

**Date:** July 8, 2016

**To:** Prospective Proposers

**From:** City of Cleveland, Department of Port Control

**Subject:** Addendum No. 3 to Request for Proposal – **CLE Snow Removal Equipment Storage Vehicle Maintenance Building Addition.**

Please be advised that the City of Cleveland, through its Director of the Department of Port Control (“Department”), hereby publishes Addendum No. 3 to the Request for Proposal – CLE Snow Removal Equipment Storage Vehicle Maintenance Building Addition.

This addendum number three (3) serves to publish the answers for inquiries received at the pre-proposal conference and after the meeting for the **CLE Snow Removal Equipment Storage Vehicle Maintenance Building Addition.** This addendum will also inform you that the following documents were posted to the website: 1) Partnership Brochure, 2) Snow and Ice Control Plan and 3) Cleveland Hopkins International Airport Consolidated Maintenance Facility Site Plan.

**DEADLINE FOR INQUIRIES:** Friday, July 1, 2016, at 5:00 p.m. local time  
**SUBMITTAL DEADLINE:** Friday, July 29, 2016, at 4:00 p.m. local time

Additional information:

- There is a 25,000 gallon oil water separator (OWS) located off of West Hangar Rd. within the limits of this project (see image below). DPC expects there is a possibility to reuse/relocate the OWS for a portion of the future requirements.
- The FAA has abandoned the old PRM site (again refer to image). DPC expects to recapture this area as part of this project.



## **Inquiries**

**Question 1:** Is there a program for the 15,000 SF of second level interior space or should we simply indicate a tenant allowance per square foot with the programming to be done as part of the design services?

**Answer:** No. Programming will be discussed with the successful team.

**Question 2:** How many employees are planned to be using the facility?

**Answer:** 120 employees is the peak for the entire building, inclusive of existing facilities.

**Question 3:** Are any of the existing interior spaces to have any renovation?

**Answer:** Yes, the second floor of existing CMF will require renovation. We are requesting an elevator be added to the main lobby (ADA accessibility requirements).

**Question 4:** Is the intent to provide the same level of quality and appearance for the exterior skin of the original structure?

**Answer:** The final product should look both aesthetically-pleasing and complement the existing facility.

**Question 5:** Will CLE handle any hazardous materials identification and remediation?

**Answer:** No; but the removal of any hazardous material encountered must be coordinated through our Environmental Services Section.

**Question 6:** Are any geotechnical reports available?

**Answer:** Not at this time.

**Question 7:** Are there any noncompliant issues the design team should be aware of?

**Answer:** Both the existing fire system and ADA access requirements are considered non-compliant.

**Question 8:** Do the VMB bays need to be drive-through?

**Answer:** Preferred is for the VMB to be a drive-through facility. Unlike the current VMB location, there will be substantially more traffic in this area throughout the year and driving vehicles in reverse could increase the potential for accidents.

**Question 9:** Can any portion of the facility be shut down during construction, before replacement facilities are available?

**Answer:** The successful team will be responsible for maintaining operations while installing the new improvements. The contractor is required to meet the schedule. During the construction process, only the new equipment purchased through FAA funding will be stored under cover. CFR Part 139 requirements for snow removal must be adhered to and snow removal operations must not be negatively impacted.

**Question 10:** Who will handle the grant applications?

**Answer:** DPC.

**Question 11:** Will FFE be part of the bid?

**Answer:** No.

**Question 12:** Will any work be self-performed by CLE staff?

**Answer:** No.

**Question 13:** Will a BCA be required?

**Answer:** Yes, the selected proposer will be required to submit a BCA (benefit cost analysis).

**Question 14:** Does the Airport have a Snow and Ice Control Plan (SICP) they can share with the design team?

**Answer:** Yes; refer to attached SICP.

**Question 15:** Is a 10% expansion factor included in the identified SF?

**Answer:** Per the RFP, the building square footage has been established for bidding purposes. Full buildout of the area will be part of Program discussions with the successful team.

**Question 16:** Has a 7460 permit application been made to the FAA for the Project?

**Answer:** The FAA Form 7460-1 application must be submitted by the design team at a point in design when the building heights and locations have been agreed to. A brochure for submitting Form 7460-1 applications is included with this Addendum.

**Question 17:** Is a radar reflections study required?

**Answer:** No. If needed, then the radar reflectivity study will be performed through the FAA's OE/AAA (Form 7460-1) study process. At that point, FAA will determine if there are any impacts to the radar due to the proposed structure. If there is an impact, then the FAA will work with the Airport and proposer to mitigate. The FAA recommends submitting the airspace cases as soon as possible to mitigate any issues early in the process. Submittal must include pertinent drawings and information (e.g., heights, dimensions, orientation, corner locations, building material, etc.).

**Question 18:** Will the storm water modifications require improvements above and beyond that necessary for this facility?

**Answer:** Yes. This project will be intercepting the outfall from the area to the north along West Hangar Road and portions of the airfield. Drainage calculations were included with the data CD provided at the pre-qualifications meeting. The storm sewers installed on this project are expected to be designed and installed in a manner to pick up the area to the north of the project because that area is currently draining through the project area. Preferred is that all areas sheet-flow to grass infields wherever possible and that areas where refueling or chemicals are handled be separated in a manner which facilitates environmental clean-up.

**Question 19:** What are the utility and vehicle access requirements for the wash bay?

**Answer:** We prefer an automated drive-through system which can handle the largest vehicles in the fleet.

**Question 20:** Can you provide the design criteria for the crane?

**Answer:** DPC currently uses a rail crane but is open to alternative technology. Gantry crane use would be OK but not a necessity.

**Question 21:** Is any additional Snow and Ice control or sand and solid deicer storage required in this facility?

**Answer:** No, not at this time.

**Question 22:** Can we assume all existing HVAC and plumbing equipment is in adequate condition and has adequate capacity to service the identified build outs?

**Answer:** No, DPC understands that the systems were designed for the un-built improvements from the original design/construction. Nonetheless, we expect the systems be re-analyzed for their new Program purposes. Programming will be reviewed with the successful team.

**Question 23:** Is a paint booth required?

**Answer:** No.

**Question 24:** The RFP references the FAA AC150/5220-18A. Chapter 3 has recommendations (guidance not requirements) for the space requirements. Are we to follow these requirements? If yes, should use the guidelines for a Large to Very Large-sized Fleet or the Medium to Large size Fleet?

**Answer:** For the purposes of this proposal, use the Exhibit provided. Programming will be reviewed with the successful team. We are classified as 1-2(a)(4) Very Large Airport.

**Question 25:** The RFP references the FAA AC150/5220-18A. Chapter 3 has recommendations (guidance not requirements) for design and construction standards; are we to follow these requirements?

**Answer:** For the purposes of this proposal, use the exhibit and quantities provided. Programming will be reviewed with the successful team.

**Question 26:** FAA AC150/5220-18A advises that Metal siding... “should not be used at locations where it could create interference”... (para 2-3.a); is metal siding an acceptable exterior finish material (portions of the existing building are metal siding)?

**Answer:** The Airport won't know the answer to this question until the FAA airspace study is complete. At this point, yes, metal siding is acceptable.

**Question 27:** Can you provide vehicle size and turning radius information for your specific vehicles?

**Answer:** For the purposes of this proposal, use the Exhibit and quantities provided. Programming will be reviewed with the successful team.

**Question 28:** The proposed site plan indicates vehicles in the existing CMF in a stacked position in lieu of the center aisle configuration with vehicles parked on either side of the aisle; is this an indication of a new vehicular circulation requirement in the existing building (see also 3.06.01 b “the addition of overhead doors....”)?

**Answer:** Yes, preferred that bays are as uniformly sized as possible and drive-through. This likely requires the removal of the CMF east building addition.

**Question 29:** Are there any new service utilities required in the existing CMR facility?

**Answer:** All existing utilities will need to be extended into new buildings and possibly upsized for capacity. Programming will be reviewed with the successful team.

**Question 30:** We would request some additional clarification of the vehicle storage and vehicle maintenance needs. Specifically: In the design criteria paragraph 1.01.02 indicates “design and installation of storage building additions...” Paragraph 2.01 indicates “...equipment storage and vehicle maintenance building addition...” 2.01.01 only references vehicle storage (not maintenance) additions. Can we assume no maintenance will occur in the Snow removal additions (storage only?) or can you provide additional information on the breakdown of vehicle bays for storage vs maintenance and the building support requirements for the vehicle maintenance requirements (exhaust systems, floor reinforcement for jacks and stands, power, water, air requirements etc.).

**Answer:** No maintenance will occur in the new storage facilities.

**Question 31:** The RFP references use of “Pre-Engineered style structure” for budgeting purposes. Has the Airport been working with any Pre-Engineered building manufacturers in development of the preliminary plans?

**Answer:** No.

**Question 32:** The proposed site plan included in the RFP indicates West Hangar Road to be realigned and widened and a landscape buffer being added along the NASA/CHIA property line. Is this work part of the base bid or is this work part of Alternate #1?

**Answer:** Yes, part of base bid but only up to the northern limits of the project. A transition, indicated on the Exhibit (cul-de-sac) will be required between old and new. Future projects will continue this typical section north. The purpose of the landscape buffer is primarily for sheet flow runoff from adjacent pavements and to provide an opportunity to facilitate post-construction BMPs, if needed.

**Question 33:** The realignment and widening of West Hangar Road extends past the limits of this project. How far do we take the road in this project?

**Answer:** To the northern limits of this project. See previous response.

**Question 34:** The RFP site plan shows a new location for the security access gate at the northwest end of the CMF site in West Hangar Road. Is it correct to assume the gate will be at that location even if the West Hangar Road reconstruction is not performed?

**Answer:** Yes.

**Question 35:** Are the new drive locations from West Hangar Road to the CMF site, suggested locations or required locations?

**Answer:** For the purpose of this proposal, use the Exhibit and quantities provided. Programming will be reviewed with the successful team.

**Question 36:** In reference to the existing drawing provided in the CD after the Pre-Proposal Meeting, the original drawing set for the Consolidated Maintenance Facility is missing a drawing sheet, the Civil drawing sheet “C-K-01 Site Plan”. Can a copy of this sheet be provided?

**Answer:** See enclosed answers in PDF.

**Question 37:** Can you provide the size in gallons of the existing above ground diesel storage tank?

**Answer:** 12,000 gallons. Final location and any potential upgrades will be reviewed with the successful team.

**Question 38:** The site plan in the RFP shows relocating the Service Road towards the east, along the full length of the CMF property limits. Is this complete relocation of the Service Road a requirement or a suggested layout?

**Answer:** For the purposes of this proposal, use the Exhibit and quantities provided. Programming will be reviewed with the successful team. If the annex building to the east is to be removed, then the service road may not be necessary as long as turning radii are sufficient.

**Question 39:** The existing Consolidated Maintenance Facility has a combination of asphalt and concrete pavement around the existing building and in the vehicle parking area. Are both asphalt and concrete pavement acceptable pavement types for the new vehicle parking and drives?

**Answer:** Concrete is preferred; however, budget will govern. Full depth reclamation, stabilization, stockpiling, and re-spreading of suitable (tested) materials, in lieu of hauling-off, is welcome.

**Question 40:** Is the airport SRE and VMB buildings considered an “Essential Building” relative to code?

**Answer:** The building will be a 24/7-365 operation and will be expected to operate under all conditions due to the nature of snow removal operations on an Airfield. Based on this information, the proposer should make the pertinent recommendation(s) for Building type based on code.

**Question 41:** What level of Factory Mutual is required?

**Answer:** Factory Mutual will part of the review process with the selected proposer.

**Question 42:** Is the collateral load required left to the discretion of the DB firm?

**Answer:** The proposer should make the necessary assumptions in their proposal.

**Question 43:** Would you please provide a specification for the snow removal equipment with plow?

**Answer:** This information will be provided to the successful team.

**Question 44:** Will the snow removal equipment be stored with plow equipment attached?

**Answer:** Yes.

**Question 45:** Does the entire SRE and VMB and the buildout of the CMF need to be completed by December 31, 2017? Or should we use the schedule listed in the RFP?  
**Answer:** Substantial completion is expected by December 31, 2017.

**Question 46:** Is the wash bay to be an automated system or is it to be hand held wands (pressure washer)?

**Answer:** Automated is preferred, although other cost-saving methods are welcome.

**Question 47:** What is the required capacity of the cranes? The span required and what area of the facility does the crane need to cover?

**Answer:** Required crane capacity is 5 tons. The Program will be reviewed with the successful team.

**Question 48:** How many snow removal equipment vehicles should be planned for?

**Answer:** Refer to conceptual Exhibit provided.

**Question 49:** Are there any airport requirements re: containment of the fuel tanks?

**Answer:** Yes. Programming will be reviewed with successful team.

**Question 50:** What are the programming requirements for the buildout of the renovation areas?

**Answer:** Programming will be reviewed with successful team.

**Question 51:** Is LEED Certification required?

**Answer:** LEED Certification is not required for this project. Nonetheless, sustainable elements should be part of the project (e.g., lighting, recyclable building materials, building systems, potential water re-use and solar panels, pavements, etc.).

**Question 52:** What maintenance activities need to take place in the vehicle maintenance building?

**Answer:** Maintaining all Snow Removal Equipment (SRE) as defined by FAA requirements. Body work and painting excluded.

**Question 53:** Is there a program of spaces and functions developed for the SRE Storage and renovated VMF area? Number and type of vehicles parked does not show for the VMB. Shops, vehicle lifts, alignment, tire changing, oil changing, wash bays, vehicle charging. Pits and pit functions in the existing or new floor slabs, offices, storage, staff spaces such as toilets, showers, sleeping areas for snow crews, cooking areas, rec areas.

**Answer:** Programming will be reviewed with the successful team. Use quantities on Bid Form for uniformity among submitting teams. Make reasonable assumptions for items not considered to be addressed in the RFP. Document your assumptions in the proposal to be submitted.

**Question 54:** Does AutoCad drawing FP2 reflect the desired floor plan for the second floor of the circular core area? The RFP file and the AutoCad drawing do not match; please confirm which concept will be the basis of the construction.

**Answer:** The governing document is the site exhibit (PDF). All interior building spaces are subject to change. Programming will be reviewed with the successful team.

**Question 55:** AutoCAD drawings FP1 appears to match the existing drawings for the circular core area. Can it be assumed that there is no work here?

**Answer:** There is ADA accessibility work in the circular core area on the first floor as well as build-out on the second floor. Programming will be reviewed with the successful team. Use quantities on bid form for uniformity among submitting teams. Make reasonable assumptions for items not considered to be addressed. Document your assumptions in your proposal.

**Question 56:** Are there any performance requirements for Pre-Engineered Metal Building for structural loads, impact resistance for metal skin, insulation values? Are there any superimposed equipment loads to be supported by the building structure?

**Answer:** Use local building codes. There is a snow load increase for City of Cleveland buildings. Ensure FAA requirements are also being met. There are no superimposed equipment loads other than utility hangars.

**Question 57:** Is there a sustainability level, such as LEED Silver or Gold that is desired by CAS?

**Answer:** LEED Certification is not required for this project. Nonetheless, sustainable elements should be part of the project (e.g., lighting, recyclable building materials, building systems, potential water re-use and solar panels, pavements, etc.).

**Question 58:** Should the cost for LEED consulting, associated fees and the certification process be in the base construction cost or an add-alternate?

**Answer:** Provide as an Add-Alternate.

**Question 59:** Why 208 volt lighting? All the existing lighting is 277v. 99% of all LED luminaires (out of the box) can accept 120v to 277v

**Answer:** The proposer is encouraged to optimize the design at their discretion. 208v is not required. LED (sustainable) lighting and other energy-efficient features are preferred.

**Question 60:** The RFP states that there are to be eight security cameras. Are there other security requirements for the storage building, maintenance building, and office areas, such as access control or other measures?

**Answer:** Yes, a gate is being added per the Exhibit. The entire project will be part of the Airport Operations Area (AOA). Programming will be reviewed with the successful team and at that time cameras will be required on any alarmed main entry doors, gates, garage doors, front and back of the building, and parking lots. There could be up to 12 cameras depending on stock rooms and/or vehicle storage that would need coverage. Camera placement will be reviewed again once a plan has been developed.



**Question 61:** Is there a vendor that CAS uses for its security equipment and software. Should this vendor be part of the project team to specify and provide security equipment?

**Answer:** Yes; SimplexGrinnell. Airport Representatives are Mark Bishop ([mbishop@simplexgrinnell.com](mailto:mbishop@simplexgrinnell.com)) and Ed Skoviak ([eskoviak@simplexgrinnell.com](mailto:eskoviak@simplexgrinnell.com)).

**Question 62:** Are the network servers, associated UPS's, racks to be supplied by this contractor?

**Answer:** Yes; there is an allowance of \$100,000.

**Question 63:** Does the storage building require an emergency generator for operation beyond life safety?

**Answer:** Yes.

**Question 64:** If there is to be a generator, is Diesel or Natural Gas preferred? In the original construction, only about one-half of the equipment is connected to the secondary service. What is the rationale for this and should this same rationale apply to the new building additions?

**Answer:** Natural gas is preferred. Electrical systems will be reviewed with the successful team.

**Question 65:** Is there an existing paging system? If so, will this system be expanded for the new and renovated areas? Does the paging system provide coverage of all the existing and new buildings? Is there a vendor that maintains this system?

**Answer:** No. A new system is required by this project.

**Question 66:** What are the communications requirements? Are special communications required between the central command center and the new SRE storage areas and the VMF?

**Answer:** Yes. This will be reviewed with the successful team.

**Question 67:** Is there a server location in these building additions or is there a connection to a central server somewhere else?

**Answer:** A server room is located on second floor CMF.

**Question 68:** Is the "third party VE" hired by the Consultant or CAS?

**Answer:** By the consultant.

**Question 69:** Are the SRE Storage Additions required to be temperature controlled (i.e. air-conditioned or just heated & ventilated)?

**Answer:** Heated and ventilated.

**Question 70:** Does the Vehicle Maintenance Building (VMB) require temperature control (i.e., air-conditioned) or just heated & ventilated?

**Answer:** Yes, conditioned space as well as vehicle-exhaust ventilation.

**Question 71:** Please describe the type of maintenance being performed and the associated equipment in the Vehicle Maintenance Building (VMB) such as tire changing, oil changes, alignment, welding, painting, etc.

**Answer:** All of the above operations are anticipated except painting and body work.

**Question 72:** Is there current water supply information available (flow test required for fire water supply)?

**Answer:** This information is not available.

**Question 73:** Is there available metering information on the main switchboard? Please provide highest demand load?

**Answer:** This information is not available at this time.

**Question 74:** Will the entire site be turned over to the contractor, meaning all the snow removal equipment shall be relocated during construction, or does there need to be phasing?

**Answer:** Phasing must be coordinated and snow removal operations must not be impacted.

**Question 75:** Are there vehicle charging stations for Airports “courtesy” cars? Should the charging stations be on exterior where there is parking for these “courtesy” cars?

**Answer:** Yes, TBD.

**Question 76:** The Site Plan C-K-01 is the only drawing missing from the set. Is it available?

**Answer:** This information is provided in the attached schematic (PDF file).

**Question 77:** In the Site Plan figure (in the RFP documents) are the existing pavements (concrete and asphalt) around the project site, to be re-used or replaced with all new concrete?

**Answer:** The pavements are to be replaced; concrete is preferred. Full-depth reclamation, stabilization, stockpiling and re-spreading is welcome. Use quantities provided in bid form.

**Question 78:** Referencing the same Site Plan, does the far west green shaded areas across the Hangar Road receive new landscaping.

**Answer:** Yes. The primary purpose for this area is to receive sheet flow runoff. Any additional plantings must adhere to the strict requirements deterring birds and wildlife in and around airports.

**Question 79:** The Site Plan in the RFP indicates 30’ wide x 16’ high overhead doors in the new building additions. In the existing building, which will be the new VMF, the existing steel frame spacing is approximately 24’. Is it required that new overhead doors in this facility also be 30’, requiring some manipulation of the steel frame, or can smaller width doors be used to accommodate the 24’ spacing?

**Answer:** Re-working of the structure is not expected. The preference is for any new bays to be consistently sized to allow for any vehicle. When VMB needs to work on a

multi-purpose (MP) vehicle, we expect the plows will be removed before entering the building.

**Question 80:** If the prime designer is an SBE, does that fulfill the SBE goal requirements? The contractor would be the lead on the project in this scenario.

**Answer:** If the SBE certification is from one of the Departments listed under EBED's SBE Program, then no. That particular certification is the first requirement when submitting the proposal or bid. Once a Prime is selected, the process of verification to be an SBE will be performed. For reference, below is a list of said Departments:

1. CSB Certification - Cleveland OEO
2. Small Business Certification - Cuyahoga County
3. US SBA 8(a) Certification
4. NEORSD Certification
5. Northern Ohio Supplier Diversity Council Certification

**Question 81:** Will the sign in sheet be distributed?

**Answer:** See Addendum #1.

**Question 82:** Will there be any renovation of the existing building that appears to be currently acting as a breakroom, locker rooms etc. The first floor under the second floor that is in the scope of work.

**Answer:** No; all build-out work will be on the second floor except ADA accessibility requirements.

**Question 83:** Will the build out include FFE? If so will it be similar finishes to what is currently there?

**Answer:** No FFE will be included. Any finishes should be similar to what's currently associated with the existing CMF.

**Question 84:** Just to clarify, all the forms that Rosita spoke about DO need to be submitted with our response.

**Answer:** Yes, fill out every blank and acknowledge every blank with "N/A" if believed the form doesn't apply. In this manner your proposal is not eliminated due to not being filled out entirely.

**Question 85:** In the RFP under 2.2.2.B.9 it states that LEED certification will be attained based on project and budget. In the pre-proposal it seemed like actual certification was not necessary just green/sustainable principles needed to be incorporated. Will we have to file for LEED certification with the USGBC? If so what level is desired?

**Answer:** LEED Certification is not required for this project. Nonetheless, sustainable elements should be part of the project (e.g., lighting, recyclable building materials, building systems, potential water re-use and solar panels, pavements, etc.).

**Question 86:** Are the original building CAD files available? We have the CAD files for the addition?

**Answer:** These electronic files are not available.

**Question 87:** Some smaller firms and DBE's don't carry a \$10M liability insurance policy. Is this a requirement for all firms and subcontractors on the project?

**Answer:** Only the Prime contractor needs to carry this insurance. Their policy should list all sub-contractors as additionally insured as well as the City of Cleveland, Department of Port Control.

**Question 88:** Please clarify that the bonding capacity is for the contractor only and that the design firms do not need to provide a bond.

**Answer:** The bonding capacity is required of the Prime firm and/or Joint Venture proposing on the project.

**Question 89:** Confirm which areas (SRE and/or VMB) require overhead cranes.

**Answer:** VMB requires cranes. Programming will be discussed with the successful team.

**Question 90:** What is the coverage and capacity of each crane?

**Answer:** These Programming requirements will be discussed with the successful team.

**Question 91:** During the second site visit on June 28<sup>th</sup>, the main electrical room on the first floor was not accessible. Within this room are the main electrical service equipment, the fire pump equipment, automatic transfer switch and mechanical equipment. Can another visit with access to this room be set up? Or will images from the room be sent out. The images need to detail the panel breakers and load schedules and identify all equipment and nameplate information.

**Answer:** This information will be provided to the successful team.

**Question 92:** Should any of the equipment of other electrical items in the new additions or renovated maintenance building be on stand-by power? If so, how should this be accomplished? There is no capacity in the existing system.

**Answer:** The project Programming will be discussed with the successful team.

**Question 93:** The RFP drawings indicate the number of vehicles that are being housed on the complex. They are divided between FAA eligible trucks and City owned trucks. There is a conflict between the number of trucks shown on the plan and the number of trucks shown in the table. The difference is 4 FAA approved 'LOAD-X' trucks. There are also 2 extra City owned 'TRUC-X' trucks shown on the plan that are not accounted for in the table. What is the correct number of each type vehicle to be housed in the new additions and in the existing structure?

**Answer:** For the purposes of this proposal, use the Exhibit and quantities provided to create consistency between proposal teams. Programming will be discussed with the successful team.

**Question 94:** The existing storage building has a precast panel base. Is the base of the new building required to have an impact resistant material base?

**Answer:** This option, as well as others, will be explored to provide for structural longevity. Although not required that the new building(s) match the existing in structural framing and aesthetic appeal, DPC will require the new facilities

complement the existing CMF in a reasonable manner. Such structural and architectural layouts will be discussed in more detail with the successful team.

**Question 95:** There are two references to the building height. One saying '25 ft building height' & one saying '25 ft clear internal building height. Please confirm clear internal building height and overall building height.

**Answer:** There is a 25' internal clearance height requirement. The overall building height must adhere to the airspace obstruction surfaces affecting this area of the airport. Programming will be reviewed with the successful team.

**Question 96:** The plan in the RFP shows a location for one washbay. The building description in the RFP states "a washdown bay to accommodate 1 equipment items shall be included in both of the structures." Please confirm the intended expansion of the second addition – or – the requirement for a single washbay.

**Answer:** Provide a proposal based on the Exhibit provided. Programming will be reviewed the successful team.

**Question 97:** What is in this projects scope as far as rerouting existing storm sewers from the NE which drain through the project site and into the NASA property, i.e. does this project include a new large diameter storm sewer down West Hanger Rd.?

**Answer:** Expected with this project is that new storm sewers (2) will be extended from the southern limits of this project to the northern limits of this project. One storm sewer is anticipated west of the proposed buildings, with one on the east side. The sewers should be designed to handle the flows north of the project and intercept the remaining outfalls exiting through NASA from our airfield and along West Hangar Rd. Sheet flow drainage to grass infields is desired for all project areas. No storm structures are desired in pavement, except trench drains or specialty drains for chemical and/or fueling locations.

**Question 98:** Are all new pavements within the project are to be concrete with the exception of the pedestrian parking area?

**Answer:** Concrete is desired.

**Question 99:** The requirement for 6 drive-thru bays in the Maintenance area cannot be accomplished without of demolition of the 2007 east addition. The independent structural systems for the two structures are spaced such that doors between the two will not be a functional size without structural modification to one side or the other. Is this addition to be demolished to accommodate the drive thru?

**Answer:** For the purpose of this proposal, use the Exhibit and quantities provided. Programming will be reviewed with the successful team. There are a number of benefits to removing the annex building and drive-through ability in the proposed VMB area. Please list the anticipated adds/deducts in the pertinent RFP section. Document your assumptions in the proposal to be submitted.

**Question 100:** Is mechanical equipment on a pad outside the building or on the roof acceptable?

**Answer:** Programming will be reviewed with the successful team. Use quantities on Bid Form for uniformity among submitting teams. Make reasonable assumptions for

items not considered to be addressed in the RFP. Document your assumptions in the proposal to be submitted.

**Question 101:** What is the standard for number of outlets and Cat 5e cables at each workstation?

**Answer:** Programming will be reviewed with the successful team. Use quantities on Bid Form for uniformity among submitting teams. Make reasonable assumptions for items not considered to be addressed in the RFP. Document your assumptions in the proposal to be submitted.

**Question 102:** Should we assume to use the design concepts (pits, compressed air, etc) of the maintenance area that was omitted in the original construction project for this project?

**Answer:** Programming will be reviewed with the successful team. Use quantities on Bid Form for uniformity among submitting teams. Make reasonable assumptions for items not considered to be addressed in the RFP. Document your assumptions in the proposal to be submitted.

**END OF ADDENDUM No. 3**