

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

PPI Log

SOLICITATION: N69450-16-R-0608

PPI #	DATE	SECTION OF RFP	PARAGRAPH NUMBER	PAGE NUMBER	DRAWING NUMBER (IF APPLIC)	QUESTION	ANSWER	ATTACHMENT Yes or No	AMENDMENT #
1	12/11/15	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	12/11/15	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	12/11/15	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	12/11/15	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, temperature, etc.) without the use of the PBP, that is acceptable. The PBP specifications shall remain included as an alternate means.	NO	0003
5	12/11/15	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

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6	12/15/15	(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 clarification of submitting 4 or 5 copies.	Please provide five hard copies and one electronic copy (CD).	NO	0003
7	12/15/15	Evaluation	Factor 1 Experience	58	RFP	First paragraph states construction value of approximately \$10M or greater. Last paragraph construction value of approximately \$8M or greater. We would like clarification of which value is to be used.	\$8M	NO	0004
8	12/15/15				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	12/16/15				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
11	12/18/15	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

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12	12/18/15	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 accounts for Christmas and New Years. See amendment 0003 for proposal time extension.	No	0002 0003
13	12/22/15	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	12/22/15	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	12/22/15	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	12/22/15					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

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17	12/22/15				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, galvanized 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	12/22/15				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, galvanized 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
19	12/22/15				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	12/22/15				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	12/22/15				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 installation 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

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22	12/22/15				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	12/22/15				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	12/22/15	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	12/22/15	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	12/22/15				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

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27	12/22/15				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
28	12/22/15				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	12/22/15				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	12/22/15				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

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32	12/22/15				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
33	12/22/15				Airfield Vault - E-402	Drawing E-403 calls for the instalation of a new panel NP. However, there is no panelboard schedule for it. Please clarify.	CONTRACTOR WITHDREW QUESTION		
34	12/22/15					Section 1 - Typical Asphalt Pavement Section, Section 2 - Typical Reinforced Concrete Section and Section 3 - Non-reinforced Typical Concrete Pavement Section all show a 6" Cement Stabilized (8%) Subbase. No specification was found for the cement stabili			
35	12/22/15				C-503, EA-102	Details on drawing C-503 calls for 4 - 1½" conduits to feed the approach lighting system. However, drawing EA-102 calls for 2 - 2" conduits and 2 - 1½" conduits. Please clarify.	The conduit size shown on EA-102 is correct. C-503 has been revised to reflect the correct conduit size	YES	0004
36	12/22/15				E-613	The single line diagram shows the connection from Panel NP to a relay panel and then out to the windcones. However, the feeders out to windcones are not identified. Please clarify which feeder correspond to each windcone.	Windcones are fed by #10 (or #8), 600v, Type C and identified on other project packages.	No	0004
37	12/29/2015	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
38	12/29/15	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	12/29/15	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

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40	12/29/15	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	12/29/15	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	12/29/15	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	12/29/15	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
44	12/29/15	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

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45	12/29/15	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	12/29/15	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	12/29/15	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	12/29/15	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
49	12/29/15	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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50	12/29/15	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
51	12/29/15				Main Apron - EA101	There is 1w2" conduit that is crossing TWY S at the entrance of the parking apron that is shown as open cut. However, there is a 2w2" north of this location that is specified as directional bore. Please confirm that the 1w2" will be installed using open trench methods.	The pavement in this area is of poor quality and is not within the aircraft travel path. The Contractor may open cut this area if they prefer or they may bore the area as required in the 2w2" area.	No	0004
52	12/29/15				Main Apron - EA101	The 2w2" duct bank between junction can plazas is being installed parallel to the apron pavement. Please clarify if the counterpoise for this duct bank needs to be installed in the same trench with the duct bank or in a separate trench.	Where the distance from edge of pavement to duct bank exceeds 10', the counterpoise may be installed in the same trench as the duct bank	No	0004
53	12/29/15				Main Apron - EA101 through EA108	For the purpose of counterpoise installation, please clarify if the conduit between the in-pavement edge lights is considered to be parallel to the taxiway and apron pavement.	When conduit is under pavement, it should be considered a separate duct and not parallel to pavement.	No	0004
54	12/29/15				Main Apron - EA101 through EA108	For the purpose of circuit installation, please clarify if a #6 AWG ground wire is required with every 5kv circuit installed.	The Navy does not currently require the #6 ground wire installed with the 5kv circuits.	No	0004

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55	12/29/15				Main Apron - EA102	On EA102, there are two notes at the holdbar: note 2 and note 4. The leaders do not point at any fixtures or base cans. Note 4 requires new isolation transformers but there is nothing to account for them. Please clarify how many isolation transformers need to be provided.	The contractor is to confirm the quantity of existing taxiway edge light fixtures and associated isolation transformers that are to be replaced. The approximate, estimated quantity is 15.	No	0004
56	12/29/15				Main Apron - EA102	For the purpose of counterpoise installation, please clarify if the duct bank between junction can plazas is considered to be parallel to the taxiway and apron pavement.	The duct bank is considered parallel to pavement if it is within 10' of the pavement edge.	No	0004
57	12/29/15				Main Apron - EA101 through EA108	For the purpose of counterpoise installation, please clarify if the conduit between the elevated edge lights is considered to be parallel to the taxiway and apron pavement.	The duct bank is considered parallel to pavement if it is within 10' of the pavement edge.	No	0004
58	12/30/15	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
59	AIRFIELD								
60	01/04/16	N/A	N/A	N/A		Sheet G104 (general phasing notes-note 6) regarding temporary constant current regulators; will these be turned over to the government after the project is complete, or will they become property of the contractor?	Any temporary equipment used during the execution of the contract will remain the property of the contractor. Equipment used in a temporary nature in the execution of the contract shall not be left in place as a permanent system unless the full warranty is in effect.	No	
61	01/04/16					Sheet G1004 (subproject phasing notes, note 2) If the lights are to be manual control, who is responsible for controlling lights, particularly on the weekends, airfield maintenance staff or the contractor?	The comment states, "If lights are operating on manual control...". It is referring to the deactivation of the lights when work is underway.	No	0004

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62	01/04/16					Is it a requirement to provide a temporary airfield lighting vault with temporary constant current regulators to maintain airfield operations, or will this be the contractor's responsibility to come up with a plan?	No. Please refer to the Phasing Plans and notes for description of the project phasing.	No	0004
63	01/04/16					Is constant current regulator AR1 the only regulator to be relocated?	AR1 is to be relocated and RR-A and RR-B are to be moved to make room for the cabinet lineup.	No	0004
65	01/04/16					Do we need to include a Tilt/Lowering device in our proposal for the PAR Reflector?	YES	No	0004
66	01/04/16					Do we need to include a Tilt/Lowering device in our proposal for the approach MG-20's?	NO	No	0004
67	01/04/16					Will a lifting bar be required on the MG-20's mounting stand assembly on pier?	NO	No	0004
68	01/04/16					Will a swivel joint be required on MG-20's on pier?	NO	No	0004
69	01/04/16					Will the MG-20's on pier have tilt capabilities or will they be fixed?	The poles on the pier will be fixed.	No	0004
70	01/04/16					Sheet EA102 of RW 13R approach lights call for 2 each 5kV, 133% cable. What is the intent if the system is 2400V?	The 2400V is for the Sequence Flashers	No	0004
71	01/04/16					RW 13R approach-will there be any fence grounding required?	YES	No	0004
72	01/04/16					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

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73	01/04/16					What are the lighting protection/grounding requirements on approach lighting stations on pier?	See sheet EA102, Circuit Schedule Note 7	No	0004
74	01/04/16				Approach Lighting- C-503 Detail 1	There is no detail of attachments or installation for the power or control cable conduits from the Transformer and Strobe Control to the MG-20 Light Base. Please provide.	See sheet EA102.	No	0004
75	01/04/16				Approach Lighting- C-503 Detail 1 Note 1, EA101 Duct Bank Schedule, EA102 Duct Bank Schedule	Note 1 on C-503 states installation of Schedule 80 PVC Conduits for the Pier installation, the Legends on EA 101 and EA 102 #5 States PVC Schedule 40 securely mounted on Pier, please clarify which is correct,	Conduit that is not encased (exposed) is to be Schedule 80 while the encased conduit will be Schedule 40	No	0004
76	01/04/16				Taxiway Z, ES101, EA101 & EA102	Please clarify note at the Vault, install Power & Control System in Existing Airfield Vault bldg 1241, the drawings do not indicate work in the vault.	The intent is for Circuit "II", Taxiway C9, to be routed from the connection point shown on EA101, through existing duct banks and pull cans, to the existing vault, and connected to the designated circuit inside the vault.	No	0004
77	01/04/16				Taxiway Z, ES101, EA101	ES101 Indicates a new ductbank and new 3 can Plaza, however EA101 shows an existing 3 Can Plaza, is the 3 can Plaza at Taxiway Z to be replaced?	No, the existing plaza is to be utilized.	No	0004
78	01/04/16				Taxiway Z, ES101, EA101	ES101 Indicates a new ductbank, new 1 can Plaza and apparent tie into an existing 4 can plaza, however EA101 does not show the one can plaza or the existing 4 can plaza, please clarify	The new 1 can and existing 4 can plazas are not in the sheet view of EA101.	No	0004
79	01/04/16				Taxiway Z, EA101	Where does circuit II connect on the northside of the plans and the location of the 1 can plaza depicted on ES101?	Circuit "II" is to be routed to the existing vault. The 1 can plaza is to be midway between the 4 can plaza and the 3 can plaza.	No	0004
80	01/04/16				Taxiway E - EA101 through EA127	The drawings show the installation of junction can plazas. The details on E502 show a type A and a type B JCP. However, the layout drawings do not address or identify which type is to be installed. Please clarify.	Type A plazas are to be used only on straight-line runs. If the duct bank turns, a Type B plaza configuration is to be used.	No	0004

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81	01/04/16				Taxiway E - EA105	Please confirm that the 8-can Junction Can Plaza shown at the match line with drawing EA119 is existing.	The 8 can plaza shown on sheet EA105 and EA119 is proposed.	No	0004
82	01/04/16				Taxiway E - EA105	Please confirm that the 6-can Junction Can Plaza shown in the middle of the drawing is existing.	The 6 can plaza shown on sheet EA105 (near the center of the page) is existing.	No	0004
83	01/04/16				Taxiway E - EA105	The 6w2" duct bank that runs toward the south of RWY 13R-31L is identified as new by the legend symbol used. However, the description callout identifies it as existing. Please clarify.	from the 6 can plaza south, the duct bank is existing, to the north is proposed.	No	0004
84	01/04/16				Taxiway E - EA109	There is a 2w2" duct bank to be installed that runs toward the south of RWY 13R-31L. However, the description callout identifies it as a 1w2" PVC Duct Bank. Please clarify which one is correct.	The sections of duct bank from the 4 can plaza to the 2 can plaza should be a 2w-2"	No	0004
85	01/04/16				Taxiway E - EA111	The duct bank crossing Taxiway Y is identified as a 2w2". However, the callout is identifying it as a 6w2" Duct Bank. Please clarify which one is correct.	The referenced duct bank on sheet EA111 should be 6w-2"	No	0004
86	01/04/16				Taxiway E - EA113	There is a reference to Note 1 on this drawing. However, there are no notes on this drawing. Please clarify.	See sheet EA111 for notes.	No	0004
87	01/04/16				Taxiway E - EA114	There are references to Note 1 and Note 6 on this drawing. However, there are no notes on this drawing. Please clarify.	See sheet EA111 for notes.	No	0004
88	01/04/16				Taxiway E - EA115	Please clarify how many conduits need to be bored under the ARFF Access Road: 3w2" or 1w2".	1w-2" is to be bored under the ARFF road on sheet EA115	No	0004

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89	01/04/16				Taxiway E - EA118	Please clarify how many conduits need to be installed on the east side of Runway 13L-31R: 23w2' as per duct bank identification or 25w2' as per the callout.	23w-2' is correct.	No	0004
90	01/04/16				Taxiway E - EA119	Per the symbol used, the 8-can Junction Can Plaza is identified as existing. However, both duct banks connecting to it are new. Please clarify if the 8-can Junction Can Plaza is new or existing.	The 8 can plaza shown on sheet EA119 is proposed.	No	0004
91	01/05/16	32 01 19	2.1	N/A	N/A	Paragraph 2.1 in Specification Section 32 01 19 states that sealant meeting FS SS-S-2--, Type M should be used to reseal joints and seal cracks in concrete pavement. Is it acceptable to use DOW 890SL Silicone sealant in lieu of the specified sealant?	No. The FS SS-S-2--, Type M sealant is both fuel and blast resistant (prop wash & jet blast). DOW 890SL Silicone sealant appears to be neither.	No	0004
95	13-Jan-16				Main Parking Apron E-502	Detail 1 Note 2 calls for concrete backfill under full strength pavement and makes reference to Figure 6. However, detail 6 calls for sand backfill. Please provide a detail if concrete backfill is required.	The callout in Note 2 of Detail 1/E-502 (Main Parking Apron), Detail 1/E-503 (Taxiway Echo) and Detail 1/E-503 (Taxiway Z) refers to "FIGURE 6" which is NOT Detail 6 as included on each of the referenced sheets. "Figure 6" was inadvertently left out of the set. However, The Contractor can refer to Detail 4/E-501 of the Runway 13R Approach Lights set for direction on concrete encasement. Under paved areas, the space between the top of the concrete encasement and the bottom of the pavement should be filled with compacted aggregate base course material as shown on details 4,6 & 7 on the sheets originally called into question.	No	0005
96	13-Jan-16				Taxiway Echo E-503	Detail 1 Note 2 calls for concrete backfill under full strength pavement and makes reference to Figure 6. However, detail 6 calls for sand backfill. Please provide a detail if concrete backfill is required.	The callout in Note 2 of Detail 1/E-502 (Main Parking Apron), Detail 1/E-503 (Taxiway Echo) and Detail 1/E-503 (Taxiway Z) refers to "FIGURE 6" which is NOT Detail 6 as included on each of the referenced sheets. "Figure 6" was inadvertently left out of the set. However, The Contractor can refer to Detail 4/E-501 of the Runway 13R Approach Lights set for direction on concrete encasement. Under paved areas, the space between the top of the concrete encasement and the bottom of the pavement should be filled with compacted aggregate base course material as shown on details 4,6 & 7 on the sheets originally called into question.	No	0005

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97	13-Jan-16				Taxiway Z E-503	Detail 1 Note 2 calls for concrete backfill under full strength pavement and makes reference to Figure 6. However, detail 6 calls for sand backfill. Please provide detail if concrete backfill is required.	The callout in Note 2 of Detail 1/E-502 (Main Parking Apron), Detail 1/E-503 (Taxiway Echo) and Detail 1/E-503 (Taxiway Z) refers to "FIGURE 6" which is NOT Detail 6 as included on each of the referenced sheets. "Figure 6" was inadvertently left out of the set. However, The Contractor can refer to Detail 4/E-501 of the Runway 13R Approach Lights set for direction on concrete encasement. Under paved areas, the space between the top of the concrete encasement and the bottom of the pavement should be filled with compacted aggregate base course material as shown on details 4,6 & 7 on the sheets originally called into question.	No	0005
98	13-Jan-16				Taxiway S E-503	Detail 1 Note 2 calls for concrete backfill under full strength pavement and makes reference to Figure 6. However, detail 6 calls for sand backfill. Please provide detail if concrete backfill is required.	The callout in Note 2 of Detail 1/E-502 (Main Parking Apron), Detail 1/E-503 (Taxiway Echo) and Detail 1/E-503 (Taxiway Z) refers to "FIGURE 6" which is NOT Detail 6 as included on each of the referenced sheets. "Figure 6" was inadvertently left out of the set. However, The Contractor can refer to Detail 4/E-501 of the Runway 13R Approach Lights set for direction on concrete encasement. Under paved areas, the space between the top of the concrete encasement and the bottom of the pavement should be filled with compacted aggregate base course material as shown on details 4,6 & 7 on the sheets originally called into question.	No	0005
99	14-Jan-16	N/A	N/A	N/A	CD101 thru CD119, C505	Sheets CD101 through CD119 all show that we are to "Remove and Replace Seals per Spec 32 01 19.61. See Sht. C-505, Det 10." A number of these sheets have asphalt to concrete joints. There are over 15,000 LF of existing asphalt to concrete joints shown. No where on the plans does it call for these joints to be repaired. Detail 2 on sheet C-505 shows the detail for sealing a "PCC to ACC Joint". Are these PCC to ACC joints required to be resealed?	Yes. All PCC to ACC joints shall be	No	0005
100	15-Jan-16				Taxiway E - EA101 through EA127	As a follow up to the answer to PPI#80, we are not designers nor the engineer of record to decide which can plaza is an A or B type. Our interpretation might not be the same as that of the engineer. The set of drawings for the approach lighting system identifies the can plazas by its type. Why is Taxiway E an exception? Please provide a revised set of drawings showing the can plaza types as the engineer of record wants them to be.	Please utilize the "Type B" junction can plaza configuration for the can plazas being installed as a part of the Taxiway E project. This configuration provides substantially more tie-in options for future connections as well as adaptability.	No	0005
101	15-Jan-16				PPI#37 through PPI#50, PPI#80	As a follow up to the answers to PPI#37 through PPI#50 and PPI#80, although we agree that it is up to the contractor and subcontractor to determine the wages to pay their employees, the fact that the Highway wage determination is missing electricians and equipment operators wages is an important issue to be addressed. At the same time, it is not the contractor or subcontractor responsibility to guess how much to pay their employees when the wage determination provided is missing the key categories to complete the work. Please clarify which one of the two prevailing wage determination provided should be used or provide a new one that includes all the categories for the type of work tha needs to be completed that is not classified as building work.	See answer to PPI #58.	No	0005

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102	15-Jan-16				PPI#54	As a follow up to the answer to PPI#54, the drawings for Taxiway E require the installation of a #6 ground wire with every 5kv circuit. Based on the answer to PPI#54, this requirement is no longer needed. Please confirm that a #6 ground wire is not required for Taxiway E.	Please strike through the Circuit Schedule Note "** Provide 1-#6, 600v, Green, XHHW, Ground Wire with each 5kv circuit in a conduit." that can be found on most of the Electrical Layout EA1XX sheets. The Navy currently does not require the installation of a #6 ground wire with each circuit. This note reference is to be disregarded.	No	0005
103	7-Jan-16	N/A	N/A	N/A	GI003 & C-503	Taxilane 'S' Plans - General Note 26 on sheet GI003 instructs us to clean and seal cracks per the details on sheet C-503 prior to application of the seal coat. Sheet C-503 shows the details for crack sealing and has boxes for the quantities. However no quantities are shown. What quantities of small, medium and large cracks are we to assume?	The Estimated quantity of crack sealing associated with Taxilane Sierra (S) is: 4000 LF small cracks; 200 LF medium cracks and 200 LF of large cracks.	No	0005
104	7-Jan-16	N/A	N/A	N/A	GI003 & C-502	Main Parking Apron Plans - General Note 28 on sheet GI003 instructs us to clean and seal cracks per the details on sheet C-503 prior to application of the seal coat. Sheet C-503 shows concrete repair details. Sheet C-502 shows the details for crack sealing, however no quantities are shown. What quantities of small, medium and large cracks are we to assume?	The Estimated quantity of crack sealing associated with apron is: 180,000 LF small cracks; 40,000 LF medium cracks and 4000 Sq Ft of large cracks.	No	0005
105	7-Jan-16	A and B		63	N/A	The AMAG form and ID Card/Base Pass Registration form is not included as attachments to be filled out 2 days prior to the solicitation due date for hand delivery.			0005
106	01/18/16	32 0119	2.1			Please review the answer to PPI #91 requesting the use of Dow 890 Silicone Sealant in lieu of the specified SS-S-200-E Type M Sealant. The specified sealant is no longer being used and all the manufacturers we have checked with don't make it anymore. All of our Navy airfield projects have used the Dow 890. We have attached additional info about the jet fuel & blast resistance of the 890 and a Fed Spec sheet showing that the SS-S-200-E is no longer being used. The Fed Spec reference to using it for "replacement purposes" is only when you would have to mix the two materials in the same joint for a minor repair, not when all the old material is being removed and 100% of the joints refaced as this project requires. If the 890 can't be used, please provide the name of a manufacturer that still makes the SS-S-200-E.	The DOW 890 Silicone sealant is an acceptable substitution in place of the specified SS-S-200-E	NO	0005

