Questions And Answers

Solicitation Number: W50S7T-26-B-A004
Project Title: Repair B632 Fire Suppression and Hangar Door
Project Number: JLQN202002
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Number	Spec Section	Question	Answer
1	08 34 16.20	Per the UFGS 08 34 16.20 project specific specification it calls out the following in Section: 2.9.3 Backup Door Operation Separate from the connection to a backup power source or emergency generator, provide a door system backup power source and system capable of opening and closing the entire door system at least one time, with complete loss of power to the entire facility. For the purposes of this requirement, the minimum door leaf and mullion speeds indicated in this specification are not applicable. In the unedited UFGS 08 34 16.20 specification Section 2.9.3 is bracketed and containers the following Guide Specification note: [2.9.3 Backup Door Operation ********** NOTE: At the time of this writing, only one manufacturer is believed to have a system capable of meeting this requirement. Prior to including this paragraph, designer will investigate and confirm if there are adequate door system manufacturers currently available that are able to provide this option and confirm if this option is justified/required for the facility. Coordinate and incorporate space, clearance, utility, infrastructure and other facility requirements with the contract documents. ********** Separate from the connection to a backup power source or emergency generator, provide a door system backup power source and system capable of opening and closing the entire door system at least one time, with complete loss of power to the entire facility. For the purposes of this requirement, the minimum door leaf and mullion speeds indicated in this specification are not applicable.] There is no known Vertical Lift Door Manufacturer that has the capability to meet the requirements outlined in Section 2.9.3 Backup Door Operation for multipart door systems which include retractable mullions. Please confirm that this requirement can be removed from the UFGS 08 34 16.20 specification.	This requirement can be deleted. The building will be provided with emergency power from the fixed permanent generator. Additionally, the doors shall be capable of manual operation as stipulated in Section 08 34 16.20 paragraph 2.3.1.

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2		The RFP package includes the following referenced document: Attachment+04+-+Brand+Name+or+Equal+Justification+-+17APR2026_redacted The current RFP proposal bid due date is July 29, 2026, so if any Equal for this product could be approved, it seems it would need to be approved prior to the proposal bid due date. If a contactor chooses to submit an Equal for this product and the product is not approved, this will allow time for the contractor to still get pricing for the product prior to the proposal bid due date. Please confirm the process to validate any Equal for this product and the timeline by which validation of an Equal for this product must be submitted to the Government for review and approval.	The Government will not conduct pre-bid reviews, validations, or approvals of proposed "equal" products prior to the bid opening date. As provided in FAR 52.211-6, Brand Name or Equal, bidders choosing to offer an "equal" product are responsible for clearly identifying the product being offered and furnishing with their bid all descriptive material and other information necessary for the Government to determine that the proposed product meets or exceeds all of the salient characteristics and other requirements identified in the solicitation. The responsibility for submitting a responsive bid rests solely with the bidder. If a bidder elects to offer an "equal" product, the bidder assumes the risk that the information provided may be insufficient to establish that the product satisfies the solicitation requirements. The Government will determine the acceptability of any proposed "equal" product during its evaluation of bids in accordance with the terms of the solicitation, FAR Part 14, and FAR 52.211-6. The Government will not provide advance determinations or approvals of proposed "equal" products before bid opening. Bidders should prepare and submit their bids accordingly.
3		Per the UFGS 08 34 16.20 project specific specification it calls out the following in Section 2.3.2, second paragraph: Do not use belt systems where individual lifted door weight exceeds 6,200 Lbs. The moving weight of VLF Door 1 & VLF Door 3 is ~ 6,560 lbs. The moving weight of VLF Door 2 is ~ 2,560 lbs. Due to the original building design which is based on the configuration and design of the existing “VLF Grand Door” it requires the replacement VLF Door match the existing interface with the structural support steel. DOR to confirm that the use of the belt system for VLF Door 1 & VLF Door 3 is acceptable due to the above noted design interface requirements.	pending

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4		There is very little information provided on the existing Vertical Lift Fabric Doors and how they are installed. Also, there is limited information on the electrical wiring of the existing Vertical Lift Fabric Doors. Can the existing Vertical Lift Fabric Door “As Built” drawings and electrical schematics be provided to assist in coordination with the DEMO scope of work?	Reference Attachment titled "FILE_1810_Hangar Door Elec Plans".
5		What will be stored in the hangar while we complete our construction activities? It’s preferred that no plane, engines or other equipment, tools, fuels or other be in the hanger to avoid moving those items, protecting those items. If the hangar is not clear for our work, we would just need to know what will be in the space so we can plan accordingly and include costs to protect or work around those items.	The work will be executed in an occupied, functioning hangar. Immediately after award, prior to commencing any work, contractor shall meet with government to discuss scheduling and phasing approach.
6		Please indicate what operations will be taking place in the hangar while we are modifying the building?	It has been identified in Basis of Design report under section 4.5 "Special Considerations" that maintaining the hangar in an operational status during demo and new construction is not feasible. Full access to the hangar opening, structural interface and adjacent work areas in the control bay are required during construction. After award of bid, coordination is required with government.
7		Is it safe to assume we will not need to provide entry and exiting of the large hangar door opening while we are modifying and installing the new hangar door. Please confirm.	No. The work will be executed in an occupied, functioning maintenance hangar which may require aircraft entry/exiting.
8		Attached find a preliminary site plan for construction flow and staging. This will allow for site access, construction activities and material laydown areas outside the building. Please let us know if this is acceptable or what areas can be used for those activities and material storage. Attachment A-Construction Area.	The Government will not review, evaluate, or approve contractor site logistics plans, construction flow, staging areas, site access, or material laydown/storage plans during the pre-bid phase. Bidders shall prepare their proposals based on the requirements and information provided in the Contract Documents. Site logistics, including construction access, staging, and material storage locations, will be coordinated and reviewed with the successful Contractor following contract award and prior to the commencement of construction.

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9		Project General Notes- Demo Drawing A-002. Note 6 States: THE EXISTING FACILITY MAY CONTAIN HAZARDOUS MATERIALS INCLUDING, BUT NOT LIMITED TO, ASBESTOS-CONTAINING MATERIALS (ACM), LEAD-BASED PAINT (LBP), POLYCHLORINATED BIPHENYLS (PCB), AND OTHER REGULATED MATERIALS. PRIOR TO DISTURBING ANY EXISTING MATERIALS, THE CONTRACTOR SHALL PERFORM ANY NECESSARY INVESTIGATION, TESTING, AND COORDINATION REQUIRED TO COMPLY WITH APPLICABLE FEDERAL, STATE, LOCAL, AND DoD REGULATIONS. a. Q: Does the Government have any prior reports that would indicate or identify any of these hazardous materials or other potential dangerous conditions? b. Q: If so, please provide that information. c. Q: Based on this note, are we, the contractor to provide the testing as part of our proposal to the government? If so how are we to quantify it without any knowledge of the possible hazardous material?	A HAZMAT report is provided in Appendix D of the Basis of Design
10		Does this project require a fire watch or fire monitoring at any point of the construction project? If so, is the government able to provide this or do we need to plan for fire watch personnel?	See Spec Section 01 35 26 1.12. Fire watch shall also be provided whenever the fire alarm system is impaired.
11		Is there adequate room to make and inspect the exterior side field weld from Web PL to the existing PEMB Frame Column without removing the existing exterior metal wall panels? See detail 2 on page S-501 and attachment B-Detail 2 on S-501.	pending
12		The project appears to be designed under UFC 3-600-01 c6. However, on July 2, 2026, UFC 3-600-01 Change 7 was released. Which edition of UFC 3-600-01 is applicable to this project?	UFC utilization edition, per RFP, shall be at time of award.
13		On Sheet FA-001, General Note Number 1, states that a Simplex fire alarm system is required. Is there a sole source justification for this product or are other manufacturers' products acceptable for use if such systems can provide compatibility to the mass notification system (MNS) through interface modules, a network gateway, or other types of relays?	Reference Attachment titled "Brand-Name Only Justification - Simplex_Repair B632_Redacted".

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14		There are conflicting notes on the plans. On Sheet FA-001, In the symbol list, symbols are provided that indicate fire alarm speaker and speaker strobes. However, no speakers or speaker strobes are shown on the drawings. Sheet FA-101, Sheet Note 5 indicates that the mass notification system (MNS) speakers are to remain and that the fire alarm system is to use the existing mass notification system speakers for fire alarm evacuation purposes. Does the proposed fire alarm system need to be a voice evacuation system or a standard horn evacuation system?	The proposed fire alarm system is to utilize existing mass notification system speakers for voice evacuation.
15		During the site visit, mass notification system (MNS) combination notification appliances (i.e., speaker strobes) with Amber lenses were noted in the Office Space, but none were noted in the hangar bay or the paint area. Please confirm that prior audibility and intelligibility test results for the MNS are available and have been incorporated during the design process to confirm that no additional speakers will be needed for the fire alarm system since the existing MNS system completely meets the audibility coverage and intelligibility for fire alarm evacuation as per NFPA 72 in all spaces required throughout the building.	Contractor shall assume current speaker layout meets audibility and intelligibility requirements. The amber lenses observed are not part of the MNS system. All strobes shall have clear lenses per Section 28 31 70 2.10.2.
16		Since the building will remain occupied during the performance of the contract, please confirm that a parallel system installation will be required, and that demolition of the existing system cannot occur until the new system is accepted.	Assuming the question is referring to the fire alarm system, the assumption is correct. Existing fire alarm system shall not be demolished until new system is accpeted.
17		No indication of fire resistance rated assemblies are noted on the plan drawings provided. Are fire resistance rated assemblies present? If so, please provide a drawing indicating the fire resistance rating of each assembly so that the an appropriately rated through-penetration-firestop system can be selected.	See Sheet A-101 for fire rated walls.

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18		On Sheet FA-001, duct smoke detectors and remote test stations are shown on the legend. On Sheet FA-111, remote test stations are shown in FUEL CELL/CORR. CONTROL BAY, ROOM 101, but no duct smoke detectors are shown on the plan. From the configuration of the air handling units observed during the site visit, the air handlers are completely within the hangar bay and do not communicate to another space. Will duct smoke detection for the air handling units in the hangar bay be required?	Yes, Duct Detector will be required where the existing duct detector is shown to be removed.
19		On Sheet FA-001, Duct Smoke Detectors and remote test stations are shown on the legend. On Sheet FA-101, in BEAD BLAST RM, ROOM 102, two existing duct smoke detectors are noted to be demolished. The locations of these two duct smoke detectors were confirmed during the site visit. On Sheet FA-111, remote test stations are shown on the wall in PAINT PREP RM., ROOM 103, but duct smoke detectors are not shown on the plan in BEAD BLAST RM.,ROOM 102. In order to determine if duct mounted smoke detection for the air handling units in the ducts are required, we must determine the air flow capacity and whether these air handlers communicate to other spaces? Will duct smoke detectors for the air handling units in BEAD BLAST RM.,ROOM 102 be required as per UFC 3-600-01 c6, 28-1.1 and UFC 3-600-01 c7, 28-1. If so, please provide mechanical plans showing the air handlers volume capacities and the required duct smoke detector locations.	Yes, Duct Detector will be required where the existing duct detector is shown to be removed.
20		On Sheet FA-111, new Water Flow Switches and associated Addressable Interface Modules are shown in PAINT PREP RM., ROOM 103, near the wall adjoining BEAD BLAST RM., ROOM 102, near Grid Line F.5-3. During the site visit, no existing water flow switches were noted on the sprinkler system in these locations. Further, on Sheet FX-111, this area is shaded and indicated with Key Note 8, stating that this area is Not in Contract. Will Water Flow Switches and associated Addressable Interface Modules be required in these locations? If so, please revise Sheet FX-111 to show the area where this work will be performed and specifically, in which sprinkler pipes should these components be installed?	Water flow switch in Room 103 is not required. It was previous put on drawing for the monitoring of eye wash, however the government has confirmed it is not required to be monitored.

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21		On Sheet FA-111, three existing manual pull stations are provided in FUEL CELL/ CORR. CONTROL BAY, ROOM 101 near Grid Lines F-4.5, F-5.5,and F-7 that are not located at exits, one in FOAM STORAGE, ROOM 108 at the double doors near Grid Lines F.5 -7, and one in NOSE ROOM, ROOM 107 at the unmarked exit access door into Vestibule Room 109 near Grid Lines F.5-7. UFC 3-600-01 c6, Section 9-18-7.4.1 and UFC 3-600-01 c7, Section 9-17.7.3 only require manual pull stations at exits. Are manual pull stations required at locations that are not required exits?	1. Delete pull station from Room 101 into Room 103. 2. Delete pull station in Room 101 at Column line F-5.5. 3. Delete pull station in Room 108. 4. Keep pull station in Room 101 at column line F-7. This is required to meet travel distance requirement. 5. Move one pull station outside Vestibule 109 and delete the second pull station.
22		On Sheet FA-111, The subscript “XP” is noted on manual pull station symbols shown in FUEL CELL/CORR CONTROL BAY, ROOM 101, but not on remote test switches, visible notification appliances, water flow switches, and addressable interface modules. The 42” minimum to 48”maximum mounting height for manual pull stations, the 60” maximum mounting height for remote test station, and 96” mounting heights shown for visible notification appliances as shown in Detail 1 on Sheet FA-501, all exceed the thresholds noted in NFPA 70, NEC, 513.3 (B) of 18” above the floor for Class I, Division 2 wiring and equipment in hangars. The proposed mounting heights for the waterflow switches and associated addressable interface modules are unclear. Further, the location of the aircraftpower plants and wing fuel tanks as shown on Sheet A-100 exceeds the minimum required distance, as noted in NEC 513.3 (C)(1), from the hangar walls where the wiring and equipment are proposed. Please clarify why the manual pull stations must meet the Class I, Division 2 requirements, but the other remaining components do not.	This was based on the original drawings. Upon further review, XP devices will not be required for any wall mounted fire alarm devices greater 18 inches above fiinished floor.

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23		On Sheet FA-101, in PAINT ROOM, ROOM 106, and PAINT PREP RM., ROOM 103, the existing manual pull stations and notification appliances are noted with "XP". On the site visit, these devices and appliances with rigid conduit, Class I, Division 1 boxes and equipment, except for standard manual pull stations. Sheet FA-111 shows the manual pull stations proposed in the above noted rooms to be provided as explosion proof, but not the notification appliances or the Addressable Interface Modules noted with Key Notes 5 and 6 . Neither of the locations proposed at Grid Lines G-4 and G-5 qualify as Class I or Class II locations since a spray booth enclosure is located in Paint Prep Rm, Room 103. Please clarify why the manual pull stations must meet the Class I, Division 2 requirements noted at the exits, but the other notification appliances components do not.	The operations of the Paint Room (106) and Prep Room (103) have changed. Only the area within a 5 foot sphere of the paint booth should be treated a Class 1 Div 2. All areas outside the 5 foot sphere can be considered unclassified space. Fire alarm device swill be updated to regular (non-XP) devices.
24		On Sheet FA-111, in PAINT ROOM, ROOM 106, and PAINT PREP RM., ROOM 103, addressable interface modules noted with Key Notes 5 and 6 are shown. There is only a Key Note 1 shown on this sheet. What is the proposed function of the Addressable interface modules shown near Gridlines G-4.5?	Addressable Input Modules shown are not required and will be deleted.
25		On Sheet FA-111, in VESTIBULE, ROOM 118,a required exit is marked, and a manual pull station and a visible notification are proposed. In VESTIBULE, ROOM 109 a required exit is marked, but no manual pull station and notification appliances are proposed. The nearest manual pull station is provided in excess of 5 feet from this door in Corridor, Room 114. Is a notification appliance and manual pull station required VESTIBULE, ROOM 109 as required in UFC 3-600-01c6, 9-18.7.4.1 and NFPA 72, 2025 edition – 17.17.10.4?	See respone to Question 21. Visible notification is not required.
26		On Sheet FA-111, new water flow switches and associated addressable interface modules are shown in the FUEL CELL/CORR. CONTROL BAY, Room 101 near Grid lines B-3 and B-10. On Sheet FX-111, no water flow switches are shown in these locations. Will water flow switches and associated addressable interface modules be required in these locations? If so, in which sprinkler pipes should these components be installed?	Water flow switch and module are not required. It was previous put on drawing for the monitoring of eye wash, however the government has confirmed supervision of eyewash is not required.

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27		On Sheet E-111 a generator annunciator panel is shown. There is no indication of a provision for monitoring a generator on the FA-series drawings. Will a generator be provided? If so, from where should the generator conditions be monitored by the fire alarm system, which generator conditions should be monitored by the fire alarm system, and which generator condition signals must be transmitted by the fire alarm system?	On Drawing E-111, the label "GENERATOR ANNUCIATOR PANEL" should read "GENERATOR REMOTE CONTROL PANEL". The Contractor provides the generator. There is no intent to monitor generator conditions on fire alarm system.
28		On Sheet FA-501, Detail 3 indicates that the fire alarm system will share the speakers of the Mass Notification System (MNS) and a switch component is indicated to change the audible signal output from the MNS Autonomous Control Unit (ACU) to the Fire Alarm Control Unit (FACU). No information has been provided about the MNS ACU. Please provide information relative to manufacturer and model of the ACU, the listed compatibility of the ACU with the proposed FACU, and the Basis of Design for the speaker circuit ACU to FACU switch component.	The MNS is a Wheelock Safepath SP40S.
29		During the site visit, the ARFF Valve Pit was opened, but water covered the components shown to be demolished on Sheet FX-101. It is requested that the ARFF Valve Pit be de-watered and photos of the proposed work location within the AFFF Valve Pit be provided.	Contractor shall base their bid on what is shown on FX-101. Photos will not be provided.
30		The Sprinkler design shown on Sheet FX-111 is not constructible as shown. During the site visit, multiple structural obstructions near the between Gridlines 3 & 4 and between Gridlines 9 & 10 were noted. Is it the intent of the Design Fire Protection Engineer for the proposed 6” cross mains to penetrate the structural members or should the sprinkler system be re-designed to accommodate the noted structural obstructions, as well as any obstructions from mechanical or electrical components?	The layout shown is approximate for bidding purposes. Shop drawings shall be prepared after contractor has field verified sprinkler locations and pipe routing and submitted for review as part of the Material Submittal process and prior to commencing work in this area. Structural members are not to be cut/penetrated without review and approval from a licensed structural engineer.

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31		The Sprinkler design shown on Sheet FX-111 is not constructible as shown. The location of the air vent assembly shown on FX-111 at Grid A.5-3 is not the highest point in the system. Further, Key Note 4 on Sheet FX-111 states to place the air vent assembly in the highest accessible location. The location shown would only be accessible by a lift. Where should the air vents be placed on the plan as drawn?	The air vent assembly shall be located at the highest point based on contractor prepared shop drawings. Accessibility by lift is acceptable..
32		Is a surge arrestor (i.e., expansion tank) for the sprinkler system required as per UFC 4-211-01 Section 3-6.5 since the proposed sprinkler system will be wet?	Surge Arrestors and Expansion Tanks serve two different functions. Surge arrestors absorb sudden pressure increase when a fire pump starts up. UFC 4-211-01 Section 3-6.5.1 does not include wet pipe systems. An expansion tank allows for pressure relief due to thermal expansion of water in the system. NFPA requires a listed relief valve to address an increase in pressure due to thermal expansion. A pressure relief valve has been provided as shown in Detail 3 on FX-301. The expansion tank requirement is specific to Navy Hangars (UFC 4-211.01N).
33		Will the catwalks proposed on Sheet FA-112 be considered as a horizontal obstruction greater than 48” requiring sprinkler protection below the catwalks?	The catwalk is generally 3 feet wide. Where catwalk changes direction and results in a width greater than 48", sprinklers shall be provided under the catwalk in per Sheet Note 1 on FA-112.
34		Spec section 01 32 01.00 Page 16 states that we need our schedule to be compatible so it can be uploaded to RMS. Is that the case or should it be compatible with Procore only?	Compatible with Procore.
35		Will Procore be provided by the Government for our use or will it need to be purchased and managed by the General Contractor?	Procore will be provided by the government
36		Cover sheet of drawings state “PACKAGE 1 of 2” Do we need to know anything about the second package? We have only the one set of documents.	Package 1 contains all drawings for B632. Package 2 of 2 is for another building and not part of this project.

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37		Another question much like our original question. Details 5 and 4 S-501 Along Grid A We are worried that there will not be room to complete the reinforcing detail as shown on details 4 & 5 on the side closest to the door on Grid A. I could not tell from the ground if we would be able to get in between the wall and the beams to weld the retrofit angle on that side. Please review and let us know if there would be an alternate detail that would be acceptable in the event that there is not enough room.	It is the contractor's responsibility to determine erection procedure and sequence necessary for completion of the work.
38		Door Travel Speed Requirement Please clarify whether the required minimum door travel speed of 6 inches per second is measured under full design load (including wind effects) or under no load operating conditions.	Bidders are encouraged to review the provided construction documents and submit bids based on their own assessment of their ability to meet those requirements.
39		Safety Interlock Equivalency The justification identifies multiple required safety interlocks (swing up door mullion safety arrestor, wind locking arrestor, slack belt/wire rope breaker). Can manufacturers satisfy these requirements using integrated multi function safety systems that deliver equivalent protections?	Bidders are encouraged to review the provided construction documents and submit bids based on their own assessment of their ability to meet those requirements.

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40		Emergency Manual Operation Requirements For the mandated emergency hand crank operation capability, are there any required performance metrics—such as maximum crank force, time to open the door, or minimum personnel required—to demonstrate compliance?	In accordance with UFC 4-211-01, aircraft hangar doors shall remain fully operable during a loss of normal utility power. The UFC requires the hangar door operating system to be connected to the facility's emergency power system (generator) to maintain operational capability during utility outages. A manual hand crank or similar manual override mechanism shall not be considered an acceptable substitute for the required emergency power source, nor shall it be used as the primary means of emergency door operation. Where provided, a manual override is intended solely as a secondary, manufacturer-supplied backup feature for maintenance activities or exceptional circumstances in which both normal and emergency power are unavailable. The design, operation, and integration of the manual override shall be coordinated with the selected vertical fabric hangar door manufacturer. The manual operating mechanism shall comply with the applicable provisions of ANSI/DASMA 207 which limits the maximum operating effort of a manual hand crank to 25 pounds-force under normal operating conditions.
41		Door Fabric Testing Documentation Will the Government accept third party certification for −40°F cold resistance (ASTM D2136) and flame resistance tests (NFPA 701, ASTM D6413, ASTM E 84), or must test results be specific to the exact fabric model proposed?	Bidders are encouraged to review the provided construction documents and submit bids based on their own assessment of their ability to meet those requirements.
42		Wind Load Resistance Criteria The justification references required wind load resistance values but does not provide the chart in this attachment. Can the Government confirm the exact wind load rating criteria applicable to this project so manufacturers may certify compliance?	Question provided is not specific. For wind components and cladding loading, please see sheet S-701.

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43		Acceptable Door Manufacturers The justification lists several manufacturers (Assa Abloy, International Door, MAXDoor, Rubb) as potentially capable of meeting requirements. Does the Government consider all of these manufacturers acceptable pending technical submittal review, or are any known to be non compliant with UFC requirements?	None of these are known to be non-compliant. Contractor shall verify chosen vendor can meet the specifications.
44		UFC Requirements Beyond Essential Characteristics Beyond UFC references noted in the justification (UFC 4 211 01, 03 110 03, 3 600 01, 3 520 01), are there additional UFC or Air Force criteria that must be met by the door system beyond the listed essential characteristics?	The selected door must meet the listed minimum requirements.
45		Fire Protection Clearance Requirements To ensure the door does not interfere with fire detection or suppression system performance, can the Government provide known clearance requirements, obstructions, or equipment locations associated with the B632 fire protection layout?	Contractor is responsible for avoiding obstructions to fire suppression system and final layout of sprinklers.
46		Legacy Foam System Impacts The justification states foam suppression systems are no longer used. Are there existing foam system components in B632 that must be removed, abandoned, or modified as part of the hangar door installation?	Existing foam system components that require removal have been shown in the bid documents.
47		Structural Responsibility for Door Support Will the Government provide all structural design details required for door mounting and reinforcement, or is the contractor responsible for design build engineering of supports, bracing, and frame integration?	Contractor shall utilize the structural drawings provided depicting the door rough openings. The GC is required to provide a fully supported hangar door.
48		Electrical Supply, Controls, & Coordination Is the contractor responsible for furnishing and installing new motor control panels, safety circuits, and interlock wiring, or will any electrical components be Government furnished?	New motor control panels, safety circuits, and interlock wiring are part of new hangar door package. Contractor is responsible for providing all these items making the entire door ready and operational for intended use.

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49		Required Format for Brand Name or Equal Submittals Does the Government require a formal compliance matrix cross walking each essential characteristic to manufacturer documentation, or will standard manufacturer cutsheets be considered adequate for compliance demonstration?	It is the Contractor's responsibility to ensure that any proposed "equal" product clearly demonstrates compliance with all of the solicitation's stated requirements and essential characteristics. The Contractor should provide sufficient documentation and detail to enable the Government to determine whether the proposed product meets the requirements. The solicitation does not prescribe a specific format for this demonstration; however, whether through a compliance matrix, manufacturer literature, cutsheets, or other supporting documentation, the submission must clearly identify how the proposed product satisfies each applicable requirement. Failure to provide adequate information may preclude the Government from determining the acceptability of the proposed equal product.
50		Wind Load Compliance Documentation Is wind load compliance required to be validated through manufacturer testing, or will Government accept calculations stamped by a licensed Professional Engineer?	Wind load compliance shall be per UFC.
51		Coordination Expectations for Door Manufacturer Does the Government expect or prefer the door manufacturer to attend the pre construction conference to assist with coordination among structural, electrical, and fire protection stakeholders?	The contractor that is awarded the contract is responsible for determining who should attend the PreConstruction meeting to represent the prime and subcontractors.
52		Sources Sought Feedback The justification states five contractors responded to the Sources Sought Notice. Can the Government share any common issues or capability limitations identified during that research that may influence bid preparation?	No. The Government does not have additional information to share regarding the Sources Sought reponses. Bidders are encouraged to review the solicitation requirements and submit bids based on their own assessment of their ability to meet those requirements.
53		Catwalk Design Details Can the Government provide detailed design requirements or schematics for the maintenance catwalks referenced as part of the hangar door replacement scope?	Please see drawings provided in the RFP.

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54		Existing Conditions Documentation Does the Government have current as built documentation showing the existing hangar door structure, electrical feeds, mullion configuration, and attachment details that contractors may rely on during estimating and design coordination?	All existing available drawings will be made accessible to the successful bidder.
55		Technical Evaluation Method for Door Compliance Will brand name or equal door compliance be evaluated on a strict pass/fail basis only, or will proposals demonstrating performance above the minimum requirements be viewed favorably?	This procurement is being conducted as an Invitation for Bids (IFB). Bids will be evaluated for responsiveness to the solicitation requirements, including compliance with the brand-name-or-equal specifications, on an acceptable/unacceptable basis. Award will be made to the responsive, responsible bidder submitting the lowest bid price.
56		Estimated Cost Expectations The justification references estimated project and door system costs (values redacted). Will the Government provide target cost expectations or a rough order of magnitude for the hangar door system to allow industry to better calibrate pricing?	The Government will not provide a target cost expectation or rough order-of-magnitude for the hangar door system. The magnitude of construction for the overall project is provided in the solicitation. Bidders are responsible for developing their pricing based on the solicitation requirements and their own independent estimates.
57		What is the steel finish? 05000 Specs call out "galvanizing where noted" but drawings do not mention galvanized material at all. Specs also mention aluminum ladders and galvanized ladder finishes. Drawings do not mention either. Please clarify.	pending

END OF QUESTIONS AND ANSWERS TO DATE