

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE		PAGE 1 OF PAGES 5		
2. AMENDMENT/MODIFICATION NO. 0007		3. EFFECTIVE DATE 22 September 2011		4 REQUISITION/PURCHASE REQ NO. N/A		PROJECT NO. (If applicable) 07-3581208	
6. ISSUED BY Contracting Division USCG, Facilities Design & Construction Center 5505 Robin Hood Road, Suite K Norfolk, VA 23513-2431			7. ADMINISTERED BY (If other than item 6.)		Code N/A		
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code)				<input checked="" type="checkbox"/> 9A. AMENDMENT OF SOLICITATION NO. Project No. 07-3581208			
				<input checked="" type="checkbox"/> 9B. DATED (SEE ITEM 11) 4 August 2011			
				<input type="checkbox"/> 10A. MODIFICATION OF CONTRACT/ORDER NO.			
				<input type="checkbox"/> 10B. DATED (SEE ITEM 13)			
CODE		FACILITY CODE		11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS			
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended <input checked="" type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing items 8 and 15, and returning 1 copy of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (if required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
<input type="checkbox"/> A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14. ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
<input type="checkbox"/> B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATION CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103 (b).							
<input type="checkbox"/> C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:							
<input type="checkbox"/> D. OTHER: (specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not <input type="checkbox"/> is required to sign this document and return ___ copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) DESIGN/BUILD PROJECT 07-03581208: HOMEPORTING FAST RESPONSE CUTTERS (FRC) AT U. S. COAST GUARD SECTOR SAN JUAN, SAN JUAN PUERTO RICO							
<ul style="list-style-type: none"> All questions regarding this project must be submitted to Dannetta Ford (Dannetta.n.ford@uscg.mil) via email in writing NO LATER THAN 2:00pm September 13, 2011. 							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)			
15B. CONTRACTOR/OFFEROR (Same as Item 8)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY		16C. DATE SIGNED	
_____ (Signature of person authorized to sign)				_____ (Signature of Contracting Officer)			

The following questions were received in response to the solicitation:

1. This work will be performed in the vicinity of the navigational channel of San Juan Harbor. Will the Coast Guard require all contractors' marine equipment to be surveyed by ABS (American Bureau of Shipping)?

Response: Survey of marine equipment by the ABS is not anticipated. Vessel inspection comes under Coast Guard jurisdiction.

2. Section 01158, paragraph 1.11.2.1 requires 20 HP, 125 psig air compressor with no more than 5 psi total pressure drop. Attachment R "FRC Requirements Summary" lists compressed air as an "Objective". Neither document provides air volume requirements (cfm) for each type of vessel (FRC, WPB, 33', 55', 45'). Without air volume, sizing of the compressor and piping is not possible. Additionally, can the diversity factors from UFC 4-150-02 "Design: Dockside Utilities for Ship Service" be applied when sizing the compressed air system?

Response: The compressed air system does not connect to onboard vessel compressed air systems. System use is limited to dockside portable equipment and tools used for vessel maintenance. Vessel dockside service requires a minimum of 50 cfm capacity with the worst case condition simultaneously servicing a maximum of three vessels. The diversity factors listed in UFC 4-150-02 "Design: Dockside Utilities for Ship Service" can be applied when sizing the compressed air system.

3. During the site visit, monitoring wells were observed in the existing fuel distribution unit enclosures. The new fuel distribution unit locations are not located in the same areas as the existing fuel distribution units due to the new pier alignments. Please advise 1) what the monitoring wells are used for, 2) if the monitoring wells need to remain in service, 3) if new monitoring wells need to be installed at the new fuel distribution unit locations.

Response: The issue is being investigated by the Government; at present there is no requirement to provide monitoring wells in the RFP documents.

4. Reference RFP Specification 01158, section 1.8.1 Waterfront Design Criteria. The RFP Specification states the "waterfront structural design shall be in accordance with applicable sections of UFC 4-152-01 and UFC 4-159-03." UFC 4-152-01 requires ASTM A934 reinforcement bar ("purple bar"). Please verify "purple bar" is required if concrete chemical additives for corrosion prevention are included in the marine concrete mix design. Please note "purple bar" is at least a 60% cost increase to alternative reinforcement bar types and not available locally in Puerto Rico. Due to the "purple bar" fabrication process, materials must be fabricated (cut and coated) at the manufacturer and delivered without defects. On-site cutting and adjustments of "purple bar" do not comply with the specifications, thus present an issue with the existing wharf repairs.

Response: Epoxy coated 'purple bars' are NOT required for this project. The reinforcing steel shall conform to ASTM A615 Grade 60.

5. Reference RFP Specification 01158, section 1.13.5. Please advise if the Prime Contractor is responsible for providing the power connector from the shore power enclosures to the vessels? If so, please advise of the required lengths and specific vessel connection specifications noted in Appendix T Configuration Standard Technical Order.

Response: The Prime Contractor is not responsible for providing either the power connectors (plugs) or shore tie cables for connection to vessels. Vessels will provide their own shore tie cables with power connector (plug) attached.

6. Section 01158_1.10 page 1; paragraph 1.10 Fire Protection state: "The fire protection and construction work shall meet the applicable NFPA codes." These codes reference by extension NFPA 303 for Marinas and Boatyards and NFPA 307 for construction and fire protection of marine terminals, piers and wharves. The code reference in NFPA 307, a hose connection (standpipe) can be used in place of a hydrant. A fire department connection at the base of each pier less than 100' from the standpipe. Also, the reference to using NFPA 303 for portions of the facility where NFPA 307 generally would not apply (pier serving boats less than 300 gross tons) not could not be found directly in the NFPA. However, NFPA 307 does say it doesn't apply to marinas and boatyards which make the distinction at 300 gross tons. The pier serving the smaller craft (Alpha) should be able to have a manual, dry standpipe in the middle of the pier with a fire department connection at the base of the pier.

Question - In reference to 7.2.2 of NFPA 307, what quantity of water shall be sufficient to the Authority Having Jurisdiction to be delivered to the FRC piers?

Response: Water supplied from the existing 8" water main should provide sufficient quantity to the Piers. In addition, revise response to RFI Question #12 on Amendment 002 as follows:

"RFI Question 12. Section 01158- 1.1-3, page 3, 1.3.1 Permits states: " the contractor shall be responsible for identifying and obtaining all required permits, approvals..." Has contact been made with the local fire marshal regarding requirements for a fire system out on the piers, including material and size of piping, type and spacing of FDC, wet or dry system? If so, please provide information available.

Response: No contact has been made with the local fire marshal. It is the responsibility of the contractor to determine requirements of local authorities for the fire fighting system at the piers."

7. Reference: Specification Section 01158-1.8 paragraph 1.8.1, Amendment #5, question #18: The RFP indicates that the contractor shall "design all waterfront structures for a minimum expected lifespan of 50 years". We have two questions regarding this item;
- a. Please confirm that we are to assume that the existing concrete at the wharf not requiring repair (piles, beams, and deck) meets the service lifespan of 50 years?

Response: The remaining service life span of the existing wharf not requiring repairs is unknown. The structure was built in 1968 according to the Appledore Report. See response to Question 'b' below for directions for the proposal preparation on this.

- b. Please confirm we are to assume that the “Design Build Level of Inspection” requires testing of the existing concrete in the piles, beams, and deck to determine the existing concrete’s estimated remaining service lifespan, which could include chloride ion penetration, petrographic, and/or STADIUM analysis?

Response: Confirmed

8. Reference: Specification 01110-1.4, 01158-1.3, 1.4.1, Amendment #2, Questions #17, #18: We have contacted the COE to verify the requirement for the COE permits as well as the anticipated duration to procure the permits. Based on the information provided by the COE, they require up to 180 days for review and issuance of the permit. In other NAVFAC marine projects, the government has established the review time (typically 180 days) for submission and procurement of permits. In the NAVFAC case, if the permit process takes longer or shorter than the allotted 180 day duration, the overall contract duration is adjusted accordingly.

Part of the permit process is a review of biological issues. If a biological opinion is required from the National Marine Fisheries Service (NMFS), an additional 180 days could be required to process the permit. An additional 180-day permit duration from a biological issue would push the project well beyond the allowed 864 day duration. At this time there is no way to determine if there is a biological issue.

Another potential issue that cannot be determined at this time is the presence of any endangered species such as endangered coral. Our research on this site disclosed that an Environmental Assessment (EA) had been performed for Pier Echo dredging in 2002. However, at least two additional species of coral have been added to the endangered species list since that EA was conducted so the prior determinations are no longer valid. Based on the RFP, Amendments and our research there has not been an Environmental Assessment performed for this project since the new guidelines were enacted.

Based on the above we believe the following actions are in the best in interest of the Government:

- a. To avoid placing unnecessary risk on the Contractors or Government, we suggest incorporating the attached verbiage from the P-283 NAVFAC project. Additionally, we suggest the original project duration be revised from 864 days to 924 days?

Response: The contract performance period remains 864 calendar days.

- b. For the purposes of bidding, please confirm the contractors are to incorporate a duration of 180 days for procurement of the COE permit and confirm that any overrun of this duration through no fault of the contractors will be addressed in an extension of contract time.

Response: The contract performance period remains 864 calendar days.

- c. For the purpose of bidding, please confirm that any biological issues encountered will be addressed as a changed condition.

Response: Any unforeseen condition will be handled in accordance with FAR Clause 52.236-2, Differing Site Conditions.

- d. For the purpose of bidding, please confirm that any endangered species issues encountered will be addressed as a changed condition.

Response: Any unforeseen condition will be handled in accordance with FAR Clause 52.236-2, Differing Site Conditions.

NOTE

Failure to acknowledge amendments may be cause for rejection of your offer.