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400 Gus Hipp Boulevard, Rockledge, FL 32955*

December 8, 2020

RE: Letter of Recommendation – Axtell's, Inc.

To Whom It May Concern,

We recently completed a project on Ascension Island for the United States Air Force which required 28,000 LF of crack sealing, 572,500 SF application of GSB-88, and re-striping of the runway markings. Ascension Island is a remote base located in the South Atlantic Ocean and is approximately 5,000 miles from Patrick Air Force Base, Florida. It has very limited local resources. This project had a 2-week work window that was a very critical element as this is the only runway on the island and the re-supply plane only comes every 2 weeks. Axtell's Inc. was a subcontractor to Asphalt Management Corporation. Their crew not only completed the work within a very tight window, they also repaired the failing Government-furnished equipment required to complete this work.

From the very beginning of the bid process, Peter Mills and his staff provided exceptional service, along with cost saving options to help meet the Government's budget. When it became time for the installation process to start, the island was under a mandatory quarantine for all incoming personnel due to the COVID-19 pandemic; however, Axtell's crew managed to work during this quarantine period without a single violation and completed the project within the required 2-week period without sacrificing the quality of workmanship.

In closing, it was our pleasure to work with Axtell's Inc. on this project and look forward to working together on future projects. Attached you find the CPARS evaluation we received from the Government on this project. If you have any questions, please let us know.

Sincerely,

Chad Walters
Project Manager

Enclosure:
CPAR (4 Pages)

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CONTRACTOR PERFORMANCE ASSESSMENT REPORT (CPAR)**Construction****Name/Address of Contractor:**

Vendor Name: DE LA HOZ BUILDERS INC

Division Name:

Street: 258 DEL MONTE RD

City: SEBASTIAN

State: FL Zip: 329584514

Country: USA

CAGE Code:

Unique Entity ID (DUNS): 942461943 Unique Entity ID (SAM):

Product/Service Code: Z1BD Principal NAICS Code: 237310

Evaluation Type: Final**Contract Percent Complete:** 100**Period of Performance Being Assessed:** 10/28/2019 - 08/29/2020**Contract Number:** FA252120C0006 **Business Sector & Sub-Sector:** Construction**Contracting Office:** FA2521 45 CONS LGC **Contracting Officer:** TIM JOHNSON **Phone Number:** 321-494-5451**Location of Work:**

Ascension Auxiliary Airfield

Date Signed: 10/28/2019 **Period of Performance Start Date:** 10/28/2019**Est. Ultimate Completion Date/Last Date to Order:** 08/29/2020 **Estimated/Actual Completion Date:** 08/29/2020**Funding Office ID:****Base and All Options Value:** \$3,014,613 **Action Obligation:** \$3,014,613**Complexity:** Medium **Termination Type:** None**Extent Competed:** Not Available for Competition **Type of Contract:** Firm Fixed Price**Key Subcontractors and Effort Performed:****Unique Entity ID (DUNS):** **Unique Entity ID (SAM):****Effort:****Unique Entity ID (DUNS):** **Unique Entity ID (SAM):****Effort:****Unique Entity ID (DUNS):** **Unique Entity ID (SAM):****Effort:****Project Number:** YXTK191803**Project Title:**

Repair Runway Surface, Phase IV

Contract Effort Description:

Repair the runway at Ascension Auxiliary Airfield by providing 2 inch mill and overlay repairs for three (3) pavement sections within the first 2000 ft of Runway 13/31, the first having dimensions of 200 ft by 50 ft (width of 24 ft south of centerline and 26 ft north of centerline), the second having dimensions of 510 ft by 60 ft (30 ft either side of centerline), and the final patch having dimensions of

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150 ft by 25 ft (25 ft north of centerline). The total area for this repair effort is 44,350 SF. Runway centerlines impacted by the patching effort (approx. 1800 SF) are to be repainted. Provide an allowance of 26,000 LF of overband crack sealing to the wider cracks that are not sealed in the central 50 ft of runway for an 8000 ft length between the runway threshold to past Taxiway Delta, as well as an additional 2,000 LF allowance for overband crack sealing around the perimeter of the new patches where the new pavement meets existing, to include ensuring a flush joint with no overlap of material prior to application of the crack sealant. Following crack sealing, apply a gilsonite modified asphalt emulsion seal coat to the center 75 ft width of runway for the 8000 ft length between the Runway 13 threshold piano keys to past Taxiway Delta (including application to patched areas). The application shall include extensions to each taxiway to incorporate the taxiway bellmouths. Existing centerline markings (approx. 18,000 SF) are to be protected during the emulsion application process, retaining their original size, shape, and paint. Following emulsion application, incidental areas of spatter shall be removed with a rotary coating eraser prior to application of new paint. Repaint taxiway lead-in lines and runway centerlines impacted by the emulsion application with a single coat of paint with type 3 reflective media. Contractor shall provide all replacement parts required to complete the work and to modify or calibrate the truck(s) utilized to sweep the runway free of debris, apply the emulsion/surface treatment, and haul asphalt.

Small Business Subcontracting:

Does this contract include a subcontracting plan? No

Date of last Individual Subcontracting Report (ISR) / Summary Subcontracting Report (SSR): N/A

Evaluation Areas	Past Rating	Rating
Quality:	N/A	Very Good
Schedule:	N/A	Very Good
Cost Control:	N/A	N/A
Management:	N/A	Very Good
Small Business Subcontracting:	N/A	N/A
Regulatory Compliance:	N/A	Very Good
Other Areas:		
(1):		N/A
(2):		N/A
(3):		N/A

Variance (Contract to Date):

Current Cost Variance (%): Variance at Completion (%):

Current Schedule Variance (%):

Assessing Official Comments:

QUALITY: The over all performance was Very Good in the area of quality.

This project involves, as described in the scope, the patching of the runway. Due to the location of the work on Ascension Island, there are many travel and logistical details to be coordinated. The quality of personnel coordination from the contractor met and exceeded the expectations.

Performance meets contractual requirements and exceeds some to the Government's benefit. The contractual performance was accomplished with some minor problems for which corrective actions taken. One of the larger issues with project was the GFE (Government Furnished Equipment), the asphalt distributor, that broke during the start of the work taking place to do the runway patches. The Contractor worked really well with the Government to address.

Some smaller issues in the area of quality were when the Contractor had some of their own equipment to perform the work also malfunction. This caused the process and work to go much slower than discussed, planned, anticipated. The Contractor was able

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to work solutions and ultimately perform the Contractual work required, on schedule and to an acceptable level of quality.

Note, due to the above mentioned item, there were some initial patches that were of lower quality than the prior patches in the past (lower quality than what is typical, and what has been able to be accomplished on this particular Runway in the past); but the poor sections were redone by the Contractor.

The Contractor rating for quality on inspection and availability was very good.

This is in regards to their ability to perform quality work, make corrections as needed, inspect properly, and be available during working hours, and even after working hours (when equipment was malfunctioning which created a requirement for longer working days to get work accomplished).

The reliability of this contractor during the planning, logistics, travel, days on island doing actual patches, and return travel was very good. They made efforts to plan accordingly, including good communication. They worked with the government on logistics properly, such as scheduling personnel travel and equipment shipping.

SCHEDULE: The Schedule was Very Good.

There were no major issues identified with the Contractors schedule, or being able to complete work on time.

The Contractor worked well with the Government, by reaching out for proper communication and responding timely. This aided in proper execution of the schedule, as work was taking place on Ascension Island.

The Contractor was able to stick to the schedule on site during the patch work taking place. There were minor malfunctions of their equipment, however, they were able to stay on schedule and complete work to acceptable level of quality.

COST CONTROL: Firm Fixed Price Contract

MANAGEMENT: Performance meets contractual requirements and exceeds some to the Government's benefit. The contractual performance of the patching on the Runway required, accomplished. There were some minor issues that arose described below; corrective actions taken by the Contractor effectively addressed any issues.

One of the larger issues/events with the project on the runway patches was when the GFE (Government Furnished Equipment) that broke down on island. It was shipped, FMC (fully mission capable), but that equipment (the asphalt distributor) broke and was not performing properly, during start of work taking place. That resulted in the Contractor accomplishing work by spreading sealant properly to meet contract requirements. The Contractor worked really well with the Government to address this issue. There was good communication, problem solving, management and over all effort from both sides to get work accomplished.

In the example above, the Contractor showed good management of key personnel.

There was excellent logistics support management, for a project located on Ascension Island. This project requires great management skills from key personnel to be able to ensure logistical details are coordinated properly leading up to work to take place on island as well as returning.

SMALL BUSINESS SUBCONTRACTING: NA

REGULATORY COMPLIANCE: For Regulatory Compliance, there is a rating of Very Good. The Contractor complied with all contract clause requirements, including codes, reporting requirements of the contract, drawings, specifications and other contractual requirements.

The Contractor ran into some smaller issues in the area of quality where some of their own equipment to perform the work malfunctioned. They were able to find solutions to this and continue working. There was no regulatory issues, violations of the contract or other codes, laws or requirements. The Contractor was able to work solutions and ultimately perform the Contractual work required, on schedule and to an acceptable level of quality.

There were requirements in regards to the schedule and regulatory areas. There is work and efforts required from the Contractor, to
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work and communicate with Government for coordination for flights (travel to Ascension). This is also true for shipping equipment (by vessel or ATI flight). This often involves regulatory and other type requirements, including but not limited to ensuring equipment specs are acceptable for travel, proper documentation provided and more. There was very good efforts, meeting contract requirements to an acceptable level, for the planning for the logistics with equipment and travel. All communication happened in a timely manner to ensure the Contractor could meet the requirements for shipping equipment and travel. This also includes other efforts for offloading, getting equipment to the site without breaking any laws or regulations on the island or Base. There was very good logistics support analysis and supportability from the Contractor. Their Engineering and coordination efforts to meet all regulatory requirements occurred properly and timely. The Contractor communicated ahead of time to ensure they had knowledge of what to comply with.

OTHER AREAS: NA

RECOMMENDATION:

Given what I know today about the contractor's ability to perform in accordance with this contract or order's most significant requirements, I would recommend them for similar requirements in the future.

Name and Title of Assessing Official:

Name: Elaine Stark

Title: Chief, Launch Support

Organization: 45CES/CEZL

Phone Number: 321-853-0914 Email Address: elaine.stark@spaceforce.mil

Date: 10/14/2020

Contractor Comments:

ADDITIONAL/OTHER: Contractor agrees with the ratings assigned.

CONCURRENCE: I concur with this evaluation.

Name and Title of Contractor Representative:

Name: HILDA DE LA HOZ

Title: PRESIDENT

Phone Number: 3216323484 Email Address: federalconstruction@delahozbuilders.com

Date: 10/14/2020

Review by Reviewing Official:

Review by Reviewing Official not required.

Name and Title of Reviewing Official:

Name:

Title:

Organization:

Phone Number: Email Address:

Date:

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