WALLOPS AIRFIELD REPAIR PHASE I, IFB NNG14508987R

INDUSTRY QUESTIONS

1. Specification 31 23 00.00 20 Section 3.4.1 Proof Rolling states, "Rutting or pumping of material shall be undercut as directed by the Contracting Officer and replaced with fill and backfill material. Bids shall be based on replacing approximately 10 square yards, with an average depth of 2 inches at various locations. Provide unit cost per section 00 22 13." Specification 00 22 13 is not included in the provided specification package. How shall bidding contractor provide pricing for the 10 square yards of material? Additionally, if more than 10 square yards of material is identified for removal will this be viewed as an unforeseen site condition?
NASA RESPONSE: The average depth should read 12 inches, not 2 inches with in a 10 square yard area. 10 square yards is the base bid. Section 00 22 13 "Supplementary Instruction to Bidders" is not applicable and was therefore not included. Amendment 1 reflects this change.

2. Upon completion of milling activities will any joint sealing be required if significant asphalt failures are observed on the milled surface (i.e. reflective cracking / alligator cracking)?
NASA RESPONSE: No, significant asphalt failures are not anticipated in section TA-3A.

3. Specification 32 13 11 Section 1.5.6.1 Pilot Lane states, "The test section shall consist of one paving lane at least 400 feet long and shall be constructed to the same thickness as the thickest portion of pavement shown on the drawings." Since the longest pour is going to be approximately 360' will it be acceptable to perform the test section as part of the production paving area totaling 360'?
NASA RESPONSE: The intent of the test section is to perform approximately a half day worth of placement work. A 360' test lane is acceptable and may be used as a production lane per the specified requirements. Amendment 1 reflects this change.

4. Specification 32 13 11 Section 2.10.5 e. states, "Clary screeds, other rotating tube floats, or bridge deck finishers are not allowed on mainline paving." Please provide clarification of mainline paving. Is the current area (360.54' by 210') scheduled for PCC pavement considered to be mainline paving?
NASA RESPONSE: Mainline paving shall be considered anything that does not require welded wire reinforcement, indicated with an "R" on plans.

5. Specification 34 73 13 Section 3.2.3 states, "Grounding rods within aircraft hangars shall be electrically interconnected to the hangar electrical grounding system with no less than a number 4 AWG bare copper conductor." Please confirm existing grounding points currently are interconnected to the hangar electrical grounding system.
NASA RESPONSE: Section 34 73 13 paragraph 3.2.3 does not apply to installed grounding points on aprons.

6. If existing grounding points are currently interconnected will existing copper conductors be adequate to be spliced into?
NASA RESPONSE: Please see response to question number 5.

7. Drawing CS501 Detail H Static Ground Receptacle notes a #2 bare copper to additional ground is only needed when required. Will all grounding points be required to be interconnected?
NASA RESPONSE: Please see response to question number 5.

8. Drawing CD101 note 9 states, "Base Bid work between lines denoted must be removed from Option 1, 2, and 3 bid prices." Please confirm the hatched area denoted by note 9 will be included in the base bid pricing. Additionally, please confirm the base bid hatched area denoted by note 9 will be subtracted from each individual options pricing.
NASA RESPONSE: Areas between lines identified by note 9 on CD101 are included in base bid. The milling and grinding in these areas required in preparation for new work (see CG101 and CG102) would overlap with the milling and demolition for Option 1, 2, and 3 and should be deducted from options pricing.

9. It appears that the concrete specification has been written to conform to a slip form concrete paving project. This particular requirement is not suited for slip form paving due to the fact that there are not long enough runs to effectively utilize a slip form paver and there is not enough volume of concrete needed to justify a centralized batch plant. Fixed form paving placed and finished with the use of a form riding paving machine with concrete material delivered by a local ready mix supplier less than 15 minutes away would be the ideal situation for this project and the best value for the Federal Government. Could we approach this project in this manner?
NASA RESPONSE: Section 32 13 11 is written for both slip-form and fixed-form placement.

10. Please confirm if there are any in pavement electrical fixtures needing to be disconnected prior starting any demolition activities.
NASA RESPONSE: Yes, refer to sheet CG102 Note 14 with regard to proper lockout/tagout procedures.

11. Will edge lights on Taxiway Alpha need to be disconnected to denote the limits of the construction work zone?
NASA RESPONSE: Yes, the circuit may be turned off or the affected light. This will be determined prior to disconnection. The taxiway section will be closed with lighted barriers during construction. Only one light is within limits of construction on Taxiway Alpha.

12. Please confirm if the Contractor Quality Control Representative and Site Safety Health Officer can dual hat responsibilities.
NASA RESPONSE: Yes, the Contractor Quality Control Representative and Site Safety Health Officer can have multiple responsibilities.

13. Will radio contact with the tower be required for the duration of the project?
NASA RESPONSE: Yes, radio contact with the tower will be required for the duration of the project.

14. If radios are required for constant contact with the tower will these radios be provided to the awarded contractor?
NASA RESPONSE: Yes, radios will be provided to the awarded contractor as Government Furnished Property. Clause G.2, Installation-Accountable Government Property will be updated in the awarded contract to include specific information regarding the radios.

15. Section 32 23 00.00 Part 3.9.1: Airfield Pavements states, " Compact to 24" below finished pavement or top 12" of subgrade, whichever is greater, to 100% of ASTM D1557; compact fill and backfill to 100% of ASTM D1557." This compaction requirement is impossible to attain outside of laboratory conditions. 95% modified proctor is attainable in field conditions. Would the engineer please change this requirement?
NASA RESPONSE: 100% of ASTM D1557 is obtainable and is a standard requirement to support airfield pavements. Please note there are tolerances per section 31 23 00.00 20 paragraph 3.4 and section 32 11 23 paragraph 3.5.5.

16. Additionally, Section 32 11 23 Part 3.5.5: Compaction states, "Continue compaction until each layer has a degree of compaction that is at least 100% of laboratory maximum density through the full depth of the layer." Again, would

the engineer please change this requirement?
NASA RESPONSE: Please see response to question number 15.

17. Section 31 23 00.00 20 Part 3.4.1: Proof Rolling states "Bids shall be based on replacing approximately 10 square yards, with an average depth of 2 inches at various locations. Provide unit cost per section 00 22 13." This Section 00 22 13: Supplementary Instructions to Bidders is shown in the Project Table of Contents, but is not in the specifications. Please provide this section. How will payment be handled for excavated unsuitable material and fill required to replace it?
NASA RESPONSE: Please see response to question number 1.

18. Section 32 23 00.00 Part 3.9.1: Airfield Pavements states, " Compact to 24" below finished pavement or top 12" of subgrade, whichever is greater, to 100% of ASTM D1557; compact fill and backfill to 100% of ASTM D1557." This would suggest the engineer expects the contractor to excavate the top 6 inches of subgrade material and compact the bottom 6 inches of the subgrade. Then replace the top 6 inches of the subgrade and compact it as well. Is this the intent of the specification?
NASA RESPONSE: Please see response to question number 15.