projects submitted for the Offeror shall be completed within the past seven (7) years of the date of issuance of this RFP." Question- We respectfully request that the Government consider extending the Factor 1 projects to be within eight (8) years of the date of issuance of the RFP?	Submission requirement for this factors remains as follows: "Projects submitted for the Offeror shall be completed within the past seven (7) years of the date of issuance of this RFP."	No	0002
12	Proposal Due Date				The proposal preparation period includes the Christmas and New Year holidays, when many of our staff are on leave. For this reason we respectfully request a two week time extension to complete the technical and price proposal.	The proposals are due 45 days from the date of issuance of the RFP. This due date acconts for Christmas and New Years. See amendment 0003 for proposal time extension.	No	0002 0003
13	01 14 00.00 25		29		Please clarify if the taxiway and runway work areas will be opened to traffic at the end of each work shift.	Taxiway and Runway work areas that are actively being worked on will not be required to be open to aircraft movement. Closures are to be coordinated with AirOps and NASCC to insure that minimal disturbance of air operations are encountered.	NO	0003
14	03 30 00	3.11.5	29		Please clarify when and where is High Early Strength Concrete needed.	This is at the discretion of the Contractor (means and methods); as needed to facilitate installation. No specific areas are identified in the design documents; if it is used, the specification provides requirements for performance.	NO	0003
15	03 30 00	3.11.5	29		Please specify the required strength for High Early Concrete.	High early concrete is to have the same strength as "normal" concrete but shall reach the design strength at an earlier interval. Please see spec section 03 30 00 for additional information.	NO	0003
16					After reviewing the documents provided, we could not find a geotechnical report for this project. Please clarify if this report will be provided prior to bid date.	A geotechnical investigation and report was not completed in the scope of this project.	NO	0003
17				Main Apron - C-507 Detail 1 and 2	Details 1 and 2 for the aircraft static ground calls for the installation of a 3/4" x 8' copper, copper clad steel, glavanized steel or copper-zinc silicon alloy ground rod. Please clarify the conditions that will determine the type of ground rod to be used: soil condition? pavement? etc.	A 3/4" x 8' copper clad steel ground rod is acceptable for all conditions.	NO	0003
18				Main Apron - C-507 Detail 1 and 2	Details 1 and 2 for the aircraft static ground calls for the installation of a 3/4" x 8' copper, copper clad steel, glavanized steel or copper-zinc silicon alloy ground rod. Please clarify which type the government prefer.	A 3/4" x 8' copper clad steel ground rod is acceptable for all conditions.	NO	0003

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19				Airfield Vault - GI003, E-402	There is a 2w2" conduit duct bank to be installed between the airfield lighting vault and the ATCT. Please clarify if this duct bank will be installed by open trench method.	The duct bank is to be installed via horizontal bore. GI005 included detail 3 which specifically states " 2" HDPE directional boring under pavement." In addition, on that same sheet Detail 1 shows the installation of the junction can in the paved area. There are no details allowing open trenching through the hardstand.	NO	0003
20				Airfield Vault - GI003, E-402	There is a 2w2" conduit duct bank to be installed between the airfield lighting vault and the ATCT. Please clarify if this duct bank will be installed by directional bore method.	The duct bank is to be installed via horizontal bore. GI005 included detail 3 which specifically states " 2" HDPE directional boring under pavement." In addition, on that same sheet Detail 1 shows the installation of the junction can in the paved area. There are no details allowing open trenching through the hardstand.	NO	0003
21				Airfield Vault - GI003, E-402	There is a 2w2" conduit duct bank to be installed between the airfield lighting vault and the ATCT. Drawing E-402 calls for the installtion of PVC conduits. If this duct bank is installed using directional bore methods, can HDPE conduit be used instead of PVC?	Typical horizontal boring construction methods are intended. DR-11 HDPE (per USGS spec attached) is acceptable.	NO	0003
22				Airfield Vault - ED-111	Please specify the distance between HH-9 and the next Handhole up to where the center loop feeder will be removed.	The next handhole/manhole is located approximately 390 feet southeast of HH9. It is located at approximately the 10:00 position 90 feet northwest of the center of the concrete cul-de-sac located off Taxiway Yankee.	NO	0003
23				Airfield Vault - ES110	Please specify the distance between SW-1A and the next Handhole up to where the center loop feeder will be rerouted.	The distance between this handhole and SW-1A is approximately 370 feet.It is located at approximately the 10:00 position 90 feet northwest of the center of the concrete cul-de-sac located off Taxiway Yankee.	NO	0003
24	03 30 00			Airfield Vault - ES110	Detail 2 calls for a steel reinforced duct bank. However, the size of the steel and the intervals C-C are not specified. Please clarify.	Reinforcing for the duct bank is not required.	NO	0003
25	03 30 00			Airfield Vault - ES110	If steel reinforcement for the duct bank is required, please clarify if it is only to be installed at locations where the duct bank crosses any paved area.	Reinforcing for the duct bank is not required.	NO	0003
26				Airfield Vault - EL101	As part of the addition to the existing vault, new exit lights will be installed. However, the exit signs are missing from the Lighting Fixture Schedule. Please clarify.	Note E on EL101 requires the exit signs to have integral self-contained battery packs. See the attached specification supplement labeled EL 101 Note E Supplement.	YES	0003
27				Airfield Vault - E-402	Drawing E-402 calls for lowering two 3w4" duct banks that are currently installed in the area where the addition to the airfield vault is proposed. Please clarify the proposed installation depth of the lowered duct bank.	Duct banks below the concrete slab of the building do not need to be concrete encased	NO	0003

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28				Airfield Vault - E-402	Drawing E-402 calls for lowering two 3w4" duct banks that are currently installed in the area where the addition to the airfield vault is proposed. Please clarify if the duct bank needs to be concrete encased.	Duct banks below the concrete slab of the building do not need to be concrete encased	NO	0003
29				Airfield Vault - E-601	Drawing E-601 calls for the installation of a surge protector at the new MDP. However, there are no specifications for the surge protector. Please clarify.	Surge protective device shall meet IEEE C62.41.1. Provide parallel type surge protective devices (SPD) which comply with UL 1449. Provide SPD in NEMA 1 enclosure per NEMA ICS 6 and install close to load side of a dedicated breaker per 26 20 00, paragraph 3.1.25. As a minimum, provide the following modes of protection: Phase to phase (L-L) Each phase to neutral (L-N) Phase to ground (L-G) Provide with a minimum surge current rating of 80,000 amperes for L-L mode minimum, and 40,000 amperes for other modes. Maximum L-N Voltage Protective Rating shall be 1,200V for 480Y/277V, three phase, and Maximum L-L Voltage Protective Rating shall be 2,000V for 480Y/277V. The minimum MCOV (Maximum Continuous Operating Voltage) rating for L-N and L-G modes of operation shall be 115% of nominal voltage above 240 volts to 480 volts.	NO	0003
31				Airfield Vault - E-402	Drawing E-402 calls for the installation of a handhole to intercept the two 3w4" duct banks. However, there is no material specified for the handhole. Please clarify.	The Standard NAVFAC detail for a handhole is attached Provide type 4 handhole shown on UG-5. Top of handole is at the top of paving.	YES	0003
32				Airfield Vault - E-402	Drawing E-402 calls for the installation of a handhole to intercept the two 3w4" duct banks. However, there is no detail for the handhole. Please clarify.	The Standard NAVFAC detail for a handhole is attached Provide type 4 handhole shown on UG-5. Top of handole is at the top of paving.	YES	0003
37	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction is missing which applies to runways, aprons, taxiways and the approach lighting systems a rate for electricians. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002

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38	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for backhoe/excavator/trackhoe operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
39	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for trencher operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
40	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for trencher operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
41	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction is missing a rate for reinforcing ironworkers. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
42	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for Laborers Mason Tender Cement/Concrete. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
43	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction is missing a rate for bobcat/skidsteer/skid loader operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002

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44	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction is missing a rate for bulldozer operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
45	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for Directional Drill operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
46	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for Loader operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
47	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for Auger operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
48	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for Dump truck. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002

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49	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for Dump truck. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
50	Wage Determinations				After reviewing the wage determinations provided, wage determination TX40 for Highway construction which applies to runways, aprons, taxiways and the approach lighting systems is missing a rate for crane operators. Please clarify which rate should be used.	There are two wage determinations provided for this solicitation TX150342 (TX342) and TX150040 (TX40). It is the responsibility of the prime contractor and all subcontractors to select the appropriate wage classification for payment of workers from these two wage determinations provided. Both Wage Determinations can be found under additional documents on NECO for this solicitation.	No	0002
58	Wage Determinations				Please confirm that work to be performed on taxiway E,taxiway Z,taxiway S, Main parking Apron and the approach lighting system is considered as Highway work for the purpose of wage determination.	It is the prime contractor and/or subcontractor(s) responsibility to determine which wage determination to utilize for payment of the work force based upon the type of work being performed.	No	0003
72					Will there be any special insurance requirements for working on pier?	Offeror must comply with FAR Clause 52.228-5, Insurance - Work on a Government Installation.	No	0003