

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. CONTRACT ID CODE		PAGE OF PAGES	
2. AMENDMENT/MODIFICATION NO. 0004		3. EFFECTIVE DATE 23 June 2008		4. REQUISITION/PURCHASE REQ. PROJECT NO. (If applicable) P-1163 & P1164	
6. ISSUED BY COMMANDER NAVAL FACILITIES ENGINEERING COMMAND MID-ATLANTIC 6506 HAMPTON BLVD. NORFOLK, VIRGINIA 23508		Code N40085 Code		7. ADMINISTERED BY (If other than item 6.) Code See Item 6.	
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code)				<input checked="" type="checkbox"/>	9A. AMENDMENT OF SOLICITATION NO. N40085-06-R-6029X0007
				<input type="checkbox"/>	9B. DATED (SEE ITEM 11) 22 May 2008
				<input type="checkbox"/>	10A. MODIFICATION 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 Offers <input type="checkbox"/> is extended <input checked="" type="checkbox"/> is not extended. Offers 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 3 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.					
<input type="checkbox"/> 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.					
<input type="checkbox"/> B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATION CHANGES (such as changes in paying office, appropriation date, etc.)					
<input type="checkbox"/> C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
<input type="checkbox"/> 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 1 copy to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) P1163 MAIN GATE PHYSICAL SECURITY UPGRADE MARINE CORPS BASE CAMP LEJEUNE, NORTH CAROLINA & P1164 PHYSICAL SECURITY UPGRADES – PINEY GREEN, MARINE CORPS BASE CAMP LEJEUNE NORTH CAROLINA This Solicitation Amendment 0004 is issued to convey clarifications and/or corrections to the Technical Specifications and to provide answers to Requests for Information (RFIs). The due date for proposals remains Wednesday, 25 June 2008 by 2:00 PM. CONTINUED ON PAGE 2					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
15B. CONTRACTOR/OFFEROR (Same as Item 8)		15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY _____		16C. DATE SIGNED
(Signature of person authorized to sign)			(Signature of Contracting Officer)		

BLOCK 14: DESCRIPTION OF AMENDMENT/MODIFICATION

Clarifications and responses to Requests for Information (RFIs) for this Solicitation are as follows:

NC IPT RFI #1

1. Project Description: Drawings CS101 & CS103 - A few of the drop arms are mentioned in the Project Description and more are shown on the drawings. Will technical requirements for the drop arm gates be provided?

Additional Response: Requirements for traffic arms are clarified in the Amendment 0002 to the Technical Specifications, which reads as follows:

6. ENGINEERING SYSTEMS REQUIREMENTS**G20 SITE IMPROVEMENTS****G204004 SECURITY STRUCTURES**

ADD the following paragraph at the end of the last paragraph:

“Provide drop arm gates (traffic arms) where indicated, at each entry lane, and in accordance with UFC 4-022-01. Drop arm gates shall have an opening and closing time of less than or equal to 5 seconds and be capable of 500 duty cycles per hours as a minimum. The drop arm gate shall operate the arm through 90 degrees. Each gate shall be capable of being operated from a remote open-close push button station in the gate house for each entry lane. Each gate operator shall be provided with an obstruction detector that will automatically reverse the gate motor when an obstruction is detected.”

4. Project Program: Paragraph 3.2 - Paragraph 3.2 of the Project Program references UFC 4-023-01 for ATFP Entry requirements. Should the reference be to UFC 4-022-01 in lieu of UFC 4-023-01? Please verify.

Additional Response: This response is further clarified in the Amendment 0002 to the Technical Specifications, which reads as follows:

3.2.2 Antiterrorism Requirements

REPLACE reference to UFC 4-023-01 with UFC 4-022-01, *Security Engineering: Entry Control Facilities/Access Control Points*.

NC IPT RFI #3

2. The RFP makes mention of traffic signals for the POV exit area at both the main gate and the Piney Green Gate, but these are not shown on the drawings. Please clarify the requirement.

Response: See Solicitation Amendment 0004, which conveys Technical Specification Amendment (0002) to 566826 & 566828.

NC IPT RFI #4

1. Solicitation General Requirements/ Project Description - In the General Requirements of the Solicitation, the Piney Green Gate Commercial Inspection Enclosure is indicated to be a pre-engineered building with a catwalk system for overhead inspection. The Project Description has a sentence that no overwatches are required at either gate. What is required?

Response: No pre-engineered building with catwalk system. No overwatch building required.

4. Solicitation General/Requirements - What is the extent and location of the guard rails at each gate?

Response: See Solicitation Amendment 0004, which conveys Technical Specification Amendment (0002) to 566826 & 566828, which reads:

PART 3

3.2 SITE DEVELOPMENT REQUIREMENTS

REPLACE reference to UFC 4-023-01 with UFC 4-022-01, *Security Engineering: Entry Control Facilities/Access Control Points*.

ADD the following to end of the paragraph:

“Rework entire existing roadway areas indicated on drawings in Part 6 Attachment A for each gate site to accommodate the new gate, the additional lanes and the requirements of UFC 4-022-01 and UFC 3-200-10N.”

5. Solicitation General Requirements/Drawing CD101 - The solicitation General Requirements indicates that visitor center 812 is to be demolished. Drawing CD101 shows the pass office as building #818. Is this the same building?

Additional Response: This response is further clarified in the Amendment 0002 to the Technical Specifications, which reads as follows:

PART 6

ATTACHMENT ‘A’ – RFP DRAWINGS

On NAVFAC Dwg. No. 12517088 (CD101)

CHANGE the building call out from Pass Office Bldg. #818 to “Visitor Center Bldg. 812”.

7. Solicitation General Requirements/D40 Engineering System Requirements/Section 01 45 00.05 20 - The solicitation general requirements has a reference to fire protection systems. In Section D40 of the Engineering System Requirements, fire extinguishers are the only item listed under System Description. Is this correct? Will this negate the need for a Fire Protection QC Specialist as indicated in 1.4.3.1 of Section 01 45 00.05 20 page 6?

***Additional Response:** See Solicitation Amendment 0004, which conveys Technical Specification Amendment (0002) to 566826 & 566828, which reads:*

PART 2

SECTION 01 45 00.05 20 DESIGN AND CONSTRUCTION QUALITY CONTROL

1.4.3 QC Specialists

DELETE subparagraph 1.4.3.1 Fire Protection QC Specialist.

NC IPT RFI #5

1. Drawing CS103 - What is the approximate size of the Cargo Storage Pad (D)? Is a masonry screen wall required on three sides of this storage pad?

***Additional Response:** This response is further clarified in the Amendment 0002 to the Technical Specifications, which reads as follows:*

On NAVFAC Dwg. No. 12517122 (CS103)

CHANGE SITE NOTE B to read "POV Inspection Canopy (17 ft clear height)".

ADD ATTACHMENT 'G' – NAVY INSTALLATION ACCESS CONTROL PROGRAM which follows.

2. Project Program/Project Description - What are the POV Inspection canopy heights at the Piney Green Gate and at the Main Gate? Will the POV Inspection Canopy be the same type construction as the gate canopies and the Piney Green truck inspection canopy?

***Additional Response:** This response is further clarified in the Amendment 0002 to the Technical Specifications, which reads as follows:*

On NAVFAC Dwg. No. 12517120 (CS101)

MOVE call outs for Site Notes P and Q further south to symbols indicated.

CHANGE SITE NOTE B to read “POV Inspection Canopy (17 ft clear height)”.

3. General - The existing Main Gate canopy has a cupola. Will the new canopies at the Main Gate and at Piney Green require cupolas? Will the POV inspection canopies at both gates require cupolas? Will the truck inspection canopy at Piney Green require a cupola?

***Additional Response:** This response is further clarified in the Amendment 0002 to the Technical Specifications, which reads as follows:*

On NAVFAC Dwg. No. 12517120 (CS101)

MOVE call outs for Site Notes P and Q further south to symbols indicated.

CHANGE SITE NOTE B to read “POV Inspection Canopy (17 ft clear height).”

5. 3.2.3 Project Program - Please provide some specifics for the required **traffic signal** to control the exit from the POV inspection exit.

***Response:** All traffic signal work shall meet NCDOT requirements.*

NC IPT RFI #6

1. Sheet CS101 appears to indicate, using bold lines, that Holcomb Blvd. gets some kind of work other than widening, etc. north and south of the new gate. Is it NAVFAC's intent to overlay the existing pavement or to just add the additional paved areas next to the existing paving.

***Additional Response:** This response is further clarified in Solicitation Amendment 0004 - Amendment 0002 to the Technical Specifications, which reads as follows:*

3.2.3 Vehicular Access and Circulation

In the second paragraph **CHANGE** the lane reconfiguration for Holcomb Boulevard northbound to read the following:

“a. Holcomb Boulevard northbound: one right turn lane.”

CHANGE the last paragraph to read, “Provide a stop sign at the POV inspection area exit prior to entering the roadway.”

NC IPT RFI #8

1. We contacted the individuals at NCDOT as directed by Amendment 02 and they stated that funding for their work associated for Piney Green Road would not take effect until 2011 and we were instructed to just “bag” the traffic signals as they would not be activated during the term of our contract...Based on the above along with preliminary pricing, you may want to consider making work associated with 24/Piney Green intersection a separate bid item for budget and award purposes.

Response: *Please follow the specifications identified in the RFP.*

The proposal due date remains Wednesday, 25 June 2008 by 2:00 pm.

**TECHNICAL SPECIFICATIONS 566826 & 566828
AMENDMENT 0002**

(2 Pages)

CONTINUATION SHEET

PART 2**SECTION 01 45 00.05 20 DESIGN AND CONSTRUCTION QUALITY CONTROL****1.4.3 QC Specialists**

DELETE subparagraph 1.4.3.1 Fire Protection QC Specialist.

PART 3**3.2 SITE DEVELOPMENT REQUIREMENTS**

REPLACE reference to UFC 4-023-01 with UFC 4-022-01, *Security Engineering: Entry Control Facilities/Access Control Points*.

ADD the following to end of the paragraph:

“Rework entire existing roadway areas indicated on drawings in Part 6 Attachment A for each gate site to accommodate the new gate, the additional lanes and the requirements of UFC 4-022-01 and UFC 3-200-10N.”

3.2.2 Antiterrorism Requirements

REPLACE reference to UFC 4-023-01 with UFC 4-022-01, *Security Engineering: Entry Control Facilities/Access Control Points*.

3.2.3 Vehicular Access and Circulation

In the second paragraph **CHANGE** the lane reconfiguration for Holcomb Boulevard northbound to read the following:

“a. Holcomb Boulevard northbound: one right turn lane.”

CHANGE the last paragraph to read, “Provide a stop sign at the POV inspection area exit prior to entering the roadway.”

6. ENGINEERING SYSTEMS REQUIREMENTS**G20 SITE****IMPROVEMENTS**

G204004 SECURITY STRUCTURES

ADD the following paragraph at the end of the last paragraph:

“Provide drop arm gates (traffic arms) where indicated, at each entry lane, and in accordance with UFC 4-022-01. Drop arm gates shall have an opening and closing time of less than or equal to 5 seconds and be capable of 500 duty cycles per hours as a minimum. The drop arm gate shall operate the arm through 90 degrees. Each gate shall be capable of being operated from a remote open-close push button station in the gate house for each entry lane. Each gate operator shall be provided with an obstruction detector that will automatically reverse the gate motor when an obstruction is detected.”

G40 SITE ELECTRICAL UTILITIES**G403008 OTHER COMMUNICATION AND ALARM**

ADD the following sentence at the end of the last paragraph:

“Refer to Attachment G for the Navy Installation Access Control requirements.”

PART 6**ATTACHMENT ‘A’ – RFP DRAWINGS****On NAVFAC Dwg. No. 12517088 (CD101)**

CHANGE the building call out from Pass Office Bldg. #818 to “Visitor Center Bldg. 812”.

On NAVFAC Dwg. No. 12517120 (CS101)

MOVE call outs for Site Notes P and Q further south to symbols indicated.

CHANGE SITE NOTE B to read “POV Inspection Canopy (17 ft clear height)”.

On NAVFAC Dwg. No. 12517122 (CS103)

CHANGE SITE NOTE B to read “POV Inspection Canopy (17 ft clear height)”.

ADD ATTACHMENT ‘G’ – NAVY INSTALLATION ACCESS CONTROL PROGRAM which follows.

END OF AMENDMENT

**TECHNICAL SPECIFICATIONS 566826 & 566828
AMENDMENT 0002**

Attachment G

(4 Pages)

Entry control facilities ensure the proper level of access control to all DoD personnel, visitors, and commercial traffic entering an installation. Currently, security personnel visually inspect the vehicle and driver credentials as they enter DoD installations. The DoD is moving to automate the vehicle and driver validation process to improve access control onto Navy Installations and reduce manpower. An Installation's access control is the first line of defense (installation perimeter) to the concept of defense-in-depth. Access control measures such as guards, gates, passive barriers, and active barriers must perform as an integrated system to protect DoD installations from the terrorist threat.

The primary objectives of the Navy Installation Access Control program are as follows:

- Protect personnel and operationally critical assets onboard Navy Installations.
- Standardize and integrate identification, authorization, authentication, credentialing, and access into an enterprise-wide system onboard Navy Installations per Homeland Security Presidential Directive (HSPD-12).
- Limit access to Navy Installations based on an improved authorization and authentication process.
- Increase manpower efficiencies.

Major Equipment (Per Lane):

- Card Reader (CR) – Located on pedestal; used to read the user credential (card) carried by authorized personnel.
- Camera/Intercom – Co-located w/CR for communication with sentry in Guardhouse.
- Two Closed circuit television cameras
- RFID Reader – Used to read the RFID “token” tag or asset physically located on an authorized personnel’s vehicle.
- Two Vehicle Loop Detectors – Pre and Post Authorization; used to monitor vehicle transition through the entry lane. The first loop signals that a vehicle has approached the gate and activates the RFID. The second loop signals that the vehicle has completed authorized access.
- Non Traffic Rated Gate Arm – High-speed controller with a 10ft arm used to regulate controlled entry.
- Traffic Light – Physically located on the Gate Arm Controller. RED and GREEN lights.
- Safety Photo Eye Detector – Physically located on the Gate Arm Controller. Used to detect a vehicle under the Gate Arm and prevent lowering while vehicle is present.
- Front/Rear facing Cameras – Used to view vehicle approach and rear tag.
- Signage to indicate traffic flow. Approach zone signage will become critical for traffic throughput. Provide signage to lane use and direct traffic into the appropriate lanes.
- Wrong-way vehicle entry will be managed by guard station personnel.

Major Equipment (pedestrian turnstiles)

- Card Reader (CR) – Located on pedestal; used to read the user credential (card) carried by authorized personnel.
- Camera/Intercom – Co-located w/CR; for communication w/sentry in Guardhouse.

Major Equipment (Guard House):

- 19" equipment rack, telecommunication backboard
- Access Control Client Workstation - Including supporting keyboard, mouse, and video display.
- Closed Circuit Television (CCTV) System workstation (maybe integrated into Access Control Client workstation) including supporting Digital Video Recorder (DVR), keyboard, and monitor
- DBIDS (Defense Biometric Identification System) Guard Workstation
- Encryption equipment for DBIDS workstation
- Storage for Handheld scanners (minimum of two per lane)
- Roof mounted Antenna
- PLC Touch Screen Control Panel – Used to provide manual override capability of all Gate Automation Functions; pop-up barrier functions may be included.
- Programmable Logic Controller - Includes chassis/power supply, digital input modules and digital output modules used to control Gate Automation. The PLC I/O modules interface the various input and output devices to include the following equipment:
 - Card Reader
 - RFID
 - Traffic Gate Arm
 - Vehicle Loop detectors
 - Safety photo eye
 - Signage
 - Touch Screen Control Panel

Major Equipment (Visitor's Center):

ID Management system with enrollment workstations.

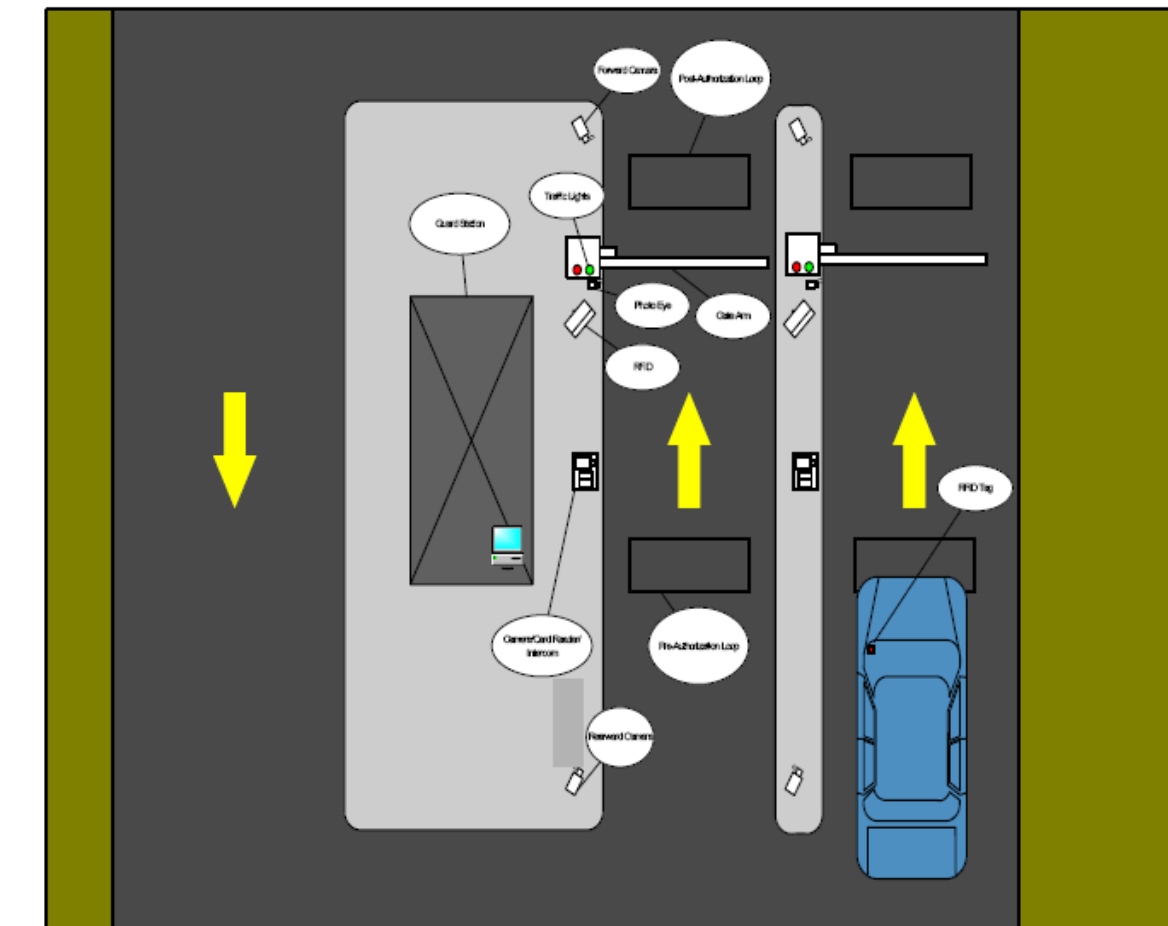
Connectivity (Guard House):

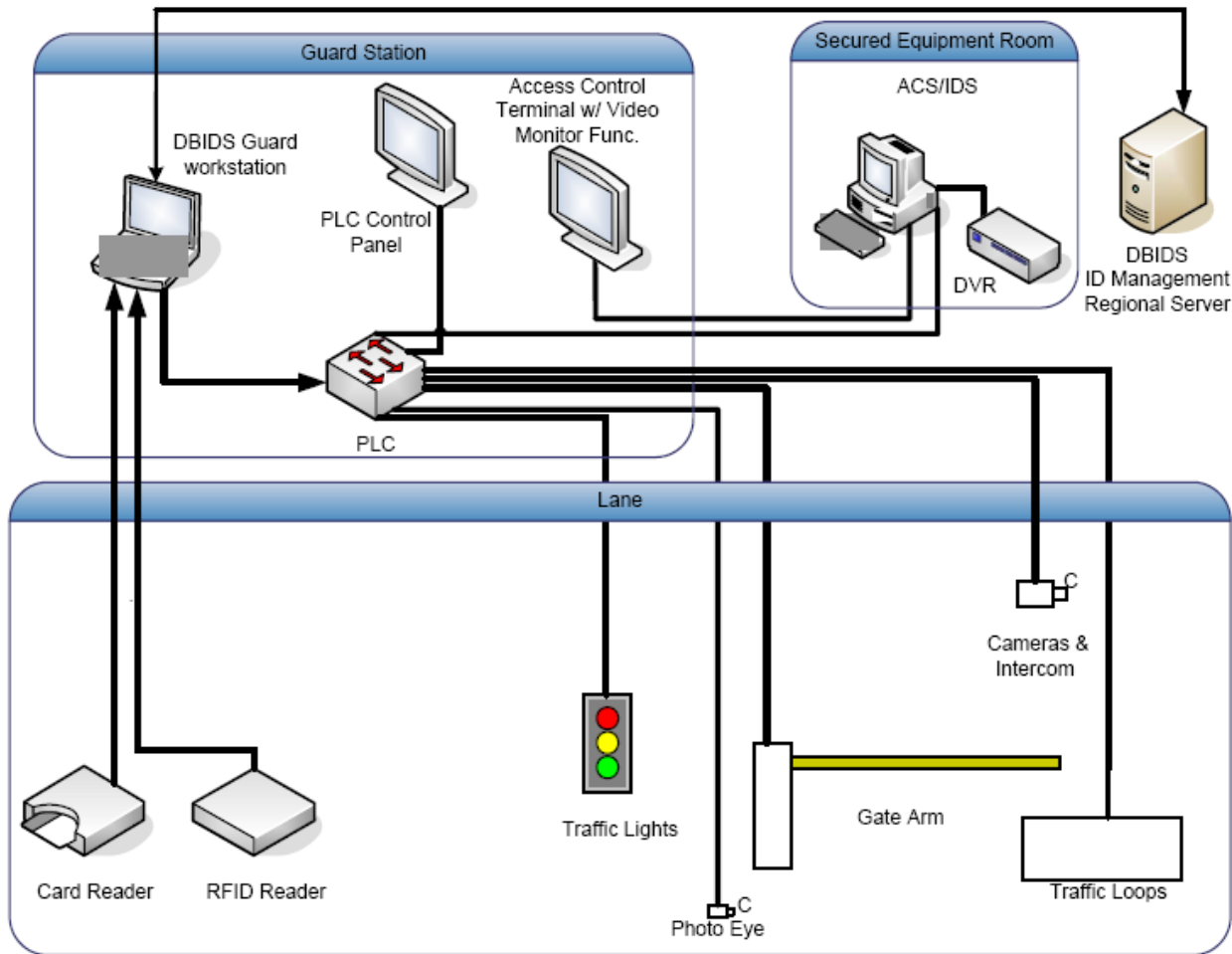
- In addition to Installation voice and data connectivity, a minimum of one 12 strand single mode optical fiber cable is required for gate automation systems. Coordinate point of service with installation. Typically, point of connection/service is the Installation's dispatch Center.

Connectivity (Visitor's Center):

- Connectivity will be supported by the NMCI network. A minimum of 12 strands of SM fiber is the minimum requirement for NMCI connectivity; coordinate with the NMCI contractor for additional requirements. Refer to UFC 3-580-010 for NMCI infrastructure requirements for facilities.

Figure A-1 Example of Lane Layout for Gate Automation





BASELINE DESIGN