



**Wilmington International Airport (ILM)
REQUEST FOR PROPOSALS
AIRFIELD PAINTING & CRACK SEALING**

Airport Authority

F. Spruill Thompson
Chairman

Nick Rhodes
Vice-Chairman

Thomas Wolfe
Secretary

Julia Olson-Boseman

Faison G. Sutton

Jason Thompson

W. Lee Williams

Airport Director

Jeffrey Bourk, A.A.E.

ADDENDUM #1

Issue Date: January 17, 2023

Issued By: Granseur Dick, PE, CM
Deputy Airport Director – Operations & Facilities

1.0 PURPOSE OF THIS ADDENDUM

The New Hanover County Airport Authority (Authority) is issuing this Addendum to address a change in bid opening date and in response to inquiries to the Request for Proposals (RFP) for Airfield Painting & Crack Sealing.

2.0 GENERAL INSTRUCTIONS

This Addendum constitutes an integral part of the RFP and is to be read in conjunction with the RFP. Unless specifically changed by this Addendum, all other requirements and terms of the RFP remain unchanged. It is the responsibility of all responsive firms to indicate acknowledgement of this Addendum in their cover letter and modify their proposals accordingly.

3.0 MATERIAL CHANGES TO THE RFP

1. Due Date Extension- The Bid Opening date has been extended to Thursday, January 26th at 4:30 PM EST. Bids will be opened and read aloud promptly at this time. Any proposal received after this time and will be returned to proposer.

4.0 QUESTIONS OF THE RFP

1. "What is the scope of the touch-up work required for years 2 & 4?"
Response: Scope includes work identified by on-site inspections performed ahead of Years 2 & 4 work, but can generally be expected to include those areas that receive high-use including rubber removal and/or restriping of runway centerlines, touchdown zones and other high traffic areas.
2. "Will there be any requirement for paint removal, and if so, what locations and what is the estimated square footage?"
Response: Paint removal shall be anticipated as part of this scope. General areas include removal of green paint associated with an airfield hotspot located between TWY F and A. Other airfield areas may

Wilmington
International Airport
1740 Airport Blvd., Ste. 12
Wilmington, NC 28405

910.341.4333

flyilm.com



require paint removal to ensure durable quality application of new markings. ILM recommends all proposers perform visual inspection to determine level of confidence on quantity and is available to escort.

3. "Elaborate on scope of runway rubber removal- as adequate for new markings or full-scale runway removal?"
Response: Rubber removal will be as required for preparation of airfield painting only.
4. "Will friction testing be required in association with rubber removal?"
Response: No.
5. "When was the last PCI performed on the airfield?"
Response: Full airfield PCI test last performed in 2018, but primary runway (6-24) was performed in October 2022. Test results may be provided by written request.
6. "What is the age of the airfield pavement?"
Response: Airfield pavement ranges in age from 14 to 21 years. Runway 6-24 is the oldest.
7. "What ramps are included in the scope of the work?"
Response: There are no ramp markings included in the current scope of work. Current work scope extends to cover all airfield movement area markings including non-movement area boundary markings. Airport may include ramp markings each year as a change order at the established unit prices.
8. "Are water hydrants available for use by painting contractor?"
Response: Yes.
9. "Will Contractor be required to obtain water meter for any use of water during painting operations?"
Response: No.
10. "Is there a suitable location on site to properly dispose of water blasting debris and gray water?"
Response: The Airport does not have any specialized area. Contractor will be responsible for ensuring all environmental regulations regarding painting operations are met.
11. "Who is responsible for performing runway closures?"
Response: Airport staff will perform closure activities including NOTAM issuance and erection of ILM owned runway X's.



12. "Will low profile barricades be provided for contractor use?"
Response: The Airport can provide a limited number of barricades.
13. "Will escorts be provided?"
Response: Yes.
14. "Will badging or airfield driver training (and associated fees) be required?"
Response: No.
15. "Will laydown areas be provided?"
Response: Yes.
16. "What is the estimated linear footage of cracks that need to be sealed?"
Response: Cracks are typical for asphalt airfield paving ranging between 14 and 21 years of age. No known measurements exist. Airport recommends site inspection.
17. "What percentage of the cracks are virgin cracks?"
Response: Unknown. Airport recommends site inspection.
18. "Where on the airfield requires crack seal?"
Response: Primarily both runways, but taxiways may require crack seal as well. Airport recommends site inspection.
19. "What is the annual budget?"
Response: Annual airfield marking budget has ranged from \$75,000 to \$175,000 over recent years for "as-needed" markings. CY 2023 will be the first year that the Airport has instituted a "full airfield marking" approach.
20. "What type of paint and beads are required?"
Response: Type 2 paint, Type 1 beads.
21. "Is it the intention of the airport that annual work be completed in one mobilization?"
Response: Yes. Contractor will only be requested to return if markings are deemed insufficient or incorrect by FAA inspector, requiring restriping.