

Question No.	Reference	Question	Response
1	Section L	Can a teaming partner submit all the past performances, or does the Prime contractor need to provide a minimum amount of the past performances?	IAW Section L 4.1 - You may submit up to five (5) Past Performance Information sheets identifying active or completed contracts and/or task orders, either Government or commercial, for prime, teaming partner, and/or joint venture partner (within the same division or cost center) and you may also submit up to five (5) Performance Information Sheets for each subservice provider. IAW Section L 4.2 - If the Offeror intends to submit past performance information of a teaming arrangement member or a joint venture partner, then the Offeror shall provide sufficient information to clearly convey the roles and responsibilities that each member or partner performed. Past Performance information of team members or joint venture partners shall be consistent with the proposed roles and responsibilities that each member or partner will perform for this requirement. Identify each member's share of the prospective contract, 50/50, 51/49, etc. Clearly establish roles of each party (who is prime and who is subcontractor, who is responsible for what tasks, contract administration, proposals, work management, etc.).
2		Sheet G001, notes under Phase I & III implies we are to replace structural members in the hangar door canopy, states full length of canopy, while on sheet S111, it only shows in bays 4 & 5 on the north door.	See Addendum 001
3		Details 2 and 3 on S111 show new steel being placed in the door canopy. How is the metal siding secured to the framing? The siding in this area of the canopy will need to be removed to replace the steel. If the siding is installed w/ rivets, what size and type of fasteners are to be used to resecure the siding to the framing	See detail 2/S-111 keynotes identify fastener type and spacing. Existing fastener type unknown. Bid as shown.
4		Note 5 on A301 states the siding has been previously painted, confirm this refers to the canopy metal as well. When the siding is removed and reinstalled, it is likely the paint on this siding will need touched up. Please confirm this 20'+ area that is disturbed is the only area we would need to re-paint and not the entire north canopy due to the siding replacement at the header repair.	See Addendum 001. Contractor to protect existing building and repair and paint any damage caused by the project.
5		Detail A/P501 shows 2 ½" dia holes cored through the concrete for the drainage. Detail 3/S401 is showing this to be 3" dia. Which is correct? Is the 2" pipe through the holes to be sealed and if so, with what type of material? There appears to be over 60 of these drain line	Core drill holes shall be 3". See Addendum 001
6		Detail 1/P501, shows 5/8" dia holes drilled for drainage weeps into the concrete and drainpipe on each side of the rail. Are these 500 plus holes to capped with a screen or left bare?	Leave holes bare. Bid as shown.
7		Detail 1/P501, shows the main pipe to be 4" dia, while elsewhere this is shown to be 6"	Main drain pipe shall be 6". See Addendum 001
8		Will the contractor be required to build only a dust barrier at the inside of the work area or a complete enclosed wall?	A dust barrier is required See drawing G001 General Demolition Notes. The Contractor needs to decide how to meet this requirement.
9		Will screened fencing be required at the exterior construction area per the phasing plan?	The contractor is required to ensure no debris or FOD is able to get onto runway/taxiway areas. The Contractor needs to decide how to meet this requirement.
10		Spec section 09 90 00, pg 16, 3.6.1, e, references floor non-slip level floors. Please provide direction as to where this is to be installed. Is the hangar floor to be re-coated? Is the infill area within the track assembly to be painted?	See Addendum 001
11		Details 1, 2, & 3 on A401 depict the windows are to be curtain wall framing systems. Please confirm these windows can be storefront systems or manufactured aluminum windows that may not have this same window framing configuration.	Bid as shown per the drawings and specifications, meeting loading and other applicable criteria. Curtainwall is not annotated on the drawings.
12		Can the window muntins be interior of the glass in lieu of applied to the exterior?	No. Muntins are to be applied to the exterior of the windows as shown in the drawings. This is required to meet SHPO compliance. Bid as shown.
13		Spec section 05 51 13, 1.4.4 Test Reports, Will the test report need to be on a window of identical size and be job specific?	Bid as shown. Provide testing as identified in Specification 08 51 13 1.4.4
14		Will the muntins need to meet any test requirements as well? Was told they are decorative and have not been tested.	No, muntins are decorative and fastened to the exterior of the window. Bid as shown.

15	Appendix A, Schedule for special testing, pg 9, Soil Testing. With this project soil excavation being at an established site and the only excavation is non-loadbearing and exterior of the building will this soil testing be required as stated?	Provide testing. Bid as shown
16	Due to the limited work area per the phasing plan and the minimum number of trades being performed on this project, please confirm the Superintendent can perform the other duties as SSO and the QC manager.	Yes, this can be the same individual.
17	Keynote 4 on A401 states to prep and paint the exposed steel inside the canopy. Please clarify if there if we are to assume there is lead paint at these areas that will require abatement.	Due to safety issues, LBP testing was not done inside the canopy. Proceed IAW Specification 01 35 26 3.1 & 3.1.3. Contractor to assume there is LBP inside the canopy and proceed IAW OSHA and all applicable code requirements.
18	Does there lead paint on the exterior siding on the canopy? Since this siding will need to be removed and reinstalled, will the paint need abated?	Due to safety issues, LBP testing was not done inside the canopy. Proceed IAW Specification 01 35 26 3.1 & 3.1.3. Contractor to assume there is LBP inside the canopy and proceed IAW OSHA and all applicable code requirements.
19	Is it anticipated that the design time will take the 119 days or is this including the lead time for securing the door material and fabrication prior to starting construction on site? As well as the fabrication of the wall panels and windows. We anticipate securing and fabrication of the first door area material will likely be 60 to 90 plus days. Should we assume an agreed upon time to receive the NTP for construction after the completion of the design?	The Government will accept the material submittals and then the NTP for construction phase will be issued once the door submittal is approved. Allowances will be made for lead times.
20	The construction duration needs to be extended to 390 calendar days due to likely weather conditions that will likely impact the project. This does not include the securing and fabrication of the doors, wall panels, or windows	Extensions will be done in response to actual events.
21	Can CPARS be used in lieu of the PPIF?	See Amendment 002 and Update Section L 4.4.1.
22	With the government requesting contractors to hold their price for 270 calendar days, would the government allow the inclusion of the economic price adjustment clause? FAR Clause 52.216-4	Pricing is to be held through 31 Dec 2022, which is currently 199 days. The FAR Clause 52.216-4 will not be added to the contract award.
23	Per the RFP Document Section L- 4.1 The Instructions stipulate Offerors may submit "up to five (5)" Past Performance Information Sheets. Can the government please clarify a more specific threshold for acceptability and/or provide an update in Section M to include in what combination of number of "Very Relevant" projects would be needed to obtain a "Substantial Confidence" rating per table M3? For example, would one (1) Relevant Project receive higher or lower confidence rating than five (5) somewhat relevant projects?	IAW Section M 1.4.6 Table M2, each project will receive a rating based on the information in the table and while the Government will strive for maximum objectivity, the process, by its nature, is subjective; therefore, professional judgment is implicit throughout the selection process.
24	Under 4.1 Recency and Relevancy of Past Performance Information Offerors shall complete Attachment L3 "Past Performance Information," on contracts and/or task orders you consider most recent and most relevant in demonstrating your ability to perform the proposed effort. Attachment L3 is limited to 4 pages per Information Sheet. Offerors shall only submit contracts for evaluation that are both recent and relevant.you may also submit up to five (5) Performance Information Sheets for each subservice provider. What does the government mean by subservice?	The government intends that subservice provider is interchangeable with subcontractor.
25	Will the government accept all five past performance projects from the Offeror's teaming partner since they specialize in these types of hanger door projects?	IAW Section L 4.1 - You may submit up to five (5) Past Performance Information sheets identifying active or completed contracts and/or task orders, either Government or commercial, for prime, teaming partner, and/or joint venture partner (within the same division or cost center) and you may also submit up to five (5) Performance Information Sheets for each subservice provider. IAW Section L 4.2 - If the Offeror intends to submit past performance information of a teaming arrangement member or a joint venture partner, then the Offeror shall provide sufficient information to clearly convey the roles and responsibilities that each member or partner performed. Past Performance information of team members or joint venture partners shall be consistent with the proposed roles and responsibilities that each member or partner will perform for this requirement. Identify each member's share of the prospective contract, 50/50, 51/49, etc. Clearly establish roles of each party (who is prime and who is subcontractor, who is responsible for what tasks, contract administration, proposals, work management, etc.).
26	Can the Site Superintendent serve as the Quality Control Manager and Site Safety Officer (triple hat) or do we need to have three separate individuals on site?	Yes, this can be the same individual.

27		Will this project require a separate individual Superintendent, QC Manager, and SSHO?	Yes, this can be the same individual.
28		In Section L, paragraph 4.4.1 the government request the completion of an Attachment L5, Past Performance Questionnaire. Please confirm it will be acceptable to use previously submitted PPQ Attachment L7 for Northwest Florida Air Force (NWF-AF) Regional MACC_ FY22 with the above mentioned bid documents in lieu of Attachment L5 PPQ submission. This would minimize the work requested to the references.	See Amendment 002 and Update Section L 4.4.1.
29		Can the Government please clarify the then (10) pages for Past Performance Information- what is requested here? Does this include the "summary of all prime offeror and subservice provider / team member performance history submission" (page 10 of Section L)?	This page allowance is for information the contractor deems necessary to include in their submittal.
30		Can the Government please confirm there is no page limit on the total number of PPIF-L3 forms- for example, the prime can submit five (5) L3 forms (4 pages each), and Sub can submit five (5) L3 forms (4 pages each), for a total of 40 pages- please confirm this is acceptable.	IAW Section L 2.4, no page limit for Past Performance Questionnaires.
31		In which volume should the bid bond be placed? Please confirm it is not included in page count.	Corrected. See Amendment 002, bid bonds are not required.
32		Regarding Section 4, 4.2 Teaming arrangements / joint Venture: Please clarify if a subcontractor who's past performance we use in our proposal cannot be used for another offeror's proposal. The statement "also include a Statement of Assurance that the team members are not teaming with another firm for this requirement" implies that all subcontractors used for Past Performance evaluation must be exclusive to a single offeror.	Section 4.2 is specifically for Teaming Arrangements and Joint Ventures. Subcontractors are not necessarily JV or teaming partners.
33		There are few to no projects limited to hangar door / rails scope that exceed \$5M. Per Section M, the Government considers only projects involving essentially the same scope and complexities which are greater than \$5M as "very relevant." This appears to be restrictive, and gives an advantage to offerors whose past performance includes contracts over \$5M which include hangar door/rails in addition to other scope outside of this solicitation. Would the government consider extending "very relevant" rating to include hangar door/rail projects involving essentially the same scope and \$1-5M in magnitude?	The ratings in Table M2, Relevancy Ratings in Section M 1.4.6 will not be revised.
34		According to the hazmat results provided by the government, some of the paint on the hanger doors contains lead. Please confirm if contractors are required to abate all paint on the hanger doors, or if contractors may encapsulate.	Proceed IAW Specification 02 41 00 1.2.2. Lead based paint on hangar doors and other components being removed can be addressed off-site at the metal scrap yard. Contractor to follow OSHA and all applicable requirements.
35		According to the hazmat results provided by the government, some of the paint on the structural steel contains lead. Please confirm if contractors are required to abate all paint on the hanger doors, or if contractors may encapsulate.	Proceed IAW Specification 02 41 00 1.2.2. Lead based paint on hangar doors and other components being removed can be addressed off-site at the metal scrap yard. Contractor to follow OSHA and all applicable requirements.
36		Detail 1 and 2 on Sheet S-401. The rails, beam, and grout appear to be poured separate from the footing beneath. Please confirm these were poured separate and not as a monolithic pour.	The existing drawings indicate a pour break at approximately 9" below the finished concrete surface.
37		If Detail 1 and 2 indicate a monolithic concrete pour, please confirm that a power hammer attachment can be used for the demolition of the grout surrounding the rail.	The existing drawings indicate a pour break at approximately 9" below the finished concrete surface.
38		Per drawing A-103, Note 4, please confirm the below: a) How are contractors to access this structure? b) Are contractors required to paint the structural members only, or all 4 surfaces inside? c) Is this space considered confined space? d) Can more pictures of the interior be provided?	Canopies are accessible through interior man doors at the east and west ends of each canopy via ladders. There are also openings in the soffits of the canopies at each end. The intent is for all surfaces within the canopy to be painted.
39		Please confirm that Florida SHPO work/permitting has already been performed, and that the contractor will assume no responsibility on this scope.	The Contractor has no responsibility on this scope.
40		Since the hanger doors will be recycled, will the contractor provide the government with funds from recycling?	No, the Contractor is to dispose of them properly and do not owe any proceeds to the Government.
41		Please confirm that the painters must be QP1 certified.	QP1 is a minimum certification. Bid as shown.
42		Please confirm that contractors cannot reuse existing conduit.	Correct, conduit shall not be reused.
43		Please confirm that contractors are to remove the existing conduit back to the panel.	Correct, remove conduit back to source panel.
44		Please confirm that the new conduit, if required, is to be painted.	Correct, paint to match adjoining existing surface.

45		Please confirm that contractors are not responsible to temporarily protect the interior of the hangars once the doors have been removed.	The building will be occupied on the opposite side of the hangar from the worksite. In order to minimize the opening being left unsecured, the contractor should plan to coordinate removal of the doors and installation of new doors IAW the phasing plan.
46		If contractors are responsible to protect the interior of the hangars after removal of the hangar doors, please provide direction as to how.	The building will be occupied on the opposite side of the hangar from the worksite. In order to minimize the opening being left unsecured, the contractor should plan to coordinate removal of the doors and installation of new doors IAW the phasing plan.
47		If contractors are responsible to protect the interior of the hangars after removal of the hangar doors, please confirm that the contractor will not be responsible for shoring in the event of a hurricane, if so, please provide a design.	Shoring is identified in Specification 01 35 26 3.5.3 and Specification 02 41 00 and is on the Contractor to provide.
48		Do we have to have a manufacturer's rep supervise the install? The basis of design manufacturer has not committed to doing this.	Yes, per Specification 08 34 16.1 3.2.1, a manufacturer's representative is required to supervise installation. See Addendum 001 for additional clarification
49		The SF1442 states that contractors shall hold pricing for 270 days, please confirm that this is correct. This seems excessive in today's economic climate.	See Amendment 002. Prices are to be held through 31 December 2022.
50	Attachment L1-50 Division	The Attachment L1 - 50 Div Cost Estimate has information supplied within the document from a previous Air Force bid (Munitions Test Facility). The pre-populated information does not match this project. Are we allowed to clean up and delete any line items that do not pertain to this project?	50 division worksheet is required to be submitted with proposal.
51	Attachment L1-50 Division	Can we be allowed 24 hours post bid to complete this form, as this bid will be competitive with sub bids being received last minute?	50 division worksheet is required to be submitted with proposal.
52	Drawings Sheet P401, P402	Track Drainage Plan North and South both show a 6" drainage pipe connecting to the existing storm drain system. Sheet P501 Typical Hangar Door Track Drain Detail shows a 4" Drain line. The Final Design submittal also states a 4" drain line. Please clarify if the main drain line for both the North and South Hangar doors will be 6" or 4".	Main drain pipe shall be 6". See Addendum 001
53	Drawings Sheet S401, P402	P402 says to "Cut asphalt and trench for pipe installation. Patch asphalt to match existing." Sheet S501 Detail 3 shows concrete overtop of new main line pipe. Will all asphalt that is removed for the installation of the main line be replaced with concrete?	Asphalt cut/patch is intended for portion of piping from end of door track to storm drain connection. See Addendum 001
54	Attachment 1C - Final Design	Being that this project is on the flight line, please provide the type and details of barriers or fencing that will be required around the laydown area/work area & safety zone.	The contractor is required to ensure no debris or FOD is able to get onto runway/taxiway areas. The Contractor needs to decide how to meet this requirement.
55	Sheet S-401	The scale on sheet S-401 appears to be incorrect. Please verify the correct scale should be 1/2" = 1' or revise dimensions.	Design is correct as shown. Please bid in compliance with information currently provided in the plans and specs. (No addendum will be issued to clarify.) The scales on S-401 are accurate. Ensure that sheets are properly printed 24x36 Full Size or 12x18 Half Size
56	Sheet S-111	It appears the scale on Sheet S-111, Details 2 & 3, are incorrect. Please verify the correct scale should be 3/8" = 1' or revise dimensions. Additionally, detail 4 on the same sheet has a similar condition. Please verify the correct scale for detail 4 should be 3/4" = 1' or revise dimensions.	Design is correct as shown. Please bid in compliance with information currently provided in the plans and specs. (No addendum will be issued to clarify.) The scale for details 2 and 3 are accurate. Ensure that sheets are properly printed 24x36 Full Size or 12x18 Half Size
57	Sheet S-101	Using the provided scale on sheet S-101 the hangar door opening length appears to be almost half that indicated on the architectural drawings. Please verify the full length of the hangar door track for bidding purposes.	Design is correct as shown. Please bid in compliance with information currently provided in the plans and specs. (No addendum will be issued to clarify.) The scale for details 2 and 3 are accurate. Ensure that sheets are properly printed 24x36 Full Size or 12x18 Half Size
58	Attachment 1C - Final Design	If low-profile barricades are required are they to be linked or can they be spaced apart? If spaced apart, what is the maximum spacing?	The contractor is required to ensure no debris or FOD is able to get onto runway/taxiway areas. The Contractor needs to decide how to meet this requirement.
59	Site Visit	Would the Government grant a secondary subcontractor site visit?	There will be no further site visits
60	Sheet A-601 / Spec 08 51	The drawings indicate impact resistant windows but the specs indicate blast resistant to minimum anti-terrorist standards. Which is correct?	Impact resistant windows that meet UFC 4-010-01 Standard 10. See Addendum 001
61	Sheet A-601 / Spec 08 51	The drawings indicate impact resistant windows. Can translucent panels be supplied in lieu of glass?	No, Bid as Shown. Intent is to mimic the historic doors as required by SHPO.
62	Sheet A-301 and A-302	Inconsistent bottom of canopy height between pages A-301 and A-302. A-301 has (Bottom of canopy at 60') while A-302 has (Bottom of canopy at 62'). Which page shows the correct bottom of canopy height?	See Addendum 001

63	Sheet A-301 and A-303	Inconsistent top of canopy height between pages A-301 and A-302. A-301 has (Top of canopy at 70'-6") while A-302 has (Top of canopy at 72'). Which page shows the correct top of canopy height?	See Addendum 001
64	Spec Section 08 34 16.10	Spec requires zinc rich primer. Hot dipped galvanized would provide superior performance. Can hot dip galvanized steel be used in lieu of zinc rich primer?	Hot dip galvanized would be acceptable if available in steel sizes required.
65	Spec Section 08 34 16.10	This spec section references Section 09 97 13.27; however, no such spec section is supplied.	See Addendum 001
66	Spec Section 09 06 00	Spec section 09 06 00 paragraph 2.1.2.2 calls out for P-1 to be an Elastomeric Paint; however spec section 09 90 00 does not specify clarity elastomeric paint requirements. Please clarify what paint should be installed on new hangar doors and existing to remain top hangar door rails.	Paint per Specification 09 09 00; See Addendum 001
67	Spec Section 08 51 13	There are no subpart titles for paragraphs 2.3.4.1, 2.3.4.2, and 2.3.4.3. What are the titles for these subparts?	See Addendum 001
68	P501 - Detail 1 Typical ha	Will the 5/8" drain holes for the water need to be drilled through the flange of the hanger door rail tracks?	Do not drill drain holes through track flange. See Addendum 001
69	P501 - Detail 1 Typical ha	Instead of drilling a 5/8" drain hole in the concrete for water to go into the lateral 2" piping, can a 5/8" PVC pipe Y be used in substitution and set prior to pouring back the concrete?	Bid as shown
70	A-103 & A-401	Detail 1 on A-103 accounts for demo that is not found in S-401, will the changes be made so there is cohesiveness?	See Addendum 001
71	Drawings	Sheet numbers 12, 13, 15, 17 are accounted for twice while there are no sheet numbers 1, 11, 19, 20, 21. The overall sheet order is 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 12, 13, 14, 15, 15, 16, 17, 18, 17, 13, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32. Please verify that these sheet numbers are correct for the drawings.	Corrected. See new documentation.
72	Spec Section 05 12 00	05 12 00 paragraph 1.3 requires work to be fabricated by an AISC certified structural steel fabricator; however, the minimum steel on the project should not merit this certification requirement. Please consider removing this requirement.	Design is correct as shown. Please bid in compliance with information currently provided in the plans and specs. (No addendum will be issued to clarify.)
73	Drawings	Please clarify why the drawings supplied are marked as AS-BUILT. Please confirm correct drawings are supplied.	These drawings are not As-Built as they are not signed and dated.
74	Spec Section 09 06 00	The colors chosen for many products are listed "to match existing [...]"; however, existing materials are not called out. Please specify what existing materials are in order to supply a match to ETR elements. Reference color codes HD-1, AW-1, P-1	Existing materials are identified in 09 06 00. Due to historic SHPO requirements, new items will match the existing components they are replacing. Bid as shown.
75	Drawings G001	the phasing plan on Sheet G001 states in Phase 1 and 3 to "INSTALL NEW METAL STRUCTURAL MEMBERS IN EXISTING HANGAR DOOR CANOPY (FULL LENGTH OF CANOPY)" However, drawings only show to replace steel members on the North face in Bays 4&5	See Addendum 001
76	Drawings S-111	Please clarify the extent of canopy repairs. S-111 Details 2 and 3 both have notes to repair members in Bays 4&5 only; however, the details sections are shown on the	Design is correct as shown. Please bid in compliance with information currently provided in the plans and specs. (No addendum will be issued to clarify.)
77	Drawings P-501	Should detail 1 & A be referring to grout on P-501 instead of concrete?	This should indicate grout to match design shown on S-401. See Addendum 001
78	Drawings S-101	The top drawings on S-101 do not match dimensions on other drawings, will the drawings be revised to reflect the correct dimensions?	Design is correct as shown. Please bid in compliance with information currently provided in the plans and specs. (No addendum will be issued to clarify.)
79	Attachment 1 - FTFA 19-C	Paragraph 5) Submittals c) AS-BUILTS i) requires a Mylar set of As-Built drawings, please confirm this is accurate as this process is pretty outdated.	Mylar is required.
80	Attachment 1 - FTFA 19-C	Paragraph 5) Submittals c) MATERIAL SUBMITTALS requires SHPO submission. Please clarify if SHPO has been made aware of this project, and have preliminary approvals been made for these repairs.	Yes, they are aware and approvals have been obtained.
81	Attachment L1-50 Division	Within Attachment 4 - Section L, paragraph 2.5.2.5.1 50 Division Cost Estimate (DCE) Worksheet calls out to supply a full Material and Labor breakdown with our bid; however this project will be a competitive bid which involves subcontractors/vendors not releasing their bid until the last minute on bid day. Please allow this cost estimate breakdown be submitted 24 hours after bid due to allow the backup data to be developed with the carried sub for each trade.	50 division worksheet is required to be submitted with proposal.
82	Attachment 1 - FTFA 19-C	Please consider extending the Bid Date at least fourteen (14) calendar days once all RFIs are answered.	The Deadlines are adjusted as necessary.
83	Drawings S-001	Will Scale be fixed for Detail 1 on S-001?	See Addendum 001
84	Drawings S-401	Will scale be fixed for Details 1, 2, 3 on S-401?	Design is correct as shown. Please bid in compliance with information currently provided in the plans and specs. (No amendment will be issued to clarify.) The scale for details 1,2, and 3 are accurate. Ensure that sheets are properly printed 24x36 Full Size or 12x18 Half Size
85	Drawings A-102	Will scale be fixed for Details 1 & 2 on A-102?	Corrected.
86	Drawings	Is there supposed to be a cover sheet for the drawings?	Please refer to Drawing X001, the first page in the drawing package.

87	Drawings P401	Please provide details of proposed asphalt to be put back and specs for new asphalt if asphalt is to be replaced.	See revised detail on P-401 & additional detail on P-501. See Addendum 001
88	Drawings A-401 & S-401	Detail 1 on A-401 refers to the material under and around the rails as concrete, however detail 3 on S-401 refers to grout at the same area. Will this material be Non-Shrink Grout or Concrete?	It is grout. See Addendum 001
89	Drawings S-110	Details 1 & 2 on S-110 are not scaled correctly, revisions needed.	Design is correct as shown. Please bid in compliance with information currently provided in the plans and specs. (No amendment will be issued to clarify.) The scale for details 1 and 2 are accurate, note the matchline in detail 2. Ensure that sheets are properly printed 24x36 Full Size or 12x18 Half Size
90	Drawings A-401	Will scale be fixed for detail 1 on A-401?	See Addendum 001
91	Drawings P-101	Is detail 1 on P-101 supposed to be listed twice?	See Addendum 001
92	Drawings P-101	The graphic scale is incorrect on P-101 for both details; will this be addressed?	Scale is correct as shown. Note, full size drawing is 24"x36" and half size is 12"x18"
93	Solicitation	Due to the current phasing plan requirements, 45 calendar day SHPO review period, and material lead times; the 339 day period of performance is not sufficient. Please extend the period of performance to a minimum of 520 calendar days from NTP.	Adjustments will be made as necessary and NTP will be given to account for lead times.
94	Solicitation	The solicitation requires the contractor to hold its offer for a minimum of 270 calendar days for Government acceptance. Due to the current market changes which occur almost weekly, please consider revising the acceptance period to 120 calendar days.	See Amendment 002. Prices are to be held through 31 December 2022.
95		Provide as-builts for the building(s) and surrounding site (utilities).	Additional drawings can be obtained through CE if required.
96		Verify that the Owner will be responsible for removing ALL equipment, unbolted furniture, personal effects, etc from the affected areas prior to construction.	The Owner will remove any of these items.
97		Provide Hazardous Material Report for this project.	See Appendices for report
98		Provide sign-in sheets for the pre-bid site walk/meeting.	Site Vist sheet was released on Sam.gov 9 June 2022.
99		Confirm standard / permissible work hours during construction.	Duty hours are Monday through Friday 0600 to 1700 (6 AM to 5 PM). Any work requiring supervision of Government Personnel or done outside of duty hours needs to be coordinated in advance and will be at no cost to the Government.
100		Superintendent can be the CQC and SSO.	Yes, this can be the same individual.
101		Confirm that the Government will allow proposers a minimum of seven (7) days to respond to the RFP starting from the date that the Government responds to 100% of the RFIs received.	The Deadlines are adjusted as necessary.
102		Are the top guides on the hangar door to be fixed pancake type or floating type?	Top guides are to be fixed pancake type. See Addendum 001
103		Will the hangar door have interior liner sheets per Division 08 34 16.10 Subsection 2.2.1.2	Yes, provide liner panel as specified. See detail 2/A302 keynote 7 and details on A402 keynote 7.
104		Are hangar door electrical components required to be explosion proof if 18-inches above finished floor?	Electrical components in the Hangar Bay and adjacent spaces per UFC 4-211-01 shall be Class 1 Div 2 up to 18" AFF. There is no classification requirement above 18" AFF.
105		Hangar door specs state "Zinc-Rich Epoxy Primer per Section 09 97 13.27" but there is no section for this.	See Addendum 001
106		Hangar door specs state "Clean, prepare, and coat all exposed and non-exposed ferrous metal surfaces as part of the Section 09 97 13.27" but there is no section for this.	See Addendum 001
107		I am anticipating needing to remove the fire suppression from service to perform the necessary demolition and installation work. I understand this work is to be performed in phases and under ideal circumstances these phases will flow together seamlessly. Will there be anything released prior to the bid date providing guidance on the fire suppression system and how it is to be handled throughout this process? Will the system need to be recommissioned when it is returned to normal service? Will a foam dump be required during the recommissioning? Will this system need to be placed back into service between phases of demolition/ installation? Any further details regarding this system and its controls would also be helpful.	This project does not include modifications to the fire suppression system. Contractor shall not remove fire suppression system from service.
108		Will there be any requirements for the GC to provide a fire watch and/ or security for the Hangar during periods where it cannot be fully secured due to construction activities?	The fire alarm and fire suppression system are not to be impaired during this project. Government to provide input on security requirements

109	According to drawing A102 the door opening height appears to be slightly different between the two openings but on drawing A301 it shows identical height openings. Can you provide any further guidance on this?	See Addendum 001
110	Does Eglin have an onsite recycling facility, or should we plan on transporting the recyclable materials to an offsite facility?	The contractor is responsible for disposal. Assume no disposal on site.
111	Will safety fencing or other dust debris barriers be required around the areas where construction activities are being performed?	The contractor is required to ensure no debris or FOD is able to get onto runway/taxiway areas. The Contractor needs to decide how to meet this requirement.
112	In Section L, paragraph 3.1.5.2 the government requests the completion of an Attachment L2, Financial Reference Worksheet. Please confirm it will be acceptable to use previously submitted FRQ Attachment for NWF=AF Regional MACC_FY22. This would minimize the work requested to the references.	Yes, you may use the same reference.
113	Are the new windows shown comprised of glass or translucent panels?	Glass. See Specification 08 81 00 2.2, glazing units
114	If glass panels are they encased in aluminum or steel frames?	Aluminum. See Specification 08 51 13, Aluminum Windows
115	Item 1604.3.7 of the International Building Code entitled Framing Support of Glass indicates that $1/240$ of the length of span of the framing member + $1/4$ " for framing members greater than 13 feet 6 inches. This implies that, if the windows are glass, the 60 foot high panel needs to meet the $1/240$ criteria. Should a $1/240$ deflection criteria be used?	A minimum deflection limit of $L/180$ be maintained for C&C loading unless the glazing manufacturer and insulated metal wall panel manufacturer provides written instruction that an alternate deflection criteria for this application is acceptable. The 0.7 Factor may be utilized for serviceability as allowed by the IBC.
116	The original door used flat steel plates giving a twelve inch member depth for the 60 foot span. The specifications talk about a two inch insulated panel, in order to keep the door panel width inside the original door panel envelope the steel support members shall have to be 10 inches deep. A 10 inch deep member holding an $L/240$ deflection using 154 mph ultimate loads for a 660 foot span shall require a W10x112 which is the largest member of that category. Is it your intention that the 2" Insulated panel encroach into the 3-1/2" separation between the panels?	The design as shown indicates the 2" insulation would be located inside the 12" depth. At the contractor's risk, he may elect to utilize additional depth inside the existing constraints and extend beyond the 12" depth limit shown on the drawings. All existing conditions and dimensions should be field verified. The door operation and waterproofing shall not be compromised.