RESOLUTION NO. 2022-WW

A RESOLUTION OF THE TOWN OF EATONVILLE, WASHINGTON, AWARDING A BID FOR AIRFIELD PAVEMENT MAINTENANCE AT SWANSON FIELD TO C.R. CONTRACTING, LLC

WHEREAS, the Town of Eatonville has been awarded a grant from the Washington State Department of Transportation Airport Aid Program in the amount of $60,787.42 to be used for Airfield Pavement Maintenance at Swanson Field; and

WHEREAS, the Town of Eatonville solicited bids to complete this work and the lowest responsible bid was C.R. Contracting, LLC in the amount of $59,247.00; the total amount of the bid after tax is $63,986.76; and

WHEREAS, the financial impact to the Town will be $3,199.34 after the grant is received; now, therefore;

THE TOWN COUNCIL OF THE TOWN OF EATONVILLE, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

THAT: The Town Council approves, and the Mayor is authorized to execute on behalf of the Town, a Small Works Construction Contract with C.R. Contracting, LLC, not to exceed $63,986.76, as outlined in the Bid Sheet attached hereto as Exhibit A.

PASSED by the Town Council of the Town of Eatonville and attested by the Town Clerk in authentication of such passage this 12th day of September 2022.

_____
David Baublits, Mayor

ATTEST:

_____
Miranda Doll, Town Clerk

Request for bids

Crack Sealing & Bituminous Surface Treatment

Swanson Airfield, Eatonville WA

For the Town of Eatonville

Background information:

- Location - - East of 525 Airport Road East
- Agency - - Town of Eatonville
  - address - mailing: P.O. Box 309
    Eatonville, WA 98328

    City Hall: 201 Center Street W.
- Airport Manager - John Henricks,
  - Phone – - (253) 888-0929
  - E-mail - - acposition5@eatonville-wa.gov
  - Duties - air traffic safety
- Engineering - Seth Boettcher
  - Phone - (253) 307-8749
  - E-mail - sboettcher@eatonville-wa.gov
  - Duties - contract management
- Project needs to meet WSDOT Standard Specification requirements.

SCOPE

- Coordination with the Airport Manager and the Town Engineer at a kick off pre-construction meeting
- High pressure air blowing of cracks in the asphalt
- Sweep the runway
- Fully fill the cracks with as per wsdot standard specification 5-03
- Sweep the runway
- Check weather, schedule and get approval to fog seal from Town of Eatonville and Airport Manager
- Fog seal airport according to wsdot standards 5.02
- Repaint and Stripe the airport runway (bid alternate)

Safety: Access to the airport will only be allowed at the times coordinated through and with John Henricks, The airport Manager.

Provide: Submittal specifications for the crack seal material sealant according to WSDOT Standard Specification: SS 5-03.3(2)A Table.

SS 5-02.3(2)B Seal Coats • New Construction – The surfacing needs to be dampened, trimmed, and rolled to provide a uniform grade and cross section according to the plans. Surface soft spots need to be excavated and repaired with the same type of surfacing material. The amount of water applied needs to be the optimum amount necessary to tighten the surfacing enough to minimize its porosity and absorption of the first application of emulsified asphalt. Traffic should not be allowed on the prepared finished surfacing. • Existing Roadway – Prior to the first application of emulsified asphalt, the Project Inspector shall ensure that the existing surface is broomed clean and that holes and breaks are patched as required. Inspect the existing surface carefully over the length of the job, noting the surface characteristics of the roadway, so that the rate of application of emulsified asphalt best suited to the conditions can be determined. Document varying conditions and plan to vary the application of emulsified asphalt accordingly. Areas of the roadway showing failure caused by soft Subgrade or poor drainage must be removed to correct the cause of the failure. Open or porous paved surfaces, particularly on recently constructed bituminous pavements found in the area to be treated, the Project Inspector shall require the application of a fog seal to be applied before construction of the seal coat. If fog seal is not shown on the Plans, inform the Project Engineer so that a supplemental agreement may be reached with the Contractor. The Project Inspector is responsible to see that a newly constructed bituminous surface be allowed the required time for curing before allowing construction of the seal coat over the affected area

5-03 Crack and Joint Sealing GEN 5-03.1 General Instructions Crack sealing is one of the most cost-effective methods of pavement preservation. Joint sealing is required anywhere there is a joint including between different surface types, at bridge ends, and between PCCP panels. Joint sealing helps restrict the infiltration of water into the Subgrade and prevents incompressible material from entering the joint causing spalling when the joint closes up during warmer conditions. The Project Inspector should ensure the proper material has been selected for the application. For bituminous pavements the material must follow the selection table in SS 5-03.3(2)A. Material selection depends on whether the sealant is used in a crack or a joint. Furthermore, if sealing cracks, there are different materials depending on the size of the crack and if there will be any additional surfacing materials placed over the crack after sealing. Placing Hot Mix Asphalt over the top of a crack sealed with Hot Poured Sealant can cause bumps. Different types of crack and joint sealant material are required for use with Cement Concrete Pavements; see SS 9-04.2. A properly constructed crack or joint seal will adhere to the sides of the crack or joint and flex with the thermal expansion and contraction of the pavement. To ensure proper adhesion the crack or joint will be properly prepared in accordance with SS 5-03.3(1)B and the Work should be done under the proper weather conditions, see SS 5-03.3(1)A. Review the Standard Specifications and manufacturer's installation instructions to identify any additional weather or preparation requirements specific to the material being used and the type of pavement being sealed, and the handling, heating, and storage requirements. When filling cracks or joints the Project Inspector should be aware that in some situations the sealant may settle requiring the Contractor to return to top off the sealant material. The sealant material should also be confined to the crack or joint minimizing any sealant on the pavement surface. Hot Applied Joint Sealants often remain tacky after placement. When the cool tires roll over the hot HMA mix, the mix tends to stick to the tires, and is "picked" up from the mat on to the tires. Project Inspectors should watch for picking when the pavement is opened to traffic

Bidder: C.R. Contracting, LLC
64435 Strickler Ave. Ste. 100
Bend, OR 97703

BID SHEET

TITLE	QUANTITY	Lump sum	TOTAL
CRACK SEAL	600 – 800 lineal feet	1	$4,950.00
Fog Seal	140,000 sq. ft.	1	$48,222.00
TOTAL-	-	-	$53,172.00
Restripe [**this is a bid alternate**]	Restore existing pavement marking	1	$6,075.00

WSST will be added to the bid if applicable.

The bidder is herby advised that by signature of this proposal he/she is deemed to have acknowledged all requirement and signed will sign all certificates required in the bid information sent

Signature of Authorized Officials

Proposal must be signed , Russell Davis

Written, Russell Davis, for C.R. Contracting, LLC

signed , _____

written, _____

This proposal form is not transferable and any alteration of the firm's name entered hereon without prior permission from the Town of Eatonville, will be cause for considering the proposal irregular and subsequent rejection of the bid.