



6700 McKennon Blvd., Suite 200 • Fort Smith, AR 72903
479.452.7000 x50 • 479.452.7008 fax
www.fortsmithairport.com

June 7, 2018

PROJECT SPECIFICATION INCLUDING ADDENDUM #1

ATTENTION ALL BIDDERS:

Please email Richard Rushing at Richard@fortsmithairport.com after receiving specifications to be added to the bidders list in the event an addendum is made.

Please note the following in regard to the Airport Runway Rubber Removal and Painting Project:

- Bid opening date is 2:30PM CST June 21, 2018 at Fort Smith Regional Airport, Suite 200
- Should you wish to submit your bid by express mail, our physical address is:
Fort Smith Regional Airport
6700 McKennon Boulevard, Suite 200
Fort Smith, AR 72903
- The following information must be on the **sealed** envelope:
Vendor name & location
Title of bid – “Airport Runway Rubber Removal and Painting Project”

Thank you for your cooperation in this matter.

Richard A. Rushing III, C.M.
Director of Operations
(479)452-7000 ext. 12
Richard@fortsmithairport.com

RUNWAY RUBBER REMOVAL AND PAINTING **TECHNICAL SPECIFICATION**

SCOPE: The work covered by this specification consists of furnishing all labor, equipment, materials, and performing all operations in connection with the removal of rubber deposits from 240,000 square feet of Runway 7/25 and the repainting of approximately 30,000 sq. feet of runway markings. Project shall be bid as one lump sum that includes both rubber removal and painting. The bid shall also list the price per square foot for each paint type as well as the rubber removal.

RUBBER REMOVAL

DESCRIPTION: The cleaning of asphalt pavements shall be accomplished without removing or altering the physical structure of the surface. The rubber removal shall be accomplished with a biodegradable detergent/product, which has been tested by the Contractor and approved by the Airport or Airport's Engineer. The "rubber removal compound" used shall have the capacity to disperse and suspend the rubber build-up in one application. The Contractor shall follow the directions for use of the "rubber removal compound" as set forth by the manufacturer. Typically, areas to be cleaned are saturated by the "rubber removal compound" allowed to soak, and are agitated by a mechanical scrubber using brushes, followed by a water rinse utilizing low-pressure water spraying equipment. **No shot blasting or scarifying – grinding equipment will be allowed for agitation or rinsing. An alternate method would be to utilize a water/rubber removal compound combination. Water blasting shall not cause major damage to the pavement. Major damage is defined as changing the properties of the pavement or removing pavement over 1/8 inch deep.**

EQUIPMENT: Equipment to perform this project shall be furnished by the Contractor. Equipment, tools and machines used in removing rubber deposits shall be in satisfactory operable condition at all times. If cleaning compound is applied from a spray bar, the nozzles shall be configured to provide total coverage to the area being scrubbed. The Fort Smith Regional Airport does not have access to a loading dock. If the truck delivering equipment is not equipped with a ramp, arrangements for unloading equipment shall be made by the Contractor. Local towing companies with "roll-back" style wreckers have been utilized in the past.

SAFETY: It shall be the responsibility of the Contractor to provide an experienced Job Superintendent on site to supervise the cleaning operation. The Superintendent shall have a minimum of five (5) years' experience in using the cleaning compound for runway rubber removal.

RUNWAY RUBBER REMOVAL CLEANING COMPOUND: The removal of rubber deposits shall be accomplished with a de-rubberize compound specifically formulated and field-tested for this purpose. All-purpose cleaners, garage floor cleaners, and industrial degreasers will not be considered. The cleaning compound used in this project shall meet the inherent levels of performance and safety required by the manufacturer. Any alternate equivalent product shall be

approved by the Airport or Airport's Engineer prior to bidding. Requests for any alternate equivalent product shall be made in writing and no requests will be accepted within ten (10) calendar days prior to bidding. The cleaning compound used shall meet the following minimum performance requirements:

- a) The cleaning compound will be: non-toxic, nonflammable, non-combustible, biodegradable, all materials must be listed with **EPA-TSCA** and **SDS** provided meeting the OSHA requirements registered for safety, non-injurious to personnel involved when using good industrial hygiene practices.
- b) The cleaning compound will not: attack steel or stainless steel, erode concrete or asphalt, harm compression seals, harm paint, harm expansion joints, harm electrical wiring, harm grass shrubbery or plantings, erode Portland or alter the proportions of Portland to aggregate in concrete runways to the degradation of the coefficient of friction beyond that of the original clean pavement.
- c) The cleaning compound will not cause damage to any of the following application-type equipment: automatic scrubbers, steam cleaners, pressure sprayers, and pump-type sprayers.
- d) The cleaning compound will contain detergents, builders, and solvents and foaming agents that lift rubber particles when mechanically agitated.
- e) The cleaning compound will remove at least 95% of rubber deposits on areas of heaviest buildup with one application, in accordance with the manufacturer's recommended instructions for use.

WATER: Water to be used for runway rubber removal operations will be furnished by the Airport at no cost to Contractor. The Contractor shall furnish all tools, hoses, equipment, water trucks and labor for filling tank trucks, for applicator sprayer, and for delivery of water from the water sources to the job sites. The airport-furnished water will be of potable quality.

PERFORMANCE: The runway rubber removal procedures used shall have the capability of removing all rubber deposits from the surface and sawed grooves. The minimum allowable removal rate shall be 12,500 square feet per hour. The treatment of rubber covered surfaces shall not be injurious to Portland cement concrete surface, asphalt surface, joint sealing material, runway lighting, runway paint, grass, shrubbery, and plantings. Repairs for damages caused by Contractor shall be paid for by Contractor at no cost to the Airport. If Contractor fails to execute repairs within a reasonable time, Airport may have repairs completed and Contractor shall reimburse Airport for all costs associated therewith. Damages that render runways or taxiways unusable for air traffic will be considered urgent priorities and must be immediately repaired to avoid economic losses to the Airport and its tenants. **Prior to full rubber removal operations, a test section shall be conducted to ensure no major damage occurs.**

REMOVAL OR RESIDUE FROM PAVEMENT: The removal of the residue from the cleaning operations will be performed by the Contractor. The Contractor will remove the residue from the centerline to the pavement edge on both sides of Centerline at the completion of every workday. The residue must be rinsed entirely off the pavement.

DEBRIS REMOVAL: The Contractor will accomplish the removal of debris resulting from the cleaning operations. Clean runways are absolutely essential to the safety of airport operations and to the safe function of aircraft. Brush bristles left behind from the sweeper on airfield pavements are particularly hazardous to aircraft engines; therefore, the contractor shall be required to perform a final sweep of runways with a magnetic sweeper to remove all metal bristles and other metal objects to meet the approval of the Airport or Airport's Engineer before

returning the runways to airport operations. Contractor shall be responsible for damage to aircraft resulting from failure to remove debris resulting from cleaning operations.

WORKDAY: Work on the runway surface will be conducted after the last commercial arrival for the day and prior to the first commercial flight of the following day. Based on the current flight schedule, the work hours are anticipated to be 11:45 PM-6:00 AM. All equipment must have yellow, amber or red high visibility flashing lights, and these must be on while operating on or in the vicinity of airport runways and taxiways. The superintendent must have a VHF radio capable of receiving and transmitting on 118.3. This radio will be monitored at all times while equipment is on the runway surface.

PRODUCT TESTING: Three areas, at least 50 feet long and 8 feet wide, will be used as test areas to determine the cleaning procedures required to remove the rubber to an acceptable, mutually agreed standard established between contractor and Airport. Tests will be continued until an acceptable surface condition is determined and mutually agreed upon by the Airport or Airport's Engineer.

RUNWAY FRICTION TESTING: Upon completion of the project, the contractor shall perform friction tests in accordance with FAA Advisory Circular 150/5320-12 series. The contractor shall provide written documentation of the tests results to the Airport.

METHOD OF MEASUREMENT: The unit of measurement for areas from which rubber deposits have been removed shall be by the square foot of accepted work or by lump sum as contracted.

RUNWAY PAINTING

SCOPE: The work covered by this specification consists of furnishing all labor, equipment, materials, and performing all operations in connection with repainting over existing markings (including black outlines) on Runway 7/25. Markings to be painted in this project include: Runway Centerline, Runway Designation Markings, and Taxiway Lead-off lines. Approximate quantities will consist of 10,000 sq. ft. of non-reflectorized black, 2500 sq. ft. of reflectorized yellow, and 15,580 sq. ft. of reflectorized white. Type III glass beads, meeting the specifications found in AC 150/5370-10, Item P-620, shall be used to reflectorize the yellow and white paint.

DESCRIPTION: The runway markings shall be painted and include glass beads in accordance with all specifications detailed in FAA Advisory Circulars (AC) 150/5370-10 and 150/5340-1 series. No glass beads are to be placed in the black outline of runway markings. See attachment 1 for dimensions of Precision Instrument Runway Marking dimensions.

WORKDAY: Work on the runway surface will be conducted after the last commercial arrival for the day and prior to the first commercial flight of the following day. Based on the current flight schedule, the work hours are anticipated to be 11:45 PM-6:00 AM. These hours are subject to change and/or flexibility based on the airline schedules. All equipment must have yellow, amber or red high visibility flashing lights, and these must be on while operating on or in the vicinity of airport runways and taxiways. The superintendent must have a VHF radio capable of receiving and transmitting on 118.3. This radio will be monitored at all times while equipment is on the runway surface.

BIDDER QUALIFICATIONS: Bidders and any sub-contractor will have completed a minimum of three jobs of similar scope and size to this project (rubber removal and painting) in the previous 3 years. **Bidders shall provide a minimum of the three (3) most recent project references with their submitted bid.**

BID AWARD: The bidder with the lowest proposal will be announced at the bid opening. This announcement does not guaranty bid award. The project will not be awarded for contract until it is determined that the bidder and any or all sub-contractors can meet or exceed all specifications and requirements of the airport. A contract will also not be in place until approved by the Fort Smith Airport Commission.

PROJECT TIMELINE:

This project shall be completed in a time frame coordinated at the time a contract is executed. All work (both rubber removal and repainting) shall be completed prior to August 26, 2018.

The Fort Smith Regional Airport reserves the right to waive any formalities and the right to reject any or all bids.