



PRE-SOLICITATION NOTICE

**RM12-2137
REPAIR RUNWAYS 14-32 & 6-24 PHASES 2 & 3
NAS PATUXENT RIVER
PATUXENT RIVER, MARYLAND**

October 13, 2016

THIS NOTICE DOES NOT CONSTITUTE A REQUEST FOR PROPOSAL, REQUEST FOR QUOTE, OR AN INVITATION FOR BID. NO SPECIFICATIONS OR DRAWINGS ARE AVAILABLE AT THIS TIME.

The Naval Facilities Engineering Command (NAVFAC) Washington intends to issue a Request for Proposals (RFP) for a Design Bid Build Construction, firm fixed-price contract for the Repair Runways 14-32 & 6-24 Phases 2 & 3 at Naval Air Station (NAS) Patuxent River, Patuxent River, MD.

The anticipated requirement will be issued under RFP No. N40080-17-R-0002. The RFP is expected to be posted to Navy Electronic Commerce Online (NECO) at <https://www.neco.navy.mil> and Federal Business Opportunities (FBO) at www.fbo.gov websites mid of October 2016.

This RFP will be solicited utilizing Full & Open Unrestricted competitive negotiation procedures under FAR Part 15. Evaluation will be conducted utilizing Best Value, Lowest Price Technically Acceptable. The Government intends to award one (1) firm fixed-price contract. In accordance with DFAR 236.204(i), the construction magnitude of this project is between \$25,000,000 and \$100,000,000.

The North American Industry Classification System (NAICS) Code for this procurement is 237210 with the annual size standard of \$36.5M.

Project Description:

PHASE 2:

Phase 2 will repair by replacement portions of the existing airfield electric distribution system to correct safety, efficiency, and mission effectiveness concerns, including repair-by-replacement of two airfield vault structures and replacement cables and duct banks to the airfield lighting circuits. The project will include replacement of the main airfield lighting circuit duct banks and electrical cables that are in a seriously deteriorated state. The duct banks will be located to allow for phased installation of lighting fixtures as subsequent pavement projects are completed. Replacement of the Constant Current Regulator (CCRs) that supply electrical energy to the airfield lighting sub-systems will result in an estimated energy reduction of 15% to 25%, per the 2012 Airfield Electrical Infrastructure Assessment.

This phase involves the replacement of the medium voltage (15kV class infrastructure) within the airfield runway and taxiway areas. The electrical distribution infrastructure provides power to

navigational aids such as the approach lights, Optical Landing Systems (OLS) lights, wind cones, as well as various flight test equipment that requires electrical power separate from the airfield lighting vault. The project will consolidate the airfield's electrical feed location to two or three points, facilitate power metering, and provide back-up feeds to the airfield. This could permit configuration of electrical circuits to allow for illumination of the lights necessary for aircraft movement on active runways or taxiways, with an estimated energy reduction of 30%.

Phase 2 will also replace the existing approach lighting system (ALSF-1) on runway 6-24.

PHASE 3:

Runway 6-24 repairs will include rehabilitation of the pavements to comply with current standards and ensure another 20 to 30 years of runway service. The 6-24 keel sections are predicted to have PCI values of 51 and 49 in 2019 without repair. The interior and shoulders will be milled and overlaid as required. Included in these repairs will be edge light replacements and centerline light replacement and realignment, as appropriate, and repairs to wave-off lights, touchdown zone lights and distance remaining signage to meet current criteria. Arresting gear slab reconstruction and runway markings on 6-24 are included in this phase, as well as grading and drainage repairs. Replacing the incandescent airfield lighting fixtures with LED fixtures will have an estimated energy reduction of 50%.

The Compass Rose on Taxiway Delta will be rehabilitated to meet current design criteria. Performance of this work will require historic conservation measures, as the original Compass Roses are considered historic features.

The Electromagnetic Pulsator (EMP) towway will be repaired with asphaltic concrete (AC) overlay concurrent with 6-24 closure and repairs.

NOTE: Not all features described within Phase 3 may be executed at the time of construction award. The summary description provided for Phase 3 is to give awareness for the comprehensive scope originally intended by the government.

The Government intends to post all notices/amendments related to this solicitation on the Navy Electronic Commerce Online <https://www.neco.navy.mil> and Federal Business Opportunities at www.fbo.gov. All interested firms must be registered on the NECO and FBO web sites in order to obtain the solicitation documents and all information regarding the solicitation. Hard copies of the solicitation will not be provided. It is the responsibility of the Offeror to check the website daily for any updates/amendments. Prospective Offerors will have access to the solicitation at the NECO and FBO web sites by searching for solicitation number N4008017R0002 (no hyphens). Offerors are encouraged to check the NECO and FBO web sites frequently in order to be notified of any changes to this solicitation.

All Offerors must be registered in the System for Award Management (SAM) at www.sam.gov to be considered for contract award. In order to register in SAM, Offerors must have a Dun and Bradstreet (DUNS) Number from <http://fedgov.dnb.com/webform> and a Commercial and

Governmental Entity (CAGE) Code from http://www.dlis.dla.mil/Forms/Form_AC135.asp. It is highly encouraged for Offerors to begin the SAM registration process as early as possible.

Point-of-contact for this Pre-Solicitation Notice:

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