

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

Notice Type: Sources Sought  
Solicitation No: N40080-17-R-0002  
Date: March 18, 2016  
Response Date: April 04, 2016 2:00 PM EST  
Set Aside: N/A  
Classification Code: Z-Maintenance, Repair or Alteration of Real Property  
NAICS Code: 237310- Highway, Street, and Bridge Construction

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THIS IS A SOURCES SOUGHT ANNOUNCEMENT, A MARKET SURVEY FOR WRITTEN INFORMATION ONLY. THIS IS NOT A SOLICITATION ANNOUNCEMENT FOR PROPOSALS AND NO CONTRACT WILL BE AWARDED FROM THIS ANNOUNCEMENT. NO REIMBURSEMENT WILL BE MADE FOR ANY COSTS ASSOCIATED WITH PROVIDING INFORMATION IN RESPONSE TO THIS ANNOUNCEMENT OR ANY FOLLOW-UP INFORMATION REQUESTS. No telephone calls will be accepted requesting a bid package or solicitation. There is no bid package or solicitation. In order to protect the procurement integrity of any future procurement, if any, that may arise from this announcement, information regarding the technical point of contact will not be given and no appointments for presentations will be made. The information received will be used within Naval Facilities Engineering Command (NAVFAC) Washington to facilitate the decision making process.

NAVFAC Washington is seeking qualified and interested parties in any of the following categories: U.S. Small Business Administration (SBA) certified 8(a), SBA certified HUB Zone, SBA certified Service Disabled Veteran-Owned Small Businesses (SDVOSB), SBA certified Women Owned Small Business (WOSB) and SBA certified Economically Disadvantaged Women Owned Small Businesses (EDWOSB) sources with current relevant qualifications, experience, personnel, and capability of performing repair of Runways 14-32 & 6-24 Phases 2 and 3 at NAS Patuxent River, Maryland. Based upon this survey, a decision will be made whether to issue the proposed solicitation for the types of firms indicated above or to issue as full and open competition (unrestricted).

**THIS SYNOPSIS IS NOT A REQUEST FOR PROPOSAL.** It is not to be construed as a commitment by the Government for any purpose than market research and is not restricted to a particular acquisition approach. No reimbursement will be made for any costs associated with providing information in response to this announcement or any follow-up information requests. Respondents will not be notified of the evaluation and any information submitted by respondents to this notice is strictly voluntary.

In accordance with DFARS 236.204(i), the magnitude of this project is between \$25,000,000 and \$100,000,000. All small businesses are encouraged to respond. The appropriate NAICS Code is 237310 with a Small Business Size Standard of \$36.5M. Under the FAR guidelines, the prime contractor must have the capability to perform at least 15 percent of the contract work with its own employees. Upon review of industry response to this Sources Sought Synopsis, the Government will determine whether a set-aside acquisition in lieu of full and open competition is in the Government's best interest.

#### 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 invites contractors with the capabilities necessary to meet or exceed the stated requirements to submit the following:

1. Relevant Experience of the Contractor, no less than three (3) projects and no more than five (5) projects, to include experience, within the last seven (7) years, in performing the **six** of the efforts below (either individually or all within 1 project) and with similar size and scope stated in this document. The experience is as follows:

- Substantial new and repair Work of Electrical Infrastructure (ie., distribution system infrastructure, airfield vault structures, cable, lighting, lighting circuits and duct bank replacement)
- Airfield phasing coordination to mitigate construction impacts with adjacent and on-going airfield operations. NOTE: Construction will require maintaining operations of adjacent existing airfield during project execution.
- Constructing and repairing airfield pavement runway(s) comparable to the project as described above.
- Addressing and executing historic conservation measures
- Demolition work
- Addressing and mitigating sink hole impacts

Submissions need to include the contract number, indication of whether a prime or subcontractor, contract value, Government/Agency point of contact and current telephone number, and **a brief description of how the contract referenced relates to the project described herein.**

2. Company profile to include number of employees, office location(s), DUNS number, Cage Code and statement regarding small business designation and status.
3. Statement regarding Bonding Capabilities. Provide single project and aggregate capabilities.

RESPONSES ARE DUE ON MARCH 30, 2016 2:00P.M. EST. **LATE RESPONSES WILL NOT BE ACCEPTED.** The package shall be sent by email to Trang Tran at [Trang.T.Tran@navy.mil](mailto:Trang.T.Tran@navy.mil) and to Allison Silver at [Allison.Silver@navy.mil](mailto:Allison.Silver@navy.mil).

Questions or comments regarding this notice may be addressed via email to Trang Tran at [Trang.T.Tran@navy.mil](mailto:Trang.T.Tran@navy.mil) and to Allison Silver at [Allison.Silver@navy.mil](mailto:Allison.Silver@navy.mil).