

SOLICITATION FOR QUOTES

Airfield Pavement Crack Sealing

(Calendar Year of Project)

PROJECT LOCATION:

(Airport Name)

QUOTES DUE BY:

(Date & Time Set by Airport)

CONTRACTOR (Herein referred to as "Bidder"):

(Contractor Submitting Quote)

DATE:

(Date Quote Submitted)

QUOTE SUBMITTED TO:

(Airport Authority/Owner Name)

(Street/Mailing Address)

(City, ND, ZIP)

1. The undersigned Bidder, being familiar with the local conditions affecting the cost of the work, proposes and agrees, if this Quote is accepted, to perform all Work as specified or indicated in the Specifications for the prices and within the times indicated in this Quote and in accordance with the other terms and conditions of the Specifications.
2. The Work shall be completed by the end of the calendar year for which the Quote is provided.
3. BID SCHEDULE

Item No.	Description	Estimated Quantity	Unit	Unit Price	Total
1.	Mobilization	1	L.S.	\$	\$
2.	Airside Traffic Control	1	L.S.	\$	\$
3.	Route, Clean, and Reseal Cracks with Hot Pour Sealant in Bituminous Pavement	[REDACTED]	L.F.	\$	\$
4.	Large Crack Repairs in Bituminous Pavement	[REDACTED]	L.F.	\$	\$
Total of All Bid Prices					\$

4. Bidder acknowledges that estimated quantities are not guaranteed and are solely for the purpose of comparison of Quotes, and final payment for all unit price Bid items will be based on actual quantities completed.

5. QUOTE SUBMITTAL INFORMATION AND SIGNATURE

Certificate Regarding Debarment and Suspension (Bidder or Offeror)

By submitting a quote under this solicitation, the bidder or offeror certifies that at the time the bidder or offeror submits its quote that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

Firm Name: _____

Signature: _____

By: _____

Title: _____

Telephone Number: _____

Official Address: _____

City, State, Zip: _____

SPECIFICATIONS

1. MOBILIZATION

Description

This item of work shall consist of, but is not limited to, work and operations necessary for the movement of personnel, equipment, material and supplies to and from the project site for work on the project except as provided in the contract as separate pay items.

Basis of Payment

Payment for "Mobilization" will be paid for at a lump sum price.

2. AIRSIDE TRAFFIC CONTROL

Description

It will be the Contractor's responsibility to provide the required runway closed markers, safety barricades, signs, delineator drums, and flashers on the airside area in accordance with AC 150/5370-2, Operational Safety on Airports During Construction. The cost of furnishing and maintaining runway closed markers, signs, flashers, barricades, drums and miscellaneous items shall be included in the item "Airside Traffic Control".

Basis of Payment

Payment for "Airside Traffic Control" will be paid for at a lump sum price. Payment will be for all labor, materials, installation and maintaining signing through the course of the work.

3. ROUTE, CLEAN, AND RESEAL CRACKS WITH HOT POUR SEALANT IN BITUMINOUS PAVEMENT

Description

This item shall consist of providing and installing resilient and adhesive joint sealing filler capable of effectively sealing joints and cracks in bituminous pavements.

The lengths shown on the plans and proposal are estimates for quote purposes. The actual quantity will be determined during construction.

The cracks with vertical depression greater than 3/4 inch and crack width greater than 1 inch across should be classified as large cracks and follow the requirements of a Large Crack Repair in Bituminous Pavement. If the Contractor anticipates actual quantities greater than 10 percent of the estimated quantity indicated on the request for quotes, the Contractor shall submit a letter to the Owner indicating the estimated additional quantity. Before proceeding with the extra work, the Contractor shall receive approval from the Owner in writing.

Materials

Joint sealing material shall meet the requirements of ASTM D6690 – Type II. Pre-approved materials include:

- a. Roadsaver 201 Sealant by Crafc0.
- b. Roadsaver 221 Sealant by Crafc0.
- c. Roadsaver 222 Sealant by Crafc0.
- d. Elastoflex 61 by Maxwell Products.
- e. Macseal 6690-2 by McAsphalt Industries Limited.
- f. 3405 by WR Meadows.
- g. CrackMaster 3405 by SealMaster

Each lot or batch of sealing compound 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 compound meets the requirements of this specification.

Construction Methods

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 joint sealing material. Do not apply sealant if moisture is observed in the joint.

Preparation of Joints

The word "crack" shall mean the same as joint, but shall be in reference to "crack sealing".

All cracks 1/8 inch or larger shall be routed 3/4 inch wide (plus or minus 1/8") by 3/4 inch deep and blown free of all debris with a high pressure air cleaning device maintaining a pressure of at least 75 PSI. High-pressure water will not be allowed for cleaning joints.

Should large cracks exist which would require excess amounts of sealer to fill, the Contractor shall mix clean sand with the sealer at a 1:1 portion or use an approved backer rod.

Cracks shall be filled to between 3/8" to 1/4" from the pavement surface with sealant. Any spilled sealant on the surface of the pavement shall be cleaned off prior to opening to aircraft use.

The entire pavement area where crack sealing has been performed shall be swept clean with an approved power broom after sealing is completed and prior to opening to aircraft use or prior to placing leveling course or seal coat. The debris collected shall be removed from the airport site.

Installation of Joint Sealant Material

The joint sealant shall be applied uniformly from bottom to top and shall be filled without formation of entrapped air or voids. A backing material shall be placed as shown on the plans and shall be both non-reactive and non-adhesive to the bituminous pavement or the sealant material. The heating kettle shall be an indirect heating type, constructed as a double boiler. A positive temperature control and mechanical agitation shall be provided. The sealant shall not be heated to more than 20 °F (-11 °C) below the safe heating temperature. The safe heating temperature can be obtained from the manufacturer's shipping container. A direct connecting pressure type extruding device with nozzles shaped for insertion into the joint shall be provided. Any sealant spilled on the surface of the pavement, structures and/or lighting fixtures, shall be removed immediately.

Method of Measurement

Route, Clean, and Reseal Cracks with Hot Pour Sealant in Bituminous Pavement shall be measured by the linear foot of crack sealing completed and accepted.

Routing of new un-routed cracks shall be incidental to the cost of sealing.

Basis of Payment

Payment for “Route, Clean, and Reseal Cracks with Hot Pour Sealant in Bituminous Pavement” will be made at the contract unit price per linear foot. The price shall be full compensation for furnishing all materials, for all preparation, delivering and placing of materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

4. LARGE CRACK REPAIRS IN BITUMINOUS PAVEMENT

Description

This item consists of repairs to large cracks in bituminous pavement. The method of repair and materials shall be as described.

The entire pavement area where large crack repairs have been performed shall be swept clean with approved vacuum broom type equipment. The debris collected shall be removed from the airport site (incidental to other costs).

The lengths shown on the plans and proposal are estimates for quote purposes. The actual quantity will be determined during construction.

The cracks with vertical depression greater than 3/4 inch and crack width greater than 1 inch across should be classified as large cracks. If the Contractor anticipates actual quantities greater than 10 percent of the estimated quantity indicated on the request for quotes, the Contractor shall submit a letter to the Owner indicating the estimated additional quantity. Before proceeding with the extra work the Contractor shall receive approval from the Owner in writing.

Materials

Large crack repair material shall meet the requirements of ASTM D8260 – Type I or Type II. Pre-approved materials include :

- a. Mastic One by CrafcO.
- b. Mastic One Type 2 by CrafcO.
- c. CrackMaster Mastic Black by Seal Master.
- d. Level and Go Repair Mastic by Deery Pavement Preservation Products.
- e. GAP-Mastic B by Maxwell Products.
- f. GAP-Mastic C by Maxwell Products.
- g. GAP-Mastic MOD 201 by Maxwell Products.
- h. SAMIscreeed by FPT Infrastructure.

Construction Methods

Materials shall be applied in accordance with the manufacturer’s instructions.

Apply only to clean, sound, dry surfaces. All areas must be clean from dust, debris and loose joint sealant. All areas to be repaired shall be blown with dry, oil free compressed air. Should compressed air not sufficiently prepare the surface, additional cleaning procedures such as sweeping with a stiff or wire bristle broom or by routing.

Cracks to be repaired shall be routed to the size as indicated in the details provided and applied to joint thickness exceeding 3/4 inch.

Crack repair material shall be applied at least six (6) inches beyond each side of the crack repair to sound pavement surfaces. The repaired surface shall match existing pavement surface within 1/8 inch when a 4-foot straightedge is placed perpendicular across the crack repair. For deep applications, the crack repair material shall be applied in two lifts. Crack repair material shall not be overworked.

Method of Measurement

The quantity of Large Crack Repairs in Bituminous Pavement to be paid for shall be measured by the number of linear feet of crack repair completed and accepted. The crack repair shall include all joint cleaning, removal and disposal of waste materials, crack and joint routing and miscellaneous items necessary to satisfactorily perform the repair.

Sawcutting shall not be measured for payment.

Basis of Payment

Payment shall be made at the contract unit price per linear foot for Large Crack Repairs in Bituminous Pavement. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

Sawcutting shall be incidental and no payment will be made.