



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RFP-18-32137

Design Build Services for the Concourse C/D Hydrant Fueling Isolation Valve Pits Additions, Hydrant Fueling Pits Placement, and Pavement Rehabilitation at IAD

October 11, 2018

Questions and Answers

Notice: Questions may have been edited for clarity and relevance.

- 1. Question:** Will a set of fuel system as-built drawings be made available for bidding purposes?

Answer: The hydrant fuel lines were built in the 1960s. Some representative as-built drawings are available to the selected design-build contractor. It is expected that the design build contractor will perform a field survey of the hydrant fuel system along with the affected concourse C/D pavements.
- 2. Question:** Pavement rehabilitation – plan pages CV03.0101 through CV03.0114 state a 20” PCC full depth pavement removal & replacement, but detail page CV04.0002 shows an 18” PCC. Which is correct?

Answer: The standard full depth slab replacement identified as 20 inch PCC replacement shall be 20 inch PCC, which is also described on the standard full slab replacement detail on sheet CV05.0003. Sheet CV04.0002 describes a typical existing pavement section based on record drawings.
- 3. Question:** Pavement rehabilitation – plan pages CV03.0101 through CV03.0114 state a 14” PCC full depth pavement removal & replacement, but detail page CV04.0001 shows a 15” PCC. Which is correct?

Answer: The standard full depth slab replacement identified as 14 inch PCC replacement shall be 14 inch PCC, which is also described on the standard full slab replacement detail on sheet CV05.0003. Sheet CV04.0002 describes a typical existing pavement section based on record drawings.
- 4. Question:** Is the Airport Authority prepared to shut down gates (in a phased sequence) to accommodate the repairs under normal working circumstances?

Answer: Yes. It is expected that the selected Design Build contractor will work with and coordinate with MWAA and United Airlines to develop a phasing plan during the design of this project. No more than one (1) gate will be available for construction at any one time.
- 5. Question:** Is the Jet Fuel Piping (JFP) single-walled or double-walled?

Answer: Single walled.

6. **Question:** Is it a single or dual JFP hydrant system?
Answer: Single.
7. **Question:** When was the last hydrant system flushing completed including quality testing?
Answer: Within the last three (3) months.
8. **Question:** When was the last complete hydrostatic test completed?
Answer: Nightly leak tests are performed by the fuel operator.
9. **Question:** Is the soil and/or groundwater contaminated?
Answer: Please refer to the Environmental Section 18 (pages 10 & 11) of the Statement of Work.
10. **Question:** If groundwater is contaminated, what are the requirements for a dewatering plan and/or permitting?
Answer: Please refer to the Environmental Section 18 (pages 10 & 11) of the Statement of Work. The design build contractor shall submit an environmental plan during the design phase for MWAA's Code Department review for the code permitting process.
11. **Question:** How many gates will be shut down assuming the work need to be completed in Phases?
Answer: No more than one (1) gate will be shut down and available for construction at any one time.
12. **Question:** Will there be any electrical work (i.e., MOVs inside the vaults)?
Answer: There is no need to provide Motor Operated Valves (MOVs) inside the vault other than manual double block and bleed valves. There will be no need for electrical wiring other than cathodic protection installation such as isolation kits, CP coupon and anode bonding wires, etc.
13. **Question:** Do the Construction Contractor (Prime) and Design firm need to form a JV or can the Design Engineer be under the Contractor?
Answer: The construction contractor (Prime) and design firm do not need to form a joint venture; the design engineer can be under the construction contractor.
14. **Question:** Can the Offeror be just the General Contractor with an A/E acting as a sub-consultant?
Answer: Yes.
15. **Question:** Is it a requirement that all relevant construction projects need to be within the \$14-16M range?
Answer: Amendment No. 1 changed this requirement.
16. **Question:** Will there be any EFSO system relocation, wiring or duct bank work?
Answer: The type of valve inside the vaults is a manual double block and bleed valve. Therefore, there will be no need for MOV or electrical wiring, or duct bank to any Emergency Fuel Shut Off (EFSO).

17. **Question:** Do we need to include a Cathodic Protection System Engineer as part of the team?
- Answer:** Yes, there is a need for a cathodic protection engineer (CP-4). The design needs to include cathodic protection drawings for the new hydrant fuel valves inside the vaults and CP connection to respective impressed current cathodic protection (ICCP) rectifiers for Concourse C/D.
18. **Question:** The RFP Anticipated Project Schedule requires a 570 calendar day completion schedule with upwards of 210 calendar days expended for design. Should construction not start until final design approval, the construction period would be 360 calendar days. There are 43 aircraft gates affected by the pavement rehab. Each gate will require from 2 weeks to as long as 6 weeks to remove, test, replace, cure and paint Assuming that each gate could be taken out of service, rehabilitated and returned to service in 2 weeks, it would take a minimum of 86 weeks or 602 calendar days to perform the pavement rehab. Since this is not practical, how many gates can we expect to get from United for our exclusive use at any one time?
- Answer:** See the answer to question #11. The total duration for contract completion will be changed from 570 calendar days to 990 consecutive calendar days from NTP via Amendment No. 3. Three weeks on average is to be estimated to return each gate to service.
19. **Question:** The pavement details in Appendix 5 show full depth patches with dowel bars drilled into concrete to remain. The minimum width to be able to drill the dowels is 5 feet, but many of the patches are only 4 feet wide. Increasing the patch to 5 feet wide will significantly increase the quantity of patching. How will this increase be paid?
- Answer:** The dimension shown on the preliminary drawings in Appendix 5 are provided to determine an order of magnitude of the estimated quantity. The Price Schedule has been amended to include 1350 SF for patching. The unit price proposed will be used to pay any additional quantities above 1350 SF.
20. **Question:** The subgrade for the pavement rehabilitation will be evaluated on a case by case basis. The undercut, geotextile fabric, drainage stone are all shown as “where needed”. How will this additional work be paid?
- Answer:** The Price Schedule has been amended to include 1000 SY for unsuitable subgrade undercut and backfill including stabilization fabric and geogrid. The unit price proposed will be used to pay any additional quantities above 1000 SY.
21. **Question:** The guide documents require a condition survey of the CC pavement, are we to price the MWAA estimated quantities only. How would additional quantities that are surveyed to be paid? Wouldn't a Unit Price schedule for all items of work associated with the pavement rehabilitation be a better approach?
- Answer:** The Price Schedule has been amended to account for additional quantities. See Amendment No. 3.

22. Question: The inability of United Airlines to give the contractor at least two gates for 2 - 4 weeks to allow completion of the required work would severely impact the proposed schedule. A definite gate outage schedule must be furnished to allow pricing of the fuel and pavement work.

Answer: See Answer to question #11. Returning gates to service would be based on the location, protection provided to the area, aircraft limitations and a thorough Safety Management System review of all risks and operational restrictions. Three weeks on average is to be estimated to return each gate to service.