VERMILION REGIONAL AIRPORT AUTHORITY

REQUEST FOR PROPOSAL

RFP No. KDNV-230710

AIRFIELD PAVEMENT CRACK REPAIR

BIDS DUE: JULY 17, 2023 by 4:30 p.m.

APPROVED BY VRAA BOARD - JULY 10 , 2023

Pre-Bid Meeting July 12 @ 10:00 a.m. Airport Ops Office

22633 N Bowman Ave. Danville, IL 61834

All Bidders Highly Encouraged to Attend

RFP MANAGED BY & QUESTIONS SENT TO:

Tess Cook, Airport Manager Vermilion Regional Airport
manager@vrairport.com
(859) 221-6827

SUBMITTALS

Bid Submittals must be in a sealed envelope with the following information on front of envelope:

Contractors Formal Business Name, Address, Contact Name and Telephone Number

And RFP No. KDNV - 230710

TABLE OF CONTENTS

(A) INVITATION TO BID: AIRFIELD PAVEMENT CRACK REPAIRS

RFP KDNV-230710

Pavement Cracks repaired per AC 150/5380-6C on all runway surfaces and select taxiway and apron surfaces

SCOPE OF WORK:

BASE BID:

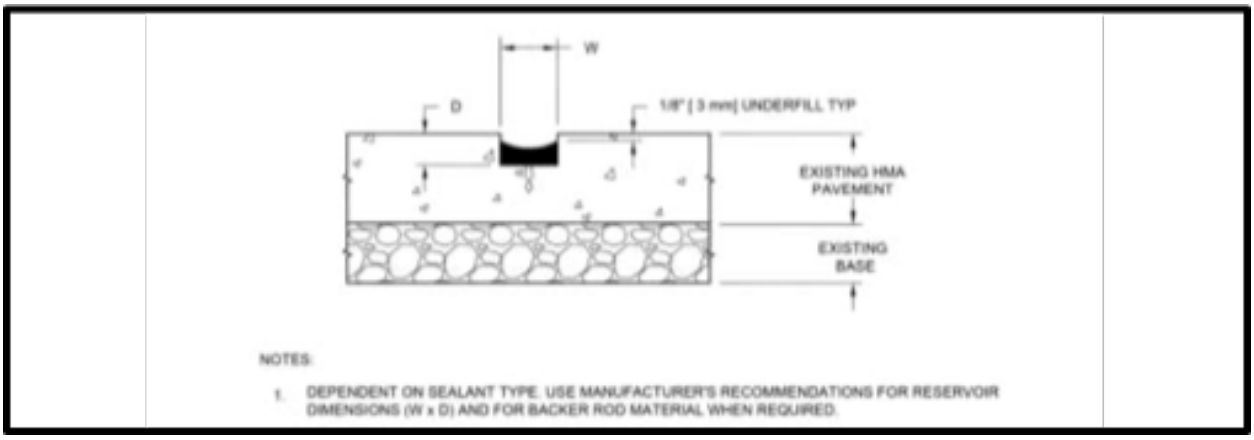
1. Repair all Airfield Pavement Cracks within the areas specified below in section ASPHALT PAVEMENT SURFACES TO REPAIR (Airfield Drawing APPENDIX - C) in compliance with FAA Advisory Circular 150/5380-6c (Attached APPENDIX - A)
2. Sealing shall be “hot pour” to FAA P-605 ASTM D6690 standard (Attached APPENDIX - B)
3. Route all qualified pavement surface cracks of 1/4 inch or greater per AC 150/5380-6C
4. All Runway & Taxiway Crack Repairs shall comply with AC 150/5370-10H shape profiles and match the sealant product requirements.
5. Wire Brush clean and clear all qualified surface cracks previously not routed
6. Fill and repair as necessary including backer where required
7. Seal with melted pot method of Rubber compound to FAA AC 150/5380-6C
8. Vacuum clean and clear all debris AFTER routing/brushing crack and PRIOR to Sealant application.
9. Vacuum clean and clear all debris PRIOR to opening runway, taxiway and apron areas to aircraft movement in order to avoid FOD (foreign object debris) damage to aircraft

APPENDIX - A

10/10/2014 AC 150/5380-6C Appendix A

A1. PROCEDURE FOR CRACK REPAIR OF FLEXIBLE PAVEMENT

Figure A-1. Crack repair of flexible pavement



WEATHER AND TEMPERATURE REQUIREMENTS

- Do not begin crack repair during inclement weather.
- The pavement temperature should be 50°F (10°C) and rising or meet the manufacturer’s recommendations at the time of application of the crack sealing material.
- Do not apply sealant if moisture is observed in the crack.

PREPARATION To choose sealant:

- Consider your geographic area, climate, and past performance of the sealant
- Hot-applied sealants must meet the requirements of ASTM D6690
- Cold-applied sealants must meet the requirements of ASTM D977

REPAIR PROCEDURE (Appendix - A continued)

Use this procedure to repair cracks less than 1 inch (2.5 cm) in width in flexible pavements.

1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, signs, etc.; and all NOTAMS have been issued for affected areas of the airfield.

2. Mark the limits of the area of crack repair.

3. Use an air compressor with an operable oil and water trap to clean all cracks with compressed hot air.

4. If necessary, saw or rout the cracks to the required width and depth. Use the sealant manufacturer's specifications to determine the sealant reservoir dimensions (W × D).

5. Inspect the cracks for proper width, depth, alignment, and preparation. Make sure the crack surface faces are dry.

6. To obtain the width and depth ratio required by the sealant manufacturer's specifications may require installation of backer rod. Make sure the backer rod:

- Meets the requirements of ASTM D5249
- Is compatible with the sealant
- Is 25% larger in diameter than the width of the sealant reservoir

7. Apply the sealant uniformly from the bottom to the top of the crack avoiding voids or entrapping air.

8. Make sure the surface of the sealant remains 1⁄4 inch to 3⁄8 inch (6 mm to 9 mm) below the existing pavement surface.

9. Do not allow traffic until the sealants have cured.

10. Completely clean the work area before opening to aircraft traffic.

PAVEMENT SURFACES TO REPAIR - see Appendix - C

12/21/2018

AC 150/5370-10H

Item P-605 Joint Sealants for Pavements

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These specifications may be edited as necessary to tailor specification for joint re- seal projects.

See Item P-101 for preparation of joints and cracks in existing pavement.
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DESCRIPTION

605-1.1 This item shall consist of providing and installing a resilient and adhesive joint sealing material capable of effectively sealing joints in pavement; joints between different types of pavements; and cracks in existing pavement.

MATERIALS

605-2.1 Joint sealants. Joint sealant materials shall meet the requirements of **[ ]**.

Each lot or batch of sealant shall be delivered to the jobsite in the manufacturer's original sealed container. Each container shall be marked with the manufacturer's name, batch or lot number, the safe heating temperature, and shall be accompanied by the manufacturer's certification stating that the sealant meets the requirements of this specification.

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The Engineer may specify one or more of the following (Note ASTM D7116 limited to use on PCC Aprons only where fueling occurs):

ASTM D5893 Standard Specifications for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements.

ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

ASTM D7116 Standard Specification for Joint Sealants, Hot Applied, Jet Fuel Resistant Types for Portland Cement Concrete Pavements

(PCC Aprons where fueling occurs may use either ASTM D7116 or ASTM D5893)

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605-2.2 Backer rod. The material furnished shall be a compressible, non-shrinking, non-staining, non-absorbing material that is non-reactive with the joint sealant in accordance with ASTM D5249. The backer-rod material shall be 25% ± 5 % larger in diameter than the nominal width of the joint.

605-2.3 Bond breaking tapes. Provide a bond breaking tape or separating material that is a flexible, non- shrinkable, non-absorbing, non-staining, and non-reacting adhesive-backed tape. The material shall have

a melting point at least 5°F (3°C) greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D789. The bond breaker tape shall be approximately 1/8 inch (3 mm) wider than the nominal width of the joint and shall not bond to the joint sealant.

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The use of a bond breaking separation tape or backup material in the joint may prevent an adverse reaction between incompatible materials, maintain the desired configuration (shape factor of the material), and act as a bond breaker to prevent excessive stresses from being placed on the sealant during pavement movement. Therefore, the separating or backup material should be carefully selected and installed to form an effective and durable support for the sealant. Separating or blocking media should be placed to a depth below the pavement approximately equal to the width of the joint. This is to achieve a shape factor (ratio of the depth of the sealant to the width of the joint) of 1. ASTM D5893 sealants sometimes require a shape factor of 0.5 instead of 1. This is equivalent to a width-to-depth ratio of 2:1 and will require the standard joint detail to be modified. If a ASTM D5893 sealant is to be used, the placement depth of the bond breaking separating tape or backup material should be adjusted accordingly. Drawings should be included in the contract drawings to indicate application details.

For installation of light cans, backup materials shall not be used between Items P-605 and P-606. Can installation shall be per advisory circular (AC) 150/5340-30.

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********** **CONSTRUCTION METHODS**

605-3.1 Time of application. Joints shall be sealed as soon after completion of the curing period as feasible and before the pavement is opened to traffic, including construction equipment. The pavement temperature shall be 50°F (10°C) and rising at the time of application of the poured joint sealing material. Do not apply sealant if moisture is observed in the joint.

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When used with Item P-606, such as light can installation, Item P-605 shall not be applied until the P-606 has fully cured.

If the pavement must be opened to traffic prior to placement of the sealant, this paragraph should be modified to require the Contractor to temporarily fill the joint with a jute or nylon rope immediately after the joint is sawed. The rope should be slightly larger than the joint and should be forced into the joint so that the top of the rope is 1/8 inch (3 mm) below the pavement surface. The rope shall be removed immediately prior to cleaning.

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605-3.2 Equipment. Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started and maintained in satisfactory condition at all times. Submit a list of proposed equipment to be used in performance of construction work including descriptive data, **[ ]** days prior to use on the project.

[a. Tractor-mounted routing tool . Provide a routing tool, used for removing old sealant from the joints, of such shape and dimensions and

so mounted on the tractor that it will not damage the sides of the joints. The tool shall be designed so that it can be adjusted to remove the old material to varying depths as required. The use of V- shaped tools or rotary impact routing devices will not be permitted. Hand-operated spindle routing devices may be used to clean and enlarge random cracks.

b. Concrete saw. Provide a self-propelled power saw, with water- cooled diamond or abrasive saw blades, for cutting joints to the depths and widths specified.

c. Sandblasting equipment. [Sandblasting is not allowed. **]**
[The Contractor must demonstrate sandblasting equipment including the air compressor, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.3. The Contractor shall demonstrate, in the presence of the Resident Project Representative (RPR), that the method cleans the joint and does not damage the joint. **]**

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Sandblasting of joints may not be permitted under certain conditions. Blowing sand and dust may either violate atmospheric pollution statutes, or may drift into areas where it would be objectionable. When sandblasting is prohibited, cleaning the joints with a waterblaster or wire brushes may be substituted. Wire brushes usually do not clean as well as the sandblaster or waterblaster and should only be used for small areas. When wire brushes are used, attention should be given to ensure worn brushes are not used and that the joints are being adequately cleaned.

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[d. Waterblasting equipment . The Contractor must demonstrate waterblasting equipment including the pumps, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.3. The Contractor shall demonstrate, in the presence of the RPR, that the method cleans the joint and does not damage the joint.

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Waterblasting equipment varies considerably with respect to design of wand, nozzle, water pressure, and water volume, depending upon the manufacturer. Consequently, the effectiveness of a particular set of equipment cannot be predicted.

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e. Hand tools. Hand tools may be used, when approved, for removing defective sealant from a crack and repairing or cleaning the crack faces. Hand tools should be carefully evaluated for potential spalling effects prior to approval for use.

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f. Hot-poured sealing equipment. The unit applicators used for heating and installing ASTM D6690 joint sealant materials shall be mobile and shall be equipped with a double-boiler, agitator-type kettle with an oil medium in the outer space for heat transfer; a direct-connected pressure-type extruding device with a nozzle shaped for inserting in the joint to be filled; positive temperature devices for controlling the temperature of the transfer oil and sealant; and a recording type thermometer for indicating the temperature of the sealant. The applicator unit shall be designed so that the sealant will circulate through the delivery hose and return to the inner kettle when not in use.

g. Cold-applied, single-component sealing equipment. The equipment for installing ASTM D5893 single component joint sealants shall consist of an extrusion pump, air compressor, following plate, hoses, and nozzle for transferring the sealant from the storage container

into the joint opening. The dimension of the nozzle shall be such that the tip of the nozzle will extend into the joint to allow sealing from the bottom of the joint to the top. Maintain the initially approved equipment in good working condition, serviced in accordance with the supplier's instructions, and unaltered in any way without obtaining prior approval. Small hand-held air-powered equipment (i.e., caulking guns) may be used for small applications.]

********** **Delete the paragraphs that do not apply to the project.**

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605-3.3 Preparation of joints. Pavement joints for application of material in this specification must be dry, clean of all scale, dirt, dust, curing compound, and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method cleans the joint and does not damage the joint.

a. Sawing. All joints shall be sawed in accordance with specifications and plan details. Immediately after sawing the joint, the resulting slurry shall be completely removed from joint and adjacent area by flushing with a jet of water, and by use of other tools as necessary.

b. Sealing. Immediately before sealing, the joints shall be thoroughly cleaned of all remaining laitance, curing compound, filler, protrusions of hardened concrete, old sealant and other foreign material from the sides and upper edges of the joint space to be sealed. Cleaning shall be accomplished by
[sandblasting] [tractor-mounted routing equipment]
[concrete saw]
[waterblaster] as specified in paragraph 605-3.2. The newly exposed concrete joint faces and the pavement surface extending a minimum of 1/2 inch (12 mm) from the joint edge shall be sandblasted clean. Sandblasting shall be accomplished in a minimum of two passes. One pass per joint face with the nozzle held at an angle directly toward the joint face and not more than 3

inches (75 mm) from it. After final cleaning and immediately prior to sealing, blow out the joints with compressed air and leave them completely free of debris and water. The joint faces shall be surface dry when the seal is applied.

c. Backer Rod. When the joint opening is of a greater depth than indicated for the sealant depth, plug or seal off the lower portion of the joint opening using a backer rod in accordance with paragraph 605-2.2 to prevent the entrance of the sealant below the specified depth. Take care to ensure that the backer rod is placed at the specified depth and is not stretched or twisted during installation.

d. Bond-breaking tape. Where inserts or filler materials contain bitumen, or the depth of the joint opening does not allow for the use of a backup material, insert a bond-separating tape breaker in accordance with paragraph 605-2.3 to prevent incompatibility with the filler materials and three-sided adhesion of the sealant. Securely bond the tape to the bottom of the joint opening so it will not float up into the new sealant.

605-3.4 Installation of sealants. Joints shall be inspected for proper width, depth, alignment, and preparation, and shall be approved by the RPR before sealing is allowed. Sealants shall be installed in accordance with the following requirements:

Immediately preceding, but not more than 50 feet (15 m) ahead of the joint sealing operations, perform a final cleaning with compressed air. Fill the joints from the bottom up to **[** 1/8 **] [** 1/4 **]** inch (**[** 3 **] [** 6 **]** mm) ±1/16 inch (2 mm) below the top of pavement surface; or bottom of groove for grooved pavement. Remove and discard excess or spilled sealant from the pavement by approved methods. Install the sealant in such a manner as to prevent the formation of voids and entrapped air. In no case shall gravity methods or pouring pots be used to install the sealant material. Traffic shall not be permitted over newly sealed pavement until authorized by the RPR. When a primer is recommended by the manufacturer, apply it evenly to the joint faces

in accordance with the manufacturer's instructions. Check the joints frequently to ensure that the newly installed sealant is cured to a tack-free condition within the time specified.

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The use of a backer rod or bond breaking tapes in the bottom of the joint to be filled is recommended to control the depth of the sealant, to achieve the desired shape factor, and to support the sealant against indentation and sag. Backer rod and bond breaking tapes should be compatible with the sealant should be compressible without extruding the sealant, and should recover to maintain contact with the joint faces when the joint is open.

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605-3.5 Inspection. The Contractor shall inspect the joint sealant for proper rate of cure and set, bonding to the joint walls, cohesive separation within the sealant, reversion to liquid, entrapped air and voids. Sealants exhibiting any of these deficiencies at any time prior to the final acceptance of the project shall be removed from the joint, wasted, and replaced as specified at no additional cost to the airport.

605-3.6 Clean-up. Upon completion of the project, remove all unused materials from the site and leave the pavement in a clean condition.

METHOD OF MEASUREMENT

605-4.1 Joint sealing material shall be measured by the **[** `gallon (liter)` **] [** `pound (kg)` **]**

[`linear foot (meter)` **]** of sealant in place, completed, and accepted.

BASIS OF PAYMENT

605-5.1 Payment for joint sealing material shall be made at the contract unit price per **[** `gallon (liter)` **] [** `pound (kg)` **] [** `linear foot (meter)` **]**. The price shall be full compensation for furnishing all materials,

for all preparation, delivering, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Item P-605 Joint Sealants for Pavements 501

12/21/2018 AC 150/5370-10H Payment will be made under:

Item P-605-5.1 Joint Sealing Filler, **[** per gallon (liter) **][** per pound (kg) **][** per linear foot (meter) **]**

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM) ASTM D789

ASTM D5249

[ASTM D5893 **[** ASTM D6690

Standard Test Method for Determination of Relative Viscosity of Polyamide (PA)

Standard Specification for Backer Material for Use with Cold- and Hot-Applied Joint Sealants in Portland-Cement Concrete and Asphalt Joints

Standard Specification for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements **]**

Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt]
[ASTM D7116
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Standard Specification for Joint Sealants, Hot Applied, Jet Fuel Resistant Types for Portland Cement Concrete Pavements]

The Engineer shall specify one or more of the ASTMs above to agree with sealant type selected in paragraph 605-2.1.

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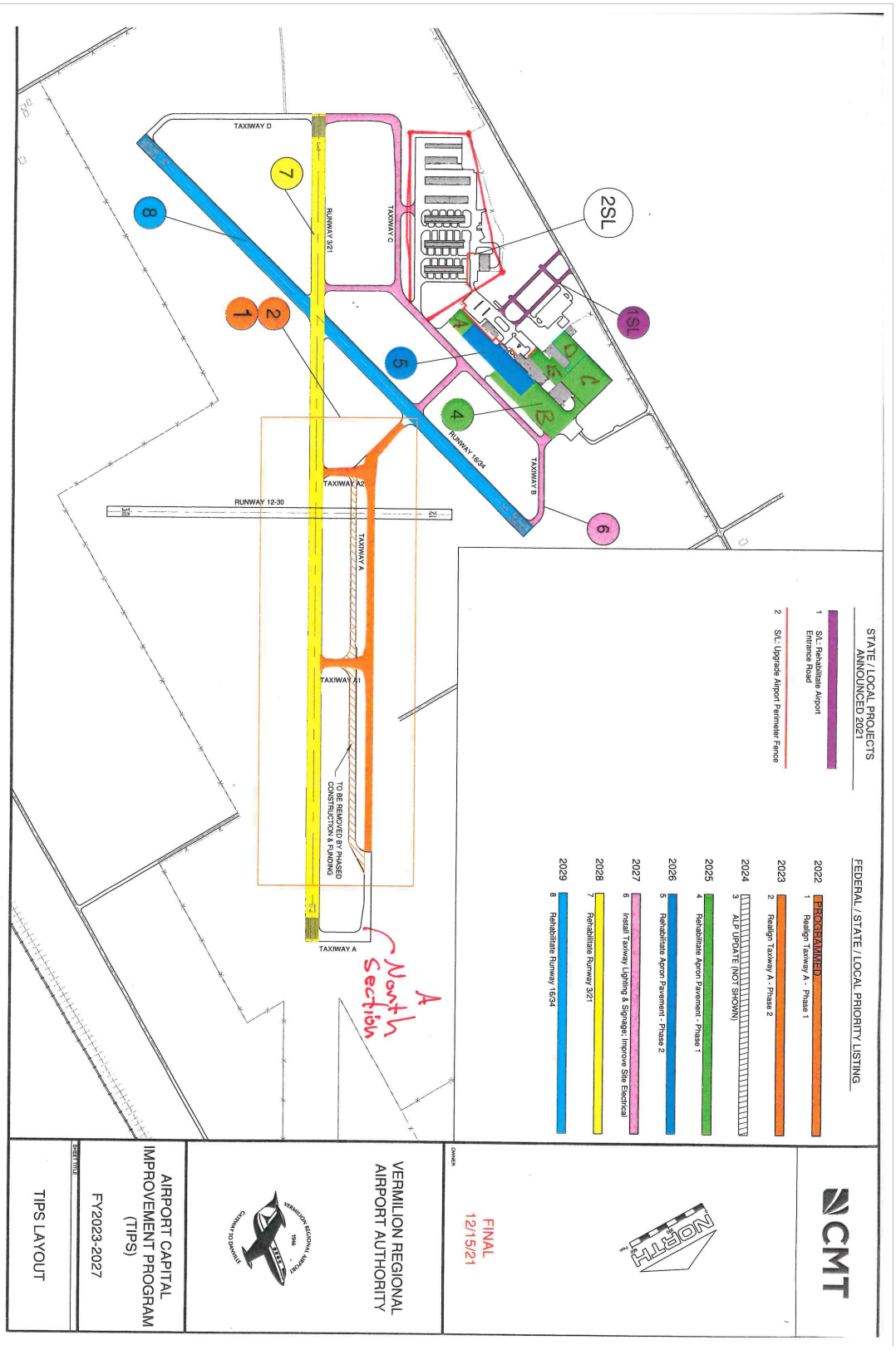
Advisory Circulars (AC)
AC 150/5340-30 Design and Installation Details for Airport Visual Aids

END ITEM P-605

Item P-605 Joint Sealants for Pavements


STATE / LOCAL PROJECTS ANNOUNCED 2021
1 S/L: Rehabilitate Airport Entrance Road
2 S/L: Upgrade Airport Perimeter Fence
FEDERAL / STATE / LOCAL PRIORITY LISTING
2022 1 PROGRAMMED Realign Taxiway A - Phase 1
2023 2 Realign Taxiway A - Phase 2
2024 3 ALP UPDATE (NOT SHOWN)
2025 4 Rehabilitate Apron Pavement - Phase 1
2026 5 Rehabilitate Apron Pavement - Phase 2
2027 6 Install Taxiway Lighting & Signage; Improve Site Electrical
2028 7 Rehabilitate Runway 3/21
2029 8 Rehabilitate Runway 16/34
TAXIWAY D
RUNWAY 3/21
TAXIWAY C
RUNWAY 16/34
TAXIWAY B
RUNWAY 12-30
TAXIWAY A2
TAXIWAY A
TAXIWAY A1
TO BE REMOVED BY PHASED CONSTRUCTION & FUNDING
TAXIWAY A
North Section
2SL
1SL
CMT
FINAL 12/15/21
OWNER
VERMILION REGIONAL AIRPORT AUTHORITY
AIRPORT CAPITAL IMPROVEMENT PROGRAM (TIPS)
FY2023-2027
SHEET TITLE
TIPS LAYOUT

APPENDIX C

(B) INSURANCE REQUIREMENTS

Contractor must provide Insurance Coverage to include:

- Commercial General Liability Insurance
  - Each occurrence $1,000,000.00
  - Damage to Rented Premises. $300,000.00
  - Medical Expense (any one person) $10,000.00
  - Personal ADV Injury $1,000,000,00
  - General Aggregate $2,000,000.00
  - Product Comp/OP Aggregate $2,000,000.00

- Automobile Liability-combined single limit $1,000,000.00

- Rented Equipment Limit $25,000.00

- Workers Compensation Insurance-each accident $1,000,000.00
  - EL Disease each employee. $1,000,000.00
  - EL Disease policy limit. $1,000,000.00

ADDITIONAL NAMED INSURED:

- Vermilion Regional Airport Authority, it's employees and Board of Commissioners
- Rod Hightower OE Airports
- CMT Engineers
- Midwest Aero Restorations
- Aero Crop Services Inc.

(C) INSTRUCTIONS TO BIDDERS

ASPHALT PAVEMENT SURFACES TO REPAIR

1. Runway 03/21 (Yellow #7)
2. North connector Alpha and Taxiway Alpha North section (White labelled “A North Section”)
3. Runway 16/34 (Blue #8)
4. Taxiway(s) Bravo, Charlie and Delta including 4 connectors (Purple #5, White Taxiway D)
5. Apron surfaces East of Hangar 7 from North end to the concrete pavement (Green #4-B)
6. All South Hangar Aprons and pavement (White labelled 2SL)

SEALANT MATERIAL SPECIFICATION

D6690 Product HOT POURED to FAA P-605 Standard

PAVEMENT SURFACE TEMPERATURE

Surface temperature must be above 50 degrees Fahrenheit and rising when sealant is applied

WORK SCHEDULE

- Work may start immediately upon NOTIFICATION OF AWARD
- Completion Date: AUGUST 17, 2023
- Coordination with Varsity Painting for airside marking schedules to take place between Contractor and Varsity with agreed schedule plan notification to Rod Hightower and Tess Cook.

SAFETY PRECAUTIONS

- Contractor to Provide Construction Safety & Phasing Plan (CSPP) to owner prior to start of work (includes runway closure, barricades, marking, lighting)
- PPE must be appropriate for all machinery and operations performed
- All vehicles on airfield must be lighted with Safety / Warning Lighting flashing yellow / white strobes, and operate with headlights on
- Confirm work plan and locations with Airport Manager during daily brief
- Daily brief and debrief to take place with Airport Manager &/or Airport Sponsor (Rod Hightower of OE Airports) covering all aspects of the Pavement Crack Repair project.

D) BID FORM

VRAA RFP 230710 AIRFIELD PAVEMENT CRACK REPAIR
LUMP SUM BID

Bidder's Business Name and Business Address:

_____

Phone No. _____

E-mail: _____

Contact Name: _____ Mobile Phone #: _____

SUBMITTED on Date: _____, 2023

BIDS DUE BY JULY 17, 2023 4:30 P.M.

State Contractors License No. (If Applicable)

County Contractors License No. (If Applicable)

Municipal Contractor License No. (If Applicable)

a) BIDDER'S REPRESENTATIONS

IN SUBMITTING THIS BID, BIDDER REPRESENTS THAT:

A. Bidder has examined and carefully studied the Bidding Documents, other related data identified in the Bidding Documents, and the following Addenda, Appendix, receipt of which is hereby acknowledged:

B. Bidder has visited the Site and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.

C. Bidder is familiar with and is satisfied as to all Laws and Regulations that may affect cost, progress, and performance of the Work.

D. Bidder has considered the information known to Bidder; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Bidding Documents; and the Site-related reports and drawings identified in the Bidding Documents, with respect to the effect of such information, observations and documents on (1) the cost, progress, and performance of the Work: (2) the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, including applying the specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents; and (3) Bidder's safety precautions and programs.

E. Based on the information and observations referred to in Title (Bidder's Representations) Bidder does not consider that further examinations, investigations, explorations, tests, studies, or data are necessary for the determination of this Bid for performance of the Work at the prices(s) bid and within the times required, and in accordance with the other terms and conditions of the Bidding Documents.

F. Bidder is aware of the general nature of work to be performed by Owner and other at the Site that relates to the Work as indicated in the Bidding Documents.

G. Bidder has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and the written resolution thereof by Engineer is acceptable to Bidder. (When applicable)

H. Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the Work for which this Bid is submitted.

b) BIDDERS CERTIFICATION

BIDDER CERTIFIES THAT:

A. This Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any collusive agreement or rules of any group, association, or corporation.

B. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid

C. Bidder has not solicited or induced any individual or entity to refrain from bidding; and

D. Bidder has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for the Contract. For the purpose of this "Bidder Certification".

1) "corrupt practice" means the offering, giving, receiving, or soliciting of any thing of value likely to influence the action of a public official in the bidding process;
2) "Fraudulent practice" means and intentional misrepresentation of facts made (a) to influence the bidding process to the detriment of Owner, (b) to establish bid prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;
3) "Collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish bid prices at artificial non-competitive levels; and
4) "Coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

c) BASIS OF BID

Bidder will complete the Work in accordance with the Bidding Documents for the following Price(s):

CONTRACTOR'S LUMP SUM BID: $ _____ USD

The Contractor shall provide unit prices in Excel Spreadsheet format when requested.

d) TIME OF COMPLETION

Bidder agrees that the Work will be substantially completed within 30 Calendar Days from Date of Notice to Proceed or date when Contract is awarded. Bidder accepts the provisions of the Agreements as to liquidated damages.

e) LIST OF PROPOSED SUBCONTRACTORS

f) LIST OF PROPOSED SUPPLIERS

g) THREE (3) REFERENCES FROM SIMILAR CUSTOMERS / PROJECTS

REFERENCES - 3 REQUIRED NAME, TITLE, TELEPHONE NUMBER & EMAIL from SIMILAR CUSTOMERS / PROJECTS

1. -

2. -

3. -

h) VENDOR'S SWORN STATEMENT PURSUANT TO LAWSUIT(S)

TO: Vermilion Regional Airport Authority

22633 N. Bowman Ave Ste. 1. Danville, IL. 61834

With reference to proposal KDNV-230710, the Undersigned states under oath as follows: (Check on one (1) box)

___ 1. The undersigned is not currently involved in any legal disputes or lawsuits; or

___ 2. The undersigned is not currently involved in a legal dispute, but is aware of pending or potential legal actions: or,

___ 3. The undersigned is involved with lawsuits, lititgation, or mediation(s). If so, will state and fully disclose the details of any and all lawsuits, litigation(s), or mediation(s) in your bid response pursuant to this RFP DKNV-230710

Dated: _____, 2023

VENDOR:

_____

NAME

BY:_____

SIGNATURE

EXECUTE AND RETURN WITH PROPOSAL

i) VENDOR'S SWORN STATEMENT PURSUANT TO IL. REV.STATS. CH 65

TO: Vermilion Regional Airport Authority

22633 N. Bowman Ave Ste. 1. Danville, IL. 61834

With reference to proposal KDNV-230710, the Undersigned states under oath as follows: (Check on one (1) box)

___ 1. The undersigned is not delinquent in the payment of any tax administered by the Illinois Department of Revenue; or

___ 2. The undersigned is delinquent in the payment of one or mare taxes administered by the Illinois Department of Revenue, but is contesting its liability for the tax or the amount of tax in accordance with the procedures established by the appropriate revenue Act: or,

___ 3. The undersigned is not considered delinquent in the payment of a tax because (i) it has entered into an agreement with the Illinois Department of Revenue for the payment of all such taxes due, and (ii) it is in compliance with the agreement.

Dated: _____, 2023

VENDOR:

_____

NAME

BY:_____

SIGNATURE

EXECUTE AND RETURN WITH PROPOSAL

j) NON-COLLUSION AFFIDAVIT

STATE OF: _____

COUNTY OF: _____

I, _____ Being first duly sworn

(Enter name of company official)

Deposes and says that, _____

(Name of firm for which affidavit is made)

The company submitting this proposal: that such proposal was not made in the interest of or on behalf of any undisclosed person, partnership, company, organization, or corporation: that such proposal is genuine and not collusive or sham, and that said company has not been party to any agreement or collusion among Suppliers or prospective Suppliers in restraint of freedom of competition by agreement to propose a fixed price, or otherwise, or to refrain proposing and has not, directly or indirectly, by agreement, communication or conference with anyone attempted to induce action prejudicial to the interest of the Vermilion Regional Airport Authority or of any Supplier or anyone else interested in the proposed contract.

SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ day of 2023,

_____

(Signature of Company Official)

EXECUTE AND RETURN WITH PROPOSAL

(E) CONTRACT

CONTRACT

THIS CONTRACT, made the _____ day of _____ 2023, is between the **VERMILION REGIONAL AIRPORT AUTHORITY,** an Illinois County government body, with it's principal offices at 22633 N. Bowman Ave. Ste 1. Danville, IL. 61834 hereinafter called the **"OWNER"**, and

_____

, a **CONTRACTOR** with principal offices located at:

_____

, hereinafter called the **"CONTRACTOR"**.

TERMS OF THE CONTRACT

THE TERMS OF THIS CONTRACT BETWEEN VERMILION REGIONAL AIRPORT AUTHORITY (OWNER) AND CONTRACTOR

_____ ARE THE FOLLOWING:
(Contractor Name)

A. The Contractor shall furnish all the materials, equipment and labor, and perform all of the work for the **"AIRFIELD PAVEMENT CRACK REPAIR"**. This is as shown by the contract Documents which are issued and described within the contents of this RFP of the General Conditions, and all in accordance with the terms therein described.

B. INDEMNIFICATION - Contractor agrees to hold harmless Vermilion Regional Airport Authority, Vermilion County, it's consultants, engineers and employees in any and all liability matters including errors and omissions.

C. In the event that there is any conflict between any provisions of the Contract Documents and the INSTRUCTION TO BIDDERS, the provisions of the former shall take precedence over the provisions of the latter.

D. TIME OF COMMENCEMENT AND COMPLETION. The work shall be commenced as soon as practically possible after receiving the Notice to Proceed and shall complete all work no later than AUGUST 17, 2023 unless schedule arrangements mutually agreed between OWNER, PAINTING CONTRACTOR AND CONTRACTOR.

E. CONTRACT SUM: Owner agrees to pay CONTRACTOR the total amount of: $_____ upon satisfactory completion of work and to the progress schedule(s) as outline below in section (F) less a 10% holdback upon completion of the final "punch list".

F. PAYMENT TERMS - Vermilion Regional Airport Authority will pay contractor under the following payment progress schedule:
- 20% of contract value upon Award Acceptance
- 20% upon completion of Runway 3/21 and Runway 16/34
- 20% upon completion of specified Taxiways and East Apron of Hangar #7
- 20% upon completion of South Hangars aprons and pavement
- 10% upon completion of “punch list”
- 10% Hold Back to be paid 90 days upon sign-off and acceptance of project complete

G. Requests for progress payments shall be submitted to the OWNER by the CONTRACTOR as each progress schedule is satisfactory completed, and not later than the last day of the current month. Invoices will be payable within 15 days of OWNER invoice approval.

H. PERFORMANCE BOND

- A Commercial Performance / Surety Bond shall be provided by CONTRACTOR for 100% of the Contract Award Lump Sum Value

I. CERTIFIED PAYROLL TO PREVAILING WAGE

- To IDOL Vermilion County Prevailing Wage Schedule
- Contractor Response will include the current Vermilion County IDOL Schedule

J. LATE PENALTIES

- $500 per calendar day late shall be charged to Contractor for each calendar day after August 17, 2023 EXCEPT for days that are not workable due adverse or unsafe weather conditions and as mutually agreed between OWNER and CONTRACTOR.

K. NOTARIZED AFFIDAVIT - stating Contractor is NOT involved in any lawsuits with third parties.

L. NOTARIZED AFFIDAVIT - stating Contractor is NOT delinquent on any tax liabilities Federal, State or County

M. WARRANTY OF WORKMANSHIP AND MATERIALS - Shall be 1 years from the completion date of this project and shall guarantee replacement of failed materials including all labor to remedy

N. GOVERNING LAW, VENUE, ASSIGNMENTS AND SUCCESSOR
- The CONTRACT shall be interpreted by and pursuant to the laws of the State of Illinois
- Any suit or action in respect to the CONTRACT shall be filed and defended in the state court located in Vermilion County, Illinois.
- Without the written agreement of VRAA, no assignment of any part or all of the CONTRACT (excepting the use of subcontractors and material suppliers in the usual course of business) shall be made by the CONTRACTOR, which does hereby bind itself, its successors and assigns (if permitted) thereto.
- Three (3) counterpart copies of this contract have been made and signed.

(F) CONTRACT ACCEPTANCE

OWNER:

VERMILION REGIONAL AIRPORT AUTHORITY (VRAA)
22633 N. Bowman Ave
Ste. 1
Danville, IL. 61834

By: _____

Gardner Peck, Chairman (acting)
VRAA Board of Commissioners

(SEAL)
ATTEST:

_____

CONTRACTOR:

_____

_____

By: _____

Title: _____

(SEAL)
ATTEST:

_____

It's: _____

(G) NOTICE OF AWARD & LETTER TO PROCEED - RFP KDNV-230710

_____ _____
CONTRACTOR NAME PRINCIPAL SIGNATURE

ADDRESS:

CONTACT:

FEIN Number:

BASE BID VALUE: _____

ALTERNATE BID #1 VALUE: _____

VRAA RFP KDNV-230710 DATE OF AWARD; _____

ACCEPTANCE BY VERMILION REGIONAL AIRPORT AUTHORITY (OWNER):

SIGNATURE: _____

NAME:

TITLE: Chairman (acting), Vermilion Regional Airport Authority

SUBMITTALS REVIEWED & APPROVED

SIGNATURE: _____

NAME: Rod Hightower

TITLE: Principal, OE Airports. VRAA FAA Registered Sponsor

SIGNATURE: _____

NAME: Tess Cook

TITLE: Manager, Vermilion Regional Airport

(H) W-9

(I) PERFORMANCE BOND: A Commercial Performance Bond is required to 100% of Contract Value

END

VERMILION REGIONAL AIRPORT AUTHORITY

REQUEST FOR PROPOSAL

RFP No. KDNV-230710

AIRFIELD PAVEMENT CRACK REPAIR

BIDS DUE: JULY 17, 2023 by 4:30 p.m.

APPROVED BY VRAA BOARD - JULY 10 , 2023

ADDENDUM # 1:

BASE BID CLARIFICATION - RUNWAYS, TAXIWAYS & APRONS

A. The Repair method for all Runways and Taxiways cracks will be routed and "Tip" method
B. Apron cracks will be routed where appropriate and can be either "Tip" or "Band Aid" provided the melt pot is not greater than 2 inches diameter.
C. Contractor to provide appropriate safety barriers, markers and lighting for taxiway and runway closures.
D. The Owner will provide and install lighted X, and Yellow X ground markers for runway closure in coordination with Contractor schedules

END

RFP MANAGED BY & QUESTIONS SENT TO:

Tess Cook, Airport Manager Vermilion Regional Airport
manager@vrairport.com
(859) 221-6827

SUBMITTALS

Bid Submittals must be in a sealed envelope with the following information on front of envelope:

Contractors Formal Business Name, Address, Contact Name and Telephone Number

And RFP No. KDNV - 230710