

NAVFAC
SPECIFICATION
VSTOL POWER CHECK
PAD OVERHAUL
MCAS Cherry Point NC

IMPORTANT

This amendment should be acknowledged when your proposal is submitted. Failure to acknowledge the amendment may constitute grounds for rejection of the proposal.

If your proposal has been submitted prior to the receipt of this amendment, acknowledgement should be made by email, which should state whether the price contained in your proposal is to remain unchanged, is to be decreased by an amount, or is to be increased by an amount. The acknowledgement must be received prior to proposal due date.

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. CONTRACT ID CODE	PAGE 1	OF PAGES 3
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2. AMENDMENT/MODIFICATION NO. 0002	3. EFFECTIVE DATE 03/19/2010	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
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6. ISSUED BY CG MCAS Cherry Point FACILITIES, ROICC B-163, CURTIS ROAD PSC BOX 8006 CHERRY POINT, NC 28533	Code N40085	7. ADMINISTERED BY (If other than item 6.)	Code
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8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code) AMENDMENT MUST BE ACKNOWLEDGED WITH YOUR PROPOSAL	<input checked="" type="checkbox"/>	9A. AMENDMENT OF SOLICITATION
		9B. DATED (SEE ITEM 11) 7/29/2009
	<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

The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers is extended 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 **1 copy 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 ADMINISTRATION 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 is not is required to sign this document and return **original** to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

PROJECT#'S CP0616M, 0628M AND 0629M VSTOL POWER CHECK PAD OVERHAUL, B4042, 4043 AND 4044

The purpose of this amendment is to post questions and answers.

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) _____ (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	16C. DATE SIGNED

QUESTION: The Earthwork specs in section 31 00 00 require hiring of a Geotechnical Engineer to undertake "periodic site visits" to inspect, monitor, and supervise all excavations and soil/groundwater conditions throughout the contract. Additionally, the geotechnical engineer is to observe all site preparation activities, including fill, backfill, and compaction activities. Is the requirement to have the engineer on site for all site prep work going to be enforced? Please define the term "periodic site visits" relating to the monitoring and supervision of all soil conditions.

Response: Pending a more detailed response from the design firm, the following is offered: Have Geotechnical Engineer observe start of excavation. Have Geotechnical Engineer observe excavation upon completion and prior to placement of backfill. On any day when fill, backfill, or compaction is performed, have Geotechnical Engineer observe start of work. Have Geotechnical Engineer observe site before resuming earthwork after any rainfall of 1/4 inch or more.

QUESTION: Are contaminated soils expected to be encountered on this project? We cannot find any clear direction on this matter in the contract documents.

Response: For some years the Crash Crew conducted training at a site on the inactive runway located roughly 800 feet from the project site. As part of their firefighting training, fuel was ignited and then extinguished. Although the training took place on pavement, the fuel may not have always been successfully contained. Contaminated soils are not expected, but are a possibility.

QUESTION: I thought I sent something about this before but can't find where it was sent. Please consider the following about the above noted project for bid:

Section 01 11 00 (1.3.1) Indicates the work is to be phased with at least one Pad functioning through out construction. We do not feel that it is safe for construction to be ongoing when the test facility is actively testing. Note that most of the time the project will have exposed stone base, asphalt and concrete demolition, and active hauling on and around construction areas. Also, there is concern about employees being exposed noise hazard. While the Summary of Work does note these problems we are not comfortable they can be addressed properly with out sufficient risk to the construction crew as well as possible damage to the jet engines being tested. Any additional information you may have, or previous experience with a similar situation, would be appreciated.

Response: 01 11 00, 1.3.1 states, "Construction phasing shall provide at least one (1) open VSTOL Power Check Pad at all times." The Contractor can leave one end pad open for engine testing, and work on the center pad and the other end pad. When one end pad is complete, it may be returned to service, allowing work to proceed on the other end pad. The Air Station will work with the Contractor in determining intervals when the center pad can be worked on without testing taking place on an adjacent pad. Engine testing is sporadic, and many days (perhaps most days) there is no engine testing at all.

QUESTION: Sheet C-09, indicates steel cantilever gates. Spec section 32 31 14, 2.18.1 indicates aluminum cantilever gates. Which is correct

Response, from design engineer (Dewberry): Gate is aluminum double cantilever slide gate. Top primary member, bottom primary member, vertical primary member, and support post (components of gate) are aluminum. Gate has steel components. 4" posts are galvanized steel.

QUESTION: Sheet C-08, note 13 indicates all fastenings and hinge hardware to be peened or welded. Spec section 31 31 13 indicates only hinges (of which there are none) are to be peened or welded. Do all fastening, ie. Tension/brace bands need to be peened or welded? It would see htat since this is not a security fence that this is unnecessary.

Response: Section 32 31 13.00 40 Chain Link Fences And Gates paragraph 3.14 Fasteners says, "Ends of bolts shall be peened to prevent removal of nuts."

QUESTION: Sheet C-08 and Specs indicated the posts set in concrete footing 10-16" deep. Since mose of the posts are in the new concrete paving it would seem that posts should be set prior to the concrete pour. Please advise.

Response: Setting posts before the concrete placement is acceptable. Other means of construction may also be acceptable.

QUESTION: On sheet C-05, what is the size of the existing water line.

Response, from design engineer (Dewberry): In accordance with Sheet C-03 General Note 1 and drawing notes Contractor shall field verify size of existing water line prior to construction.

Additional response from Fac Eng Project Manager: Our drawings indicate the line increases in size going west to east. At location of new 1"x1" tee and valve, existing water line is 1" diameter. At location of new 1"x1-1/2" tee and valve, existing water line is 1-1/2" diameter. At location of new 1"x2" tee and valve, existing water line is 2" diameter. As Dewberry indicated, Contractor shall field verify size of line.

Question: Is there work to be done on the existing flare plates (etc).

Response, from design engineer (Dewberry): No work should be done to the existing plate. The plates shown on 1/S-03 are at different elevations, but appear to be a continuation of one another. The new flare plate is down at the slab level as shown in 2/S-08. The existing flare plate is at the high wall at the beginning of the sloped exhaust flume and no work will be done to it. This distinction is irrelevant, however, because the new flare plate configuration shown on 1/S-03 is incorrect. It should be as shown on 1/S-08 and 2/S-08. The plate should be 1/4"x10" as shown in the blow-up on 2/S-08 and not 9" as referenced in the note on 2/S-08. Each plate should have (2) anchors as noted and not (3) as shown in 2/S-08. The plate should be behind the ladder as shown on 1/S-08 and not in front as implied on 2/S-08.

Question: Verify the location and dimensions of the flare plate, and the number of anchors to be installed.

Response: See Dewberry's response to previous question regarding flare plates.

Question: Also, Detail 1/S-08 (plan view) shows the location of the flare plate aft of the ladder. However, in Detail 2/S-08, (elevation view) the flare plate is shown forward of the ladder.

Response: See Dewberry's response to previous question regarding flare plates.

Question: Also, Detail 2/S-08 indicates the flare plate is 1/4" x 9", yet the detail shows 1/4" x 10". Unless the 9" is meant to be the length since this dimension is not given on either detail. This also appears to extend from the wall much greater in Detail 2 than it does in Detail 1.

Response: See Dewberry's response to previous question regarding flare plates.

Question: Last, Detail 2/S-08 indicates the plate is to be secured with (2) anchors bolts, yet (3) are shown on the detail.

Response: See Dewberry's response to previous question regarding flare plates.

Question: "Drawing S-08 detail 4 shows the roll over pad as Temperature Resistant Concrete, detail 5 on the same drawing shows the roll over pad as 4000 PSI normal weight concrete. Please advise what type concrete is to be used."

Response, from design engineer (Dewberry): The front roll-over pad shall be completely demolished and replaced per 5/S-08 and shall be 4000 psi normal weight concrete and not temperature resistant concrete. The existing pad is normal weight concrete and is in front of the thrust. We do not feel it is necessary to require temperature resistant concrete at this location.

Question : 01 35 26, 1.6.1.1 Indicates the contractor quality control person can be SSHO (etc).

Response : The SSHO can serve as a Competent Person or a QC person, but not both. 01 45 00.00 20 describes the SSHO in paragraph 1.6.1.1 and gives his duties in paragraph 1.6.2.1. Competent persons are listed in 01 45 00.00 20, paragraph 1.7.1.b. Their duties are specified by OSHA.

Question: I have reviewed the specification and have a question regarding progress payments (etc)

Response: Spec Section 01 20 00.00 20 PRICE AND PAYMENT PROCEDURES, paragraph 1.5 PAYMENTS TO THE CONTRACTOR says, "Payments will be made on submission of itemized requests by the Contractor" Contractors may invoice for progress payments.