

**INVITATION TO BID
for
Airport Improvements**

To Include: **“Replace Runway 23 PAPI and REIL” at Houlton International Airport, Houlton, Maine”.**

Sealed bids for Airport Improvements at the Houlton International Airport will be received by the **Town Manager, or designated representative, at the Houlton Town Office, 21 Water Street, Houlton, Maine,** until **Thursday, March 26, 2026 at 1:00 p.m.,** local time, at which time and place all bids will be publicly opened and read aloud. Bids submitted after this time will not be accepted. Bids shall be submitted in a sealed envelope clearly marked **“Replace Runway 23 PAPI and REIL, Houlton International Airport, Houlton, Maine, AIP No. 3-23-0024-TBD-2026”.**

The proposed work may include but is not necessarily limited to: Removal of the existing 2-box PAPI system and REIL system including all associated foundations and electrical wire and conduit. Construction of the new navigational aids will include new foundations, new conduit, new wiring, and new PAPI and REIL. The new PAPI system will be constructed on the opposite side of the runway and the project will also include a new paved access road for the new PAPI system.

Prospective bidders are strongly encouraged to attend a pre-bid project information meeting scheduled for **Thursday, March 12, 2026 at 1:00 p.m.,** local time at the Airport Terminal Building, 5 Terminal Drive, Houlton, Maine.

All Requests for Information (RFI’s) must be submitted no later than Monday, March 23, 2026 at 5:00 p.m. to the Engineer, using airport.bids@stantec.com email address.

Electronic (PDF) copies of the drawings, specifications, and contract documents may be obtained from the office of Stantec Consulting Services Inc., by e-mailing Stantec at airport.bids@stantec.com for an electronic copy, at no charge. The email subject line must include “Houlton International Airport – Replace Runway 23 PAPI and REIL.”

Bid security in the amount of at least five percent (5%) of the total bid must be submitted with the Bid. The bid security may be either a certified check or a proposal guaranty bond executed by a surety company authorized to do business in the State of Maine. Bid security shall be made payable to the Town of Houlton. Late bids, unsigned bids, faxed bids, or bids submitted without security will not be considered.

The successful bidder must furnish a 100 percent Performance Bond, and a 100 percent Labor and Materials Payment Bond, and begin execution of this contract within five (5) calendar days following the Notice to Proceed.

Construction under this contract will be funded by Federal Grant under the Airport Improvement Program (AIP) and/or Airport Infrastructure Grant (AIG) and will be subject to all applicable requirements of the U.S. Department of Transportation / Federal Aviation Administration and the Maine Department of Transportation. Award of all contracts will be contingent upon receipt of Federal funding under AIP and/or AIG. 95 percent of the project is funded by the Federal Aviation Administration, 2.5 percent is funded by the Maine Department of Transportation, and 2.5 percent is funded by other sources.

The contractor must comply with federal contract provisions including the Buy American Preference requirements of 49 USC § 50101, Order 14005, and BABA for all AIP funded projects that require materials that are or consists primarily of iron, steel or manufactured goods and construction material, Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq), the Davis-Bacon Act (40 USC §§

3141-3144, 3146, and 3147), Debarment and Suspension certification, Lobbying and Influencing Federal Employees certification, and requirements for Procurement of Recovered Materials.

TITLE VI SOLICITATION NOTICE

As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21) including amendments thereto, the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, genetic information, in consideration for federal financial assistance. The Department’s and FAA’s Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

DISADVANTAGED BUSINESS ENTERPRISE

The requirements of 49 CFR Part 26 including any amendments thereto apply to this contract. It is the policy of the Town of Houlton to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR Part 201, et seq, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers. The Contractor has full responsibility to monitor compliance to the referenced statute or regulation. The Contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

TRADE RESTRICTION CERTIFICATION

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror –

- 1) is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);
- 2) has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- 3) has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of

changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR § 30.17, no contract shall be awarded to an Offeror or subcontractor:

- 1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR; or
- 2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR list; or
- 3) who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The Contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration (FAA) may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS)

The Bidder or Offeror certifies that they are aware of and comply with relevant Federal statutes and regulations, including those from the Federal Aviation Administration (FAA), for operating unmanned aircraft systems (UAS) in accordance, and in compliance with all related requirements in the FAA Reauthorization Act of 2024 (Public Law 118-63), section 936 (49 U.S.C. § 44801 note).

Contractor warrants that all UAS operations will be conducted in full compliance with all applicable Federal Aviation Administration (FAA) regulations, including but not limited to 14 CFR Part 107, and any other applicable local, state, or Federal laws and regulations.

Sponsors and subgrant recipients cannot use AIP grant funds to enter into, extend, or renew a contract related to covered unmanned aircraft systems (UAS). This includes both procurement and operational contracts, as well as contracts with entities that operate such systems.

The Town of Houlton reserves the right to reject any and all proposals, to waive any technical or legal deficiencies, and to accept any bid that it may deem to be in the best interest of the Town of Houlton and the Houlton International Airport.

By:
TOWN OF HOULTON

Nancy Ketch, Interim Town Manager