

FA4608-17-R-0017 Repair Hangar 1 Doors and Heat

Questions and Answers 4 - 36

Q4 & Q5. How is the existing rail bed and footer constructed (e.g. reinforcement, anchoring/ attachments, concrete PSI, etc). Can the government provide as-built drawings?

A4. & 5. – The original drawings for the rail bed are attached and listed as Original Drawings. (3 pages). It cannot be confirmed that they were installed this way or that they have not been replaced from the original install.

Q6. Sheet M1, under building volume calculation states that the building volume exceeds the min. volume required for the combustion air to come from the space. If this is the case then why do we need to duct the combustion air in?

A6. Price per the drawings.

Q7. There is a full control spec (15971) for this project, after talking with JCI, this spec will not be required. Can it be removed?

A7. No need to remove, if the contractor feels there is no work under the specification, bid it accordingly.

Q8. In the Heater spec (15546) there are two types of heaters (par 2.2 & 2.3). Which kind does the Government want?

A8. The specification allows for either.

Q9. Same spec (15546) for the flues it refers to spec (15550). Where is that section?

A9. Specification 15546 line 3.1 F should be replaced with the following.
3.1 F Vent Connections: Comply with manufacturer's installation instructions and 2012 International Mechanical Code.

Q10. The plans call for an HVAC Emergency Stop switch. Can this switch control a breaker in the new panel to shut down the power?

A10. Any system must be installed per drawings and/or applicable codes.

Q11. SOW requires that westernmost doors on the north and south walls be removed and remain property of BAFB. What is the contractor's responsibility after he or she removes the doors? Will he or she be required to move them off the job site to a separate storage area?

A11. Contractor should price removing and disposing of door rather than the door remaining property of BAFB.

Q12. Specified liner panels are to be concealed fastener aluminum panels. Will coated steel industry panels be allowed if there would be a significant savings to the government.

A12. Bid according to plans and specifications.

Q13. SOW requires all doors to be sandblasted and painted. Is there lead based paint on existing doors? Will full containment be required for sand blasting operations?

A13. Lead Paint Report and Asbestos Report are now posted on FBO. Plan according based on the lead content of the paint.

Q14. SOW requires all doors to be sandblasted and painted. Is there lead based paint on existing doors? Will full containment be required for sand blasting operations?

A14. Lead Paint Report and Asbestos Report are posted. Plan according based on the lead content of the paint as stated in the posted reports.

Q15. Will existing bird netting throughout steel building structure of Hangar be required to be taken down and re-installed or replaced if damaged?

A15. Netting may have to be taken down in places to install certain aspects of the gas heat. If the netting is damaged, then contractor would be responsible to repair.

Q16. What is the duration of the project? Solicitation says 270 days and specifications say 240 days.

A16. The period of performance is 270 days.

Q17. AutoCad drawings are required for shop drawings and as-builts. Does the Government have CAD drawings of building to give the contractor something to build their CAD drawing from?

A17. Yes

Q18. Is there a bonded roof on this building? If so, who so we need to contact to do required roof penetrations so the contractor will not void the bond.

A18. NAVY ROICC has provided the roof warranty which is now posted on FBO.

Q19. Are there any details on the how to hang the heaters? Will we be required to ensure the heaters do not get blown around when Hangar doors are opened and there are high winds?

A19. Heaters should be installed per manufacturer's specification for windy/hangar door area installations.

Q20. Has the Government determined that the existing coatings and paints are free of Hazardous or Heavy metals. (RCRA 8 testing)?

A20. See Q14 and posted reports.

Q21. If the existing coatings and paints are determined to be hazardous, the amount of hazardous spent media could be as much as 200 – 300 tons.? The Environmental Requirements state that DOT approved containers are to be provided by the contractor. Roll-off containers would provide a more cost efficient method of collection and removal. If the contractor's provides the roll-off containers, will the government provide prompt haul-off and disposal?

A21. Follow provided requirements.

Q22. Will the government provide haul-off of non-hazardous spent abrasive blasting media in roll-off containers provided by the contractor (considered special industrial waste)?

A22. No

Q23. How many panels will be accessible for surface preparation and complete painting at one time?

A23. Contract will be phased in North and South phases. Contractor will have access to entire set of North and South doors, but will have to determine how many will be accessible at one time to paint.

Q24. Can the overlap areas of the various panels be made accessible for surface preparation and painting by providing the doors to be spread at the time of painting operations?

A24. Contractor will have access to entire set of doors during each phase (North/South)

Q25. Will the government provide 480-volt power for dust collection equipment if required?

A25. 480-volt power is available at the Hangar.

Q26. Is the structural steel in the door pockets that are to receive the new sheeting required to be sandblasted and primed? (Note 12, Page A6, Project Scope of Work)

A26. If there are steel member components of the door, as the note states, then yes.

Q27. Note 13, Page A6, Project Scope of work requires the painting of the exterior skin of the doors. The Painting Specification, Section 09900, appears to cover new steel, and not the repainting of the exterior skin. What is the Governments intentions for the repainting of the exterior skin of the doors?

A27. Follow Specification 9900 Para 3.7

Q28. When the doors panels that are specified for replacement are removed it is unclear if the exposed steel is sandblasted. Spec says clean off old paint and or sandblast if necessary. We cannot determine sandblasting and required containment. If this is required later by the contracting officer, this could be extensive. Will this be treated as a contract modification?

A28. Drawing A6 Note 12 states: "Provide sandblasting and one coat of shop prime to all steel members that represent components of hangar doors".

Q29. Are the existing door recesses (pockets) to be sand blasted and painted

A29. Drawing A6 states to clean and paint as necessary, assume necessary.

Q30. Is there a previous lead paint survey applicable to the hanger doors available? Please confirm the presence or absence of lead-based paint, so we know how to price this.

A30. See Q14 and attached reports.

Q31. What is the treatment to the interior faces of the door pockets?

A31. Since these are exterior surfaces then follow specification for exterior painting

Q32. Is there a painting spec for the exterior surfaces of the hangar doors?

A32. Please refer to the Paint specification

Q33. Is the Hangar going to be occupied during the work? If so are we required to phase the work for the 2 sides, ensuring 1 set of doors is operational.

A33. Yes, the Hangar will be occupied during the work. Contractor will have access to entire set of doors during each phase (North/South).

Q34. If we are teaming, do you require a copy of the teaming agreement to be submitted with the proposal? If yes, where should we include this and will it be omitted from the page count?

A34. Yes, a copy of the teaming agreement should be submitted.

Volume 1 (See section L, 2.0) It will be omitted from the page count.

Q35. Do you require we submit a consent letter for review of any teaming partner/subcontractor's past performance? If yes, where should we include this and will it be omitted from the page count?

A35. Yes a consent letter is required. Include in the Volume Past Performance Volume III (see section L, 4.0) Yes, it will be omitted from the page count. Also, see past performance clarification below.

Q36. Given the size of the project and somewhat unique scope, will you consider increasing the past performance to 5 years.

A36. No. See Past Performance Clarification below.

Past Performance Clarification: Please pay specific attention to Section L, para 4.1 concerning the past performance requirements for this acquisition. The intent of this paragraph is as follows:

a. As the prime contractor, you need to submit past performance on any subcontractor, teaming partner, or joint venture partner that will be performing 25% or more of the work under this contract. At a minimum, you should be supplying the past performance for the Hangar Door contractor and/or the prime contractor if they are not one in the same.

b. Whichever company, whether proposing as a prime contractor or subcontractor, that will be performing the Hangar Door portion of work, must submit past performance that meets the recent definition and be valued at no less than \$1.5M.

c. Past performance for any other companies, including the prime contractor, must submit past performance that meets the recent definition and is general construction valued at no less than \$750K. In this regard, the Government intends to consider any project awarded under a NAICS beginning with 236, 237, or 238 as a "general construction" project. A signed "Subcontractor Consent Form" must be included with all subcontractor's past performance submissions. This form will be available via an amendment to this solicitation for your use.