

**REMOVE RUBBER DEPOSITS AND PAINT RUNWAY 32L
AT
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA 28533-0006
WORK REQUEST #5466383**

1. **GENERAL INTENTION.** It is the declared and acknowledged intention of this solicitation to obtain the supervision, expertise, labor, materials, and equipment to accomplish the preparation of the runway surface for painting to include removal of rubber deposits.

2. **LOCATION.** The work is located on Runway 32L, MCAS Cherry Point NC, 28533.

3. **DETAILED REQUIREMENTS:**

a. **RUNWAY 32L/14R RUBBER REMOVAL:** Remove by water blast or Aveo 50, 90 percent of all rubber deposits as indicated by the government.

(1) Beginning at the landing threshold, proceed to the base of the threshold touchdown markings and start removing rubber from the runway 30' out from the centerline on both sides of the centerline (60' total width), (3,500lf equaling 210,000sf)).

(2) Continuing up the runway for 1,000lf to the entrance ramp of the Southeast harrier pad. Remove rubber 30' wide or 15' on both sides of the centerline, (30,000sf).

(3) Finish by removing the rubber from the next fourteen (14) each centerline marks. Each line measures 3' wide by 120' long, 5,040sf.

b. Remove residual rubber from the pavement by sweeper/vacuum trucks.

c. An alternate rubber removal procedure is the use of Avion 50 rubber removal detergent verses water blasting. If used the Contractor shall have experience using Avion 50 or have training by an experienced Chem-tek Engineer. Manufacture installation instructions shall be strictly followed and a copy of which shall be submitted to ROICC inspector prior to start. Particular attention shall be placed on the cleaning operation and the amount of water used for rinsing.

d. RUNWAY 32L/14R PAINT: All white and yellow paint within this contract shall have a biocide mildew resistant compound applied to the yellow and white paint. This additive must be inserted into the paint by the manufacture, and shall not be applied to the paint by the contractor. Product submittals are required prior to use.

Beginning at the landing threshold contractor shall repaint the following:

- (1) Threshold markings, retro reflective white 18,000SF
- (2) Designation markings, (32L) retro reflective white 1,680SF
- (3) Touchdown Zone markings, retro reflective white 17,100SF
- (4) Centerline markings, (360sf x 35 each) retro reflective white 12,600SF
- (5) Side Stripe markings, (7,530lf x 2 sides) retro reflective white 45,180SF
- (6) Shoulder markings, (non-retro reflective yellow) will not be painted with this contract.
- (7) Runway entrance-exit markings, retro reflective yellow 702SF
- (8) Pendant Cable markings, retro reflective yellow 800SF

e. RUNWAY 14R/32L: Departing from the Center Mat:

- (1) Displaced threshold, non-retro reflective white 2,000SF
- (2) Displaced threshold, border outline markings, lusterless black border 400SF
- (3) Designation markings, (14R) retro reflective white 1,640SF.
- (4) Designation markings, border outline markings, lusterless black border 108SF
- (5) Displaced threshold arrowheads only, four each, non-retro reflective yellow 960SF

(6) Centerline arrows, four each, non-retro reflective yellow 1,440SF

(7) Side Stripe markings, non-retro reflective white 4,200SF

(8) Side Stripe markings, lusterless black border 200SF

4. SPECIAL REQUIREMENTS. The contractor shall be required to:

a. Commence work under this contact within ninety (90) calendar days after award notification or any other communication authorizing the contractor to proceed by the contracting officer.

b. Notify the Facilities Support Contract Department (FSCD) prior to the commencement of work.

c. Submit a schedule of all work to the Contracting Officer for transmittal to the Operations Officer, describing the work to be accomplished.

d. The contractor shall be responsible for all contractor related damages to government property during the performance of this contract and shall repair said damages at no additional expense the government.

e. It shall be understood that the contractor should become familiar with the area requiring the work by making a site visit. The contractor should take such other steps as may be reasonably necessary to ascertain the nature and location of the work and general local conditions that could affect the work or the cost thereof. Failure to do so will not relieve the contractor from the responsibility of estimating properly the difficulty or cost of successfully performing the work.

f. Airfield Requirements: Airfield access requirements are pertinent for all work under this contract involving the airfield operating areas.

(1) The airfield will remain in operation during the entire grounds maintenance process and the contractor shall conduct his operations so as to avoid interference with normal airfield operations. On occasion the contractor may be required to temporarily suspend work due to airfield operational requirements.

(2) The contractor shall coordinate his daily work activities with the Operations Duty Officer (ODO). The contractor shall be required to check in as well as sign in with the ODO prior to the beginning of each workday. The contractor shall be required to check out and sign out at the end of each workday. The signature log will be maintained by the ODO in the Airfield Operations Office located in building #199. All employees and equipment within the seven hundred and fifty-foot clear zone on either side of the runway centerline shall maintain radio contact with the control tower. All directions from the control tower shall be rigorously complied with.

(3) The contractor shall have a radio transceiver in each vehicle, which is capable of operating on a designated frequency. The contractor has the option of providing additional channels for his own use; however, the above-specified frequency shall be reserved for coordinating access, egress, work activities, and emergency transportation, within the Airfield Operating Area. The ODO will loan radio transceivers to the contractor on a daily, and first come, first serve basis. Once approval from the ODO is obtained the ODO will direct the contractor to the Flight Clearance office for issuance of the radio. The unavailability of these radios at any given time does not relieve the contractor of his contractual requirements.

(4) The contractor personnel who will be operating vehicles shall attend a class provided by the government to acquaint them with Aircraft Movement Area (AMA) procedures and radio operations. The class is held every Tuesday at 0800 in the ATC classroom in building #199A. All contractor personnel in the AMA shall have their movements coordinated by a trained radio operator using one of the vehicle transceivers. Upon class completion a Runway, Radio Certification Card will be issued and must be carried while working in the Airfield Operating Areas. All vehicles stopped within seven hundred and fifty feet of the centerline of a runway shall remain in contact with the control tower and maintain readiness to move in compliance with such directions.

(5) Nothing shall be placed, parked, or abandoned within the boundaries of the Airfield Operating Areas without the approval of the ODO.

(6) The speed limit for all vehicles within the boundaries of the AMA is fifteen (15) miles per hour. If the control tower specifically directs the contractor to proceed at a higher rate

of speed, he may do so; however, he will resume the speed limit of fifteen (15) miles per hour as soon as possible.

g. All airfield emergencies shall take precedence over contractor operations. Upon notification from the Control Tower the contractor shall take immediate action to remove all personnel and equipment from an active surface to an area not utilized by aircraft traffic. All equipment and personnel shall be able to clear the work area within three (03) minutes.

h. The rate of rubber removal shall be at a minimum of 10,000 square feet per hour. Remove paint at a minimum rate of 1,000 square feet per hour. Do not permit high-pressure water application to remove the existing pavement.

i. The equipment used shall be a vehicle mounted hydraulic system capable of delivering high-pressure water impact upon the pavement surface less or greater than 8,000 pounds per square inch. If high-pressure water is delivered from a spray bar, the nozzles shall be spaced to provide total coverage of the area being treated. The nozzle shall have adjustable pressure regulators or relief valves and gauges measuring actual line pressure. The equipment shall be supported on pneumatic tires. Provide equipment, tools, and machinery which are safe and in satisfactory condition at all times.

j. Have all materials on-site prior to commencement.

k. Provide materials conforming to the requirements specified within. Paints, airfield: Federal Specification (FS)

(1) FS TT-P-85, or TT-P-1952, yellow or white, color as indicated.

(2) TT-P-110 paint, black.

Reflective media, airfield: Federal Specification (FS)

(1) FS TT-B-1325, glass spheres, type III, gradation A.

l. Complete the work within thirty- (30) calendar days.

m. All material associated with the repair, replacement, or removal is the property of the contractor and shall be removed from the air station and discarded in an approved landfill.

n. All North Carolina Building Codes and Statutes, NEC, Air Station Orders and Regulations' as well as all other OSHA safety codes shall be strictly enforced.

5. TERMS OF CONTRACT: The contractor is responsible for an on-site visit to inspect the work areas and to fully understand the scope of work. The contractor shall be responsible to repair any damage to government properties damaged in the performance of this contract. All work shall be performed during the hours of 0700-1600, Monday through Friday. Any work performed outside of these periods must be, pre-approved by the Contracting Officer. Project shall be completed within 60 days following contract award.

6. JOB EXECUTION: The contractor shall perform all work and incorporate the intent of this project as outlined in this scope of work. The contractor shall coordinate all work through the Contracting Officer to minimize the impact on their schedules. The demolition practice and installation shall conform to all industry standards and applications, i.e. all North Carolina Building Codes and Statutes, NEC and other OSHA Safety standards as they apply to this project. All equipment and debris generated from this project becomes the property of the contractor and it must be removed from the job site and MCAS Cherry Point, at no expense to the government.

- Storage tank erection/repair.....	\$ 12.96	4.105
Fence Installers.....	\$ 7.25	
MANHOLE BUILDER.....	\$ 7.25	
TV & Grouting Technicians.....	\$ 9.21	

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator

U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION