

ADDENDUM NO. 1
TO THE CONSTRUCTION DOCUMENTS FOR THE
2018 AIRFIELD IMPROVEMENTS
BOCA RATON AIRPORT
BOCA RATON, FLORIDA
Project funded by:

FEDERAL AVIATION ADMINISTRATION (FAA)
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

JUNE 26, 2018

PAGE 1 of 1

TO: ALL HOLDERS OF CONTRACT DOCUMENTS

- a. Your attention is directed to the following which may include interpretations of, changes in, and additions to the Contract Specifications and Plans for the above-named project at Boca Raton Airport, Boca Raton, Florida.
- b. This Addendum is part of the Contract Documents and Plans, and the bidders are required to acknowledge receipt of this Addendum in the space provided below.

This addendum includes the following (See Attachments):

- 1. **PRE-BID MEETING (1 Page)**
The Pre-Bid Conference Meeting Minutes, Q&A (attachments Phasing Plans and Sign in Sheet)
- 2. **Contractor Question (3 Pages)**
- 3. **Bid Form and Attachments (79 Pages)**
Entire Document re-issued as a PDF
MS Excel Spreadsheet and PDF of Bid Form posted for Contractors convenience
Notes: **SCHEDULE 2 LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR** and **SCHEDULE 3 STATEMENT OF GOOD FAITH EFFORTS** were replaced. The replacement Sections have more sheets than the previous version. Since these Sections are repeated multiple times for each Base Bid and Additive Bid, the page numbers of the **Bid Form and Attachments** Section changed. Hence the entire **Bid Form and Attachments** is re-issued.

NOTE: Sign and Return Addendum No. 1 Cover with Bids

Acknowledged: _____ Signature of Bidder

Name of Bidder: _____ Date: _____

END OF ADDENDUM NO. 1



MEETING MINUTES

Pre-Bid Conference
for
2018 Airfield Improvements
Widen Taxiways F and P4 Fillets - Schedule A Base Bid
Relocate Connector Taxiway B - Schedule B Base Bid
Replace Runway 5-23 PAPI Equipment - Schedule C Base Bid
Rejuvenate and Remark Runway 5-23 - Schedule D Base Bid
Relocate Connector Taxiway C - Additive Bid 1
Rejuvenate and Remark Taxiway P and Connectors - Additive Bid 2
at
Boca Raton Airport

Task 55 and 56

PROJECT FUNDED BY:

Federal Aviation Administration
Florida Department of Transportation
and
Boca Raton Airport Authority

Wednesday, June 20, 2018
11:00 AM
Boca Raton Airport

The meeting was started at 11:05 am. The Agenda was reviewed. See Sign In Sheet for list of attendee's.

1. INTRODUCTIONS

2. OWNER OF PROJECT

Boca Raton Airport Authority (BRAA)

Boca Raton Airport Authority
Boca Raton, Florida 33431
Phone: (561) 391-2202
Fax: (561) 391-2238

Executive Director
Deputy Director

Clara Bennett
Scott Kohut

3. AIRPORT'S GENERAL CONSULTANT

Ricondo & Associates, Inc.
1000 NW 57th Court, Suite 920
Miami, FL 33126-3511
Phone: (305) 260-2727
Fax: (305) 260-2728

Project Manager George Garcia (ggarcia@ricondo.com)

4. DESIGN TEAM

AIRFIELD CIVIL ENGINEER

American Infrastructure Development (AID)
37 North Orange Avenue, Ste. 500
Orlando, Florida 32801
Tel: 407-906-6611
Mark Jansen (mjansen@aidinc.us)
Eric Bain (ebain@aidinc.us)

AIRFIELD ELECTRICAL ENGINEER

Hillers Electrical Engineering, Inc.
23257 State Road 7, Ste. 100
Boca Raton, FL 33428
Tel: 561-451-9165
Fax: 561-451-4886

Amy Champagne (achampagne@hillersee.com)
James Kappes (jkappes@hillersee.com)

5. SUBMITTAL DATE

Friday, July 6, 2018 at 2:00 pm, Local Time
Boca Raton Airport (BCT)
903 NW 35th Street
Boca Raton, Florida 33431
Attn: Travis Bryan, Operations Manager
Phone: (561) 391-2202 x210

Bid proposals must be submitted on the forms provided by BRAA and accompanied by a bid security in the form of a certified check, cashier's check, money order or a bid bond, submitted on the form provided, in favor of BRAA in the amount of not less than five percent (5%) of the bid price. Bidders are required to submit three (3) sealed copies of their Bid with all required documentation, complete.

6. BID DOCUMENTS - Information regarding the RFP will be available on the Boca Raton Airport website www.bocaairport.com/allbids. To request electronic copies of the Construction Documents, email Travis Bryan at the email address above.

- Project Manual (Invitation to Bid, Instruction to Bidders, Bid Documents, Contract Documents and Technical Specifications)
- Drawings (69 Sheet Set)

7. PROJECT DATA

If all Schedules are authorized, the project includes:

- 2,075 SY of Airfield Pavement Demolition,
- 570 SY of 2" Asphalt Milling,
- Demolition of 17 Airfield Signs and 67 Taxiway Edge Lights,
- 4,600 CY of P-152 Unclassified Excavation,
- 4,820 SY of 12" Thick P-211 Limerock Base Course,
- Installation of 17 new L-125 Airfield Signs,
- 14 New Panels in Existing Airfield Signs,
- 79 new LED Elevated Taxiway Edge Light with Base Cans in Earth,
- 1,200 Tons of P-401 Asphalt,
- 152,230 SY of P-608 Sealcoating,
- 273,670 SF of P-620 Pavement Marking,
- 1,630 CY of Topsoil, 11,695 SY of Sod,
- Remove 2 existing PAPI Equipment and Pedestal and Install 2 New LED PAPI System Installed on Existing Base and New Maintenance Pad.

7.1. Bid Form

The project Bid Form is comprised of six (6) separate schedules. Each Schedule is comprised of lump sum and unit price line items.

- Widening Taxiways F and P-4 Fillets (Schedule A Base Bid),
- Relocating Connector Taxiways B (Schedule B Base Bid),
- Replacing Runway 5-23 PAPI Equipment with new LED Equipment (Schedule C Base Bid)
- Rejuvenating and Remarketing Runway 5-23 (Schedule D Base Bid).
- Relocating Connector Taxiways C (Additive Bid 1)
- Rejuvenate and Remark Taxiway P and Connectors (Additive Bid 2).

Mobilization

- No Specific Mobilization Period is provided.
- All Mobilization activities including Shop Drawing Submittal to the Engineer on Long Lead Items like Airfield, Lights, Airfield Signs and PAPI Equipment shall be addressed within the Contract Time allotted. No additional time will be given. Failure to complete the project within the time frame given due to materials not being manufactured and arriving on site in time, will not be grounds to relieve the Contractor of Liquidated Damages.

Allowance Accounts

- Schedule A: L-125-5.7- Allowance Account: Modify Existing Airfield Lighting Control System, Complete (\$15,000).
- Schedule A: L-126-5.7- Allowance Account: New Lumacurve Sign Panels For Existing Lumacurve Signs Per Sign (\$15,000).
- Schedule C: L-125-5.7- Allowance Account: Two New Runway 4 Box L-880(L), Style A, PAPI LED System (Voltage Driven), Complete (\$40,000).

The Bid Form Schedules are found on sheets BF5.1 to BF5.10 of the Bid Form documents.

The Basis for Award will be determined as described on the Bid Form documents:

The Basis of Award will be the lowest responsive and responsible bid for Schedules chosen by BRAA based on available funding. BRAA at a minimum, intends to authorize Schedule A Base Bid, Schedule B Base Bid, Schedule C Base Bid and Schedule D Base Bid. However, this intended minimum is not guaranteed and BRAA reserves the right to select any combination of schedules for award.

7.2. **SAFETY AND SECURITY** – Security badges are required to operate on the Airport Operations Area (AOA). Cost per badge is \$25 dollars per badge and shall be considered incidental to the work bid.

7.3. **GENERAL NOTES** – REVIEW ALL NOTES. THE FOLLOWING ARE FROM SHEET G002
2. THE CONTRACTOR IS RESPONSIBLE FOR STAKING THE CONSTRUCTION SITE PRIOR TO START OF CONSTRUCTION. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCY BETWEEN THE DESIGN DRAWINGS AND FIELD CONDITIONS. COST OF CONSTRUCTION STAKING AND MEASUREMENTS SHALL BE INCLUDED IN THE UNIT PRICE FOR MOBILIZATION.

3. THE QUANTITIES SHOWN ON THE BID DOCUMENTS ARE APPROXIMATE AND ARE FOR THE SOLE PURPOSE OF COMPARING BIDS. THE CONTRACTOR SHALL BE PAID FOR ACTUAL QUANTITIES MEASURED IN THE FIELD AND APPROVED BY THE OWNER.

4. THE CONTRACTOR SHALL PERFORM HIS/HER OWN QUANTITY TAKE OFF PRIOR TO ORDERING MATERIALS. ANY DISCREPANCY BETWEEN BID QUANTITY AND MEASURED QUANTITY SHALL BE IDENTIFIED TO THE RESIDENT PROJECT REPRESENTATIVE, IMMEDIATELY. ORDERING INSUFFICIENT MATERIALS SHALL NOT BE SUFFICIENT GROUNDS FOR EXTENDING THE CONTRACT TIME TO AVOID LIQUIDATED DAMAGES. THE CONTRACTOR SHALL NOT BE REIMBURSED FOR OVER ORDERING OF MATERIALS BASED ON BID SCHEDULE QUANTITIES.

8. CONTRACT TERM AND SCHEDULE

8.1 Construction Schedule

Administrative Activities Period	0	Calendar Days
Notice to Proceed – NTP (Start of Construction Work)	0	Calendar Days
Phase 1 to 6	120	Calendar Days
<u>Substantial to Final Completion</u>	<u>10</u>	<u>Calendar Days</u>
Total (Calendar Days are Cumulative)	130	Calendar Days

Administrative Activities Period (Included in allotted time)

- Quality Control Plan
- Safety Plan
- **Submittals for Long Lead Items**
- Detailed CPM Schedule with Critical Milestones

Contractor Schedule Milestone Requirements (include but not limited to)

- Complete Phases/Schedules 1 to 6 in 120 Calendar Days
- Complete Punch Lists and Demobilize within 10 Calendar Days

8.2 Liquidated Damages

LIQUIDATED DAMAGES:

COMPLETION TYPE	CALENDAR DAYS	LIQUIDATED DAMAGES FOR DELAY
Administrative Period	20 days from issuance of Administrative Notice To Proceed	
	Daily Taxiway Opening	\$500 per hour
	Daily Runway Opening*	\$500 every 15 minutes or portion thereof thereafter
	Reschedule FAA PAPI Flight Check due to New Equipment Failure	\$25,000 per occurrence
Substantial Completion**	120 days from issuance of the Construction Notice to Proceed	\$500 per day
Final Completion	10 days from achievement of Substantial Completion	\$250 per day

* Example Daily ~~Runway~~ Opening Liquidated Damages: 18-minute delay in opening will result in \$1,000 in Liquidated Damages being assessed. Delays will be measured using an Owner/ Resident Project Representative provided clock. Contractor may inspect the clock at the beginning of each work period for accuracy. The Contractor shall accept the time provided by the clock regardless of Contractors inspection.

** Substantial Completion shall be the Completion of all work except final pavement markings.

9. DBE AND FEDERAL REQUIREMENTS

- DBE Goal: 24.67%
- Federal Contract Provisions
 - Goals for minority participation for each trade: 22.4%
 - Goals for female participation in each trade: 6.9%
- Davis Bacon Wage Rates

10. CONTRACTOR STAGING AREA

1. A Contractor Equipment Storage Area is provided for inside Gate 1. This area is subject to Jet Blast.
2. A Contractor Material and Stockpile Area will be available provided at the project site, outside Gate 1. Boca Raton Airport Authority (BRAA) assumes no responsibility for security of areas used for daily contractor employee parking and material storage outside of the Airport Operations Area (AOA).

11. PERMIT FEES

Contractor shall file Notice of Intent to Florida Department of Environmental Protection (FDPE) for ALL Permits and Licenses required for the Construction Work (SWPPP).

12. PROJECT SPECIFIC ISSUES AND ITEMS OF WORK:

- All work at night
- No drop off's to be left in work zone as Runway and Taxiways will be active during Contractor non-work hours.
- Burrowing Owl Mitigation: Schedule, Coordination, and Remediation

13. CLARIFICATIONS/REQUESTS FOR INFORMATION

All questions pertaining to design and construction must be in writing. E-mail all questions to: Boca Raton Airport Authority (BRAA), Travis Bryan, Operations Manager at travis@bocaairport.com (cc: Scott Kohut, Deputy Director scott@bocaairport.com). **Last date to submit questions is Wednesday June 27, 2018, 5:00 PM EST.**

14. ADDENDA:

- Last Day for Contractor Clarifications/Questions: Wednesday June 27, 2018, 5:00 PM
- Issue Final Addenda: Friday June 29, 2018, 5:00 PM

15. PROJECT PRESENTATION

Airfield Civil Development – Eric Bain, American Infrastructure Development

- Phasing Plan
 - Mr. Bain reviewed the Phasing Plans. The following Items were discussed:
 - Sheet G100- Noted the Staging and Stockpile areas, nightly placement and end of work shift removal of low-profile barricades and general Project Schedule.
 - Sheet G101 to G105- Phasing for each of the six (6) work schedules was noted. The placement of low-profile barricades and taxiway closure designation X's to remain in-place during daytime operations/non-work hours was addressed. Contractor work hours are at night from 9 pm to 7 am when the airport is closed. The placement of lighted runway X's was also discussed. The Contractor will be responsible for providing its own lighted X's and for all maintenance (light bulb replacement, fueling and other maintenance) during construction.
 - Sheet G106- No more than a 3-inch drop-off is allowed in the work zone during non-work hours. The Contractor shall provide a 5% max grade within the work zone.
 - Tom Sims with H.L. Pruitt requested clarification on the shop drawing process. He expressed concern that the electrical materials (base cans, lights, PAPI's etc.) would take 8 to 12 weeks to get shop drawings approved, materials ordered and delivered. Mr. Garcia noted that the Contractor could install conduit and duct banks ahead of light cans, etc.

Site Electrical – Amy Champagne, Hillers Electrical Engineering

- Phase 1-3 Electrical Requirements
 - Taxiway connectors will be renamed and the existing signs repaneled accordingly.
 - New taxiway edge lights, conduits and conductors will be installed in the relocated and widened connectors
 - The relocated taxiway connectors will require the graphic for the existing Airfield Lighting Control System to be updated.
- Phase 4 Electrical Requirements
 - 2-New LED PAPI Systems will be installed on the existing concrete bases, and the circuitry intercepted. The existing bases will have a concrete housekeeping pad installed around them to protect from mowers.
 - Mr. Sims asked who will be responsible for the FAA Flight check of the PAPIs. Mr. Bain explained that BRAA will arrange and pay for the initial FAA Flight Check. However, if the PAPIs fail the flight check due to installation issues, there is a \$25,000 liquidated damage to be charge to the Contractor for rescheduling the flight check.

16. OPEN DISCUSSION

- Jason Corby with Axtells Inc. asked whether the seal coating of the runway and taxiways could be done simultaneously. Mr. Bryan responded that as long the Contractor paced its work to be completed (including cure time/ready for aircraft traffic) by 6 am and open the airport by 7 am with no exceptions.
- Mr. Garcia stated that not all markings need to be installed as temporary markings prior to opening. The runway designation and threshold should be installed at a minimum. Other marking (runway edge and centerline) could be NOTAMed out for a day or two. During construction, the final determination of necessary temporary markings will be made by BRAA prior to the start of marking and seal coating operations.
- Mr. Bryan stated that there are fire hydrants along Airport Road that the Contractor could rent a meter from the City and connect to for water.

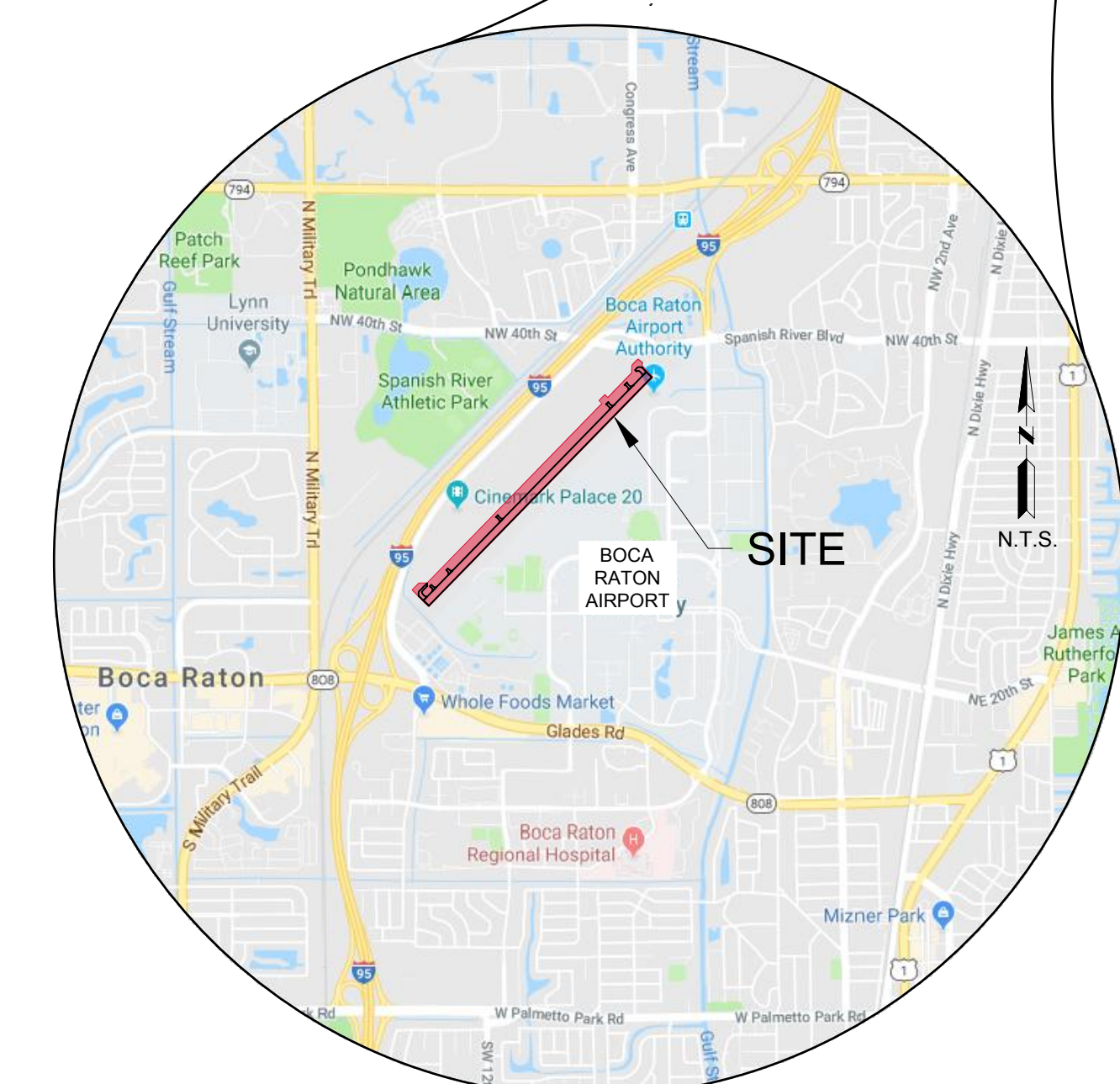
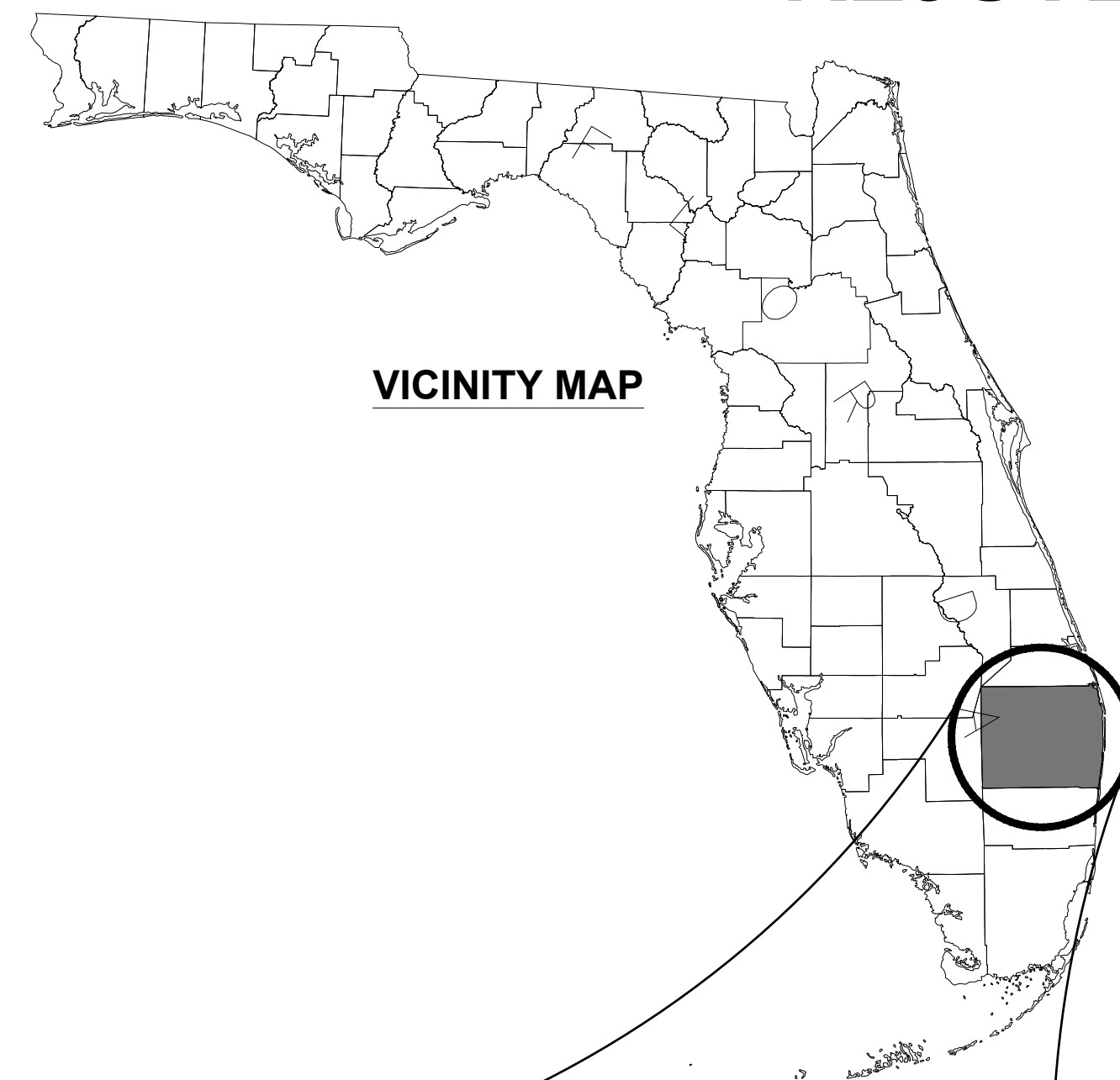
The meeting was closed at 12:05 pm. Some attendees were take on site visit.

BOCA RATON AIRPORT AUTHORITY

CONSTRUCTION PLANS FOR

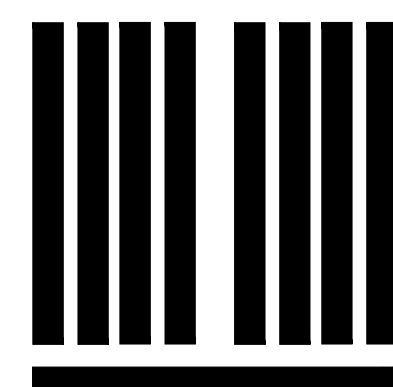
2018 AIRFIELD IMPROVEMENTS

- WIDEN TAXIWAYS F AND P4 FILLETS - SCHEDULE A BASE BID
- RELOCATE CONNECTOR TAXIWAY B - SCHEDULE B BASE BID
- REPLACE RUNWAY 5-23 PAPI EQUIPMENT - SCHEDULE C BASE BID
- REJUVENATE AND REMARK RUNWAY 5-23 - SCHEDULE D BASE BID
- RELOCATE CONNECTOR TAXIWAY C - ADDITIVE BID 1
- REJUVENATE AND REMARK TAXIWAY P AND CONNECTORS - ADDITIVE BID 2



ISSUED FOR BID
JUNE 6, 2018

PREPARED BY:



**RICONDO
& ASSOCIATES**
1000 NW 57TH COURT
SUITE 920,
MIAMI, FL 33126
OFFICE: 305-260-2727
FAX: 305-260-2728



**AMERICAN
INFRASTRUCTURE
DEVELOPMENT, INC.**
3810 NORTHDAL BLVD. STE. 170
TAMPA, FL 33624
OFFICE: 813-374-2200
JOB No. RIC15032
FLORIDA CERT. OF
AUTHORIZATION 28731

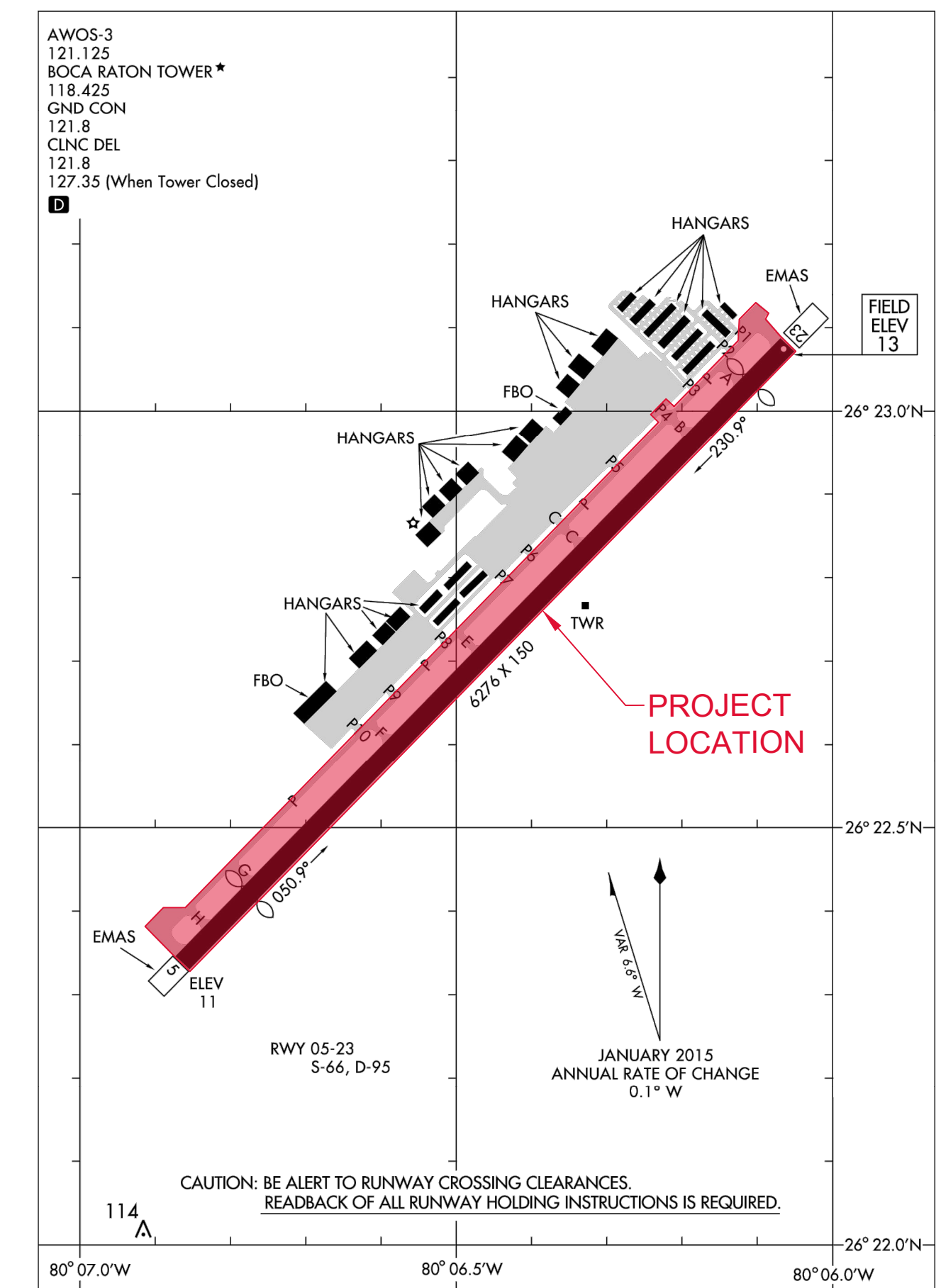
IN ASSOCIATION WITH:

**HILLERS ELECTRICAL
ENGINEERING, INC.**
23257 STATE ROAD 7, SUITE 100
BOCA RATON, FLORIDA 33428
(561) 451-9165
(561) 451-4886 FAX
LICENSE NO: EB 0006877

ERIC R. BAIN, P.E.
P.E. # 59252
ENGINEER OF RECORD:
(AIRFIELD CIVIL)

JAMES W. KAPPES, P.E.
P.E. # 71499
ENGINEER OF RECORD:
(AIRFIELD ELECTRICAL)

FAA AIP NO.: X-XX-XXXX-XXX-XXXX
FAA AIP NO.: X-XX-XXXX-XXX-XXXX
FDOT PROJECT NO.: 437594-1-94-01
FDOT PROJECT NO.: 4379566-1-94-01
FDOT PROJECT NO.: 437982-1-94-01

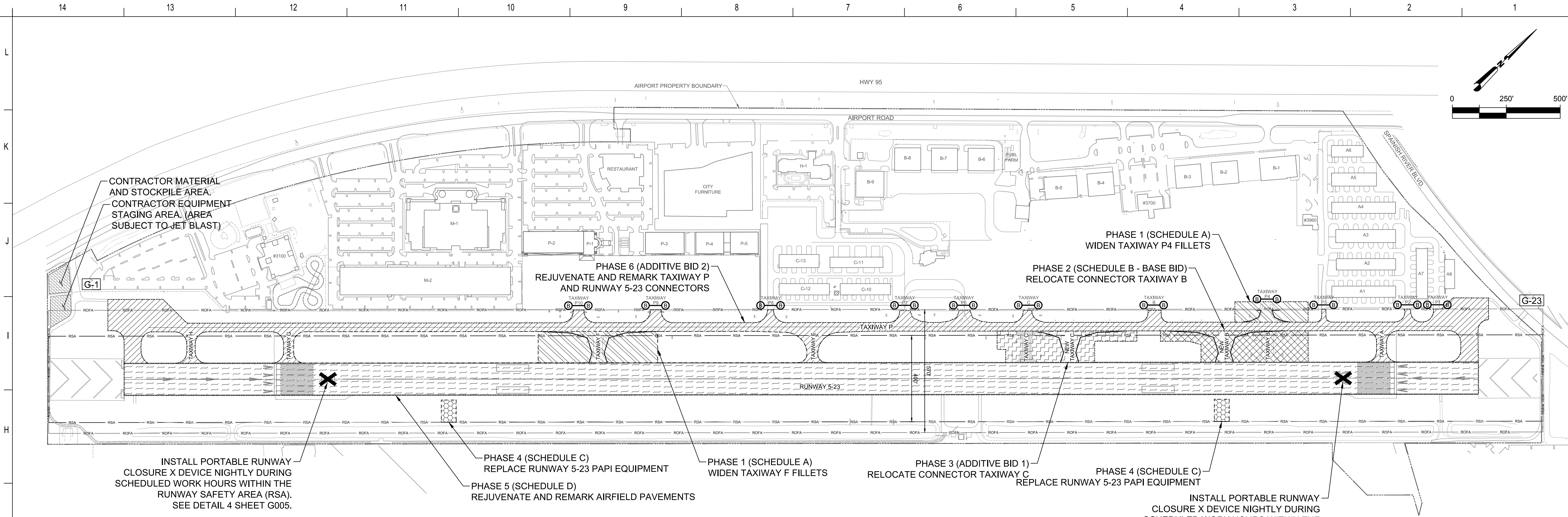


COVER SHEET

G001

Submitted: ISSUED FOR BID Issue Date: JUNE 6, 2018

FILENAME: G:\1-PROJECTS\BCT\NRIC18036-TW_F-C-B_1.mpr\03-DRAWINGS\WIP\A\RIC18036-G100-OVERALL PHASING PLAN.dwg PLOT DATE: 2018-06-06
 2018 Airfield Improvements Page 11 of 107 Addendum No. 1





BOCA RATON AIRPORT



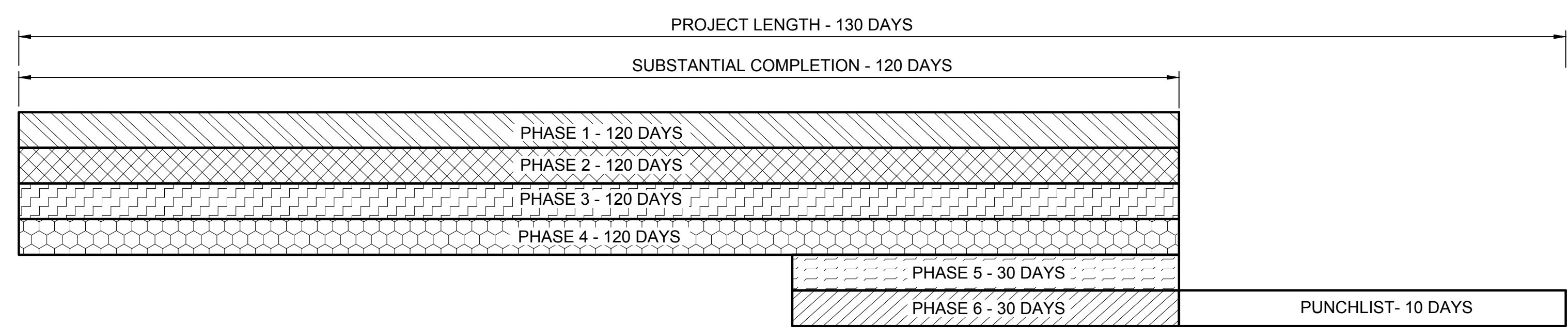
RICONDO & ASSOCIATES

RICONDO & ASSOCIATES, INC.
 1000 N.W. 57TH COURT, SUITE 920
 MIAMI, FL 33126-3511
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AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.

3810 NORTDALE BLVD, SUITE 170
 TAMPA, FL 33624
 OFFICE: 813-374-2200
 FL LICENSE C.A. No: 28731



PHASING NOTES

- SCHEMATIC PHASING PLANS ARE SHOWN HEREIN TO GIVE CONTRACTOR A GENERAL IDEA OF THE SEQUENCING OF WORK AND REQUIREMENTS FOR EACH ELEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL CREATE AND SUBMIT FOR APPROVAL HIS/HER OWN CONSTRUCTION PHASING PLAN SHOWING SPECIFIC DATES/DURATIONS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR'S PHASING PLAN SHALL FOLLOW THE GUIDELINES SET HEREIN, INCLUDING ADHERING TO APPROVED BARRICADE LOCATIONS AND HAUL ROUTES. ALL DAYS SHOWN ARE CALENDAR DAYS.
- SEE SHEETS G101 THRU G105 FOR SPECIFIC REQUIREMENTS FOR EACH PHASE OF WORK.
- COORDINATE WITH BOCA RATON AIRPORT AUTHORITY (BRAA) AS SOON AS NOTICE OF AWARD IS ISSUED SO THAT BADGING, VEHICLE DECALS AND OTHER PERMITS CAN BE OBTAINED IN A TIMELY MANNER. BRAA WILL MAKE EVERY EFFORT TO ACCOMMODATE THE CONTRACTOR BUT FAILURE TO OBTAIN BADGING AND OTHER PERMITS WILL NOT BE REASONS FOR WAIVER OF LIQUIDATED DAMAGES.
- SUPPLY A COMPLETE AND DETAILED CONSTRUCTION SCHEDULE BASED ON THE FOLLOWING PHASING REQUIREMENTS TO THE RESIDENT PROJECT REPRESENTATIVE FOR REVIEW AND APPROVAL BEFORE ANY CONSTRUCTION ON SITE CAN BEGIN.
- A SPECIFIC MOBILIZATION PERIOD IS NOT INCLUDED IN THE PROJECT SCHEDULE. THE CONTRACTOR SHALL PLAN HIS/HER WORK SO THAT ALL MOBILIZATION ACTIVITIES, INCLUDING SHOP DRAWING SUBMITTALS ARE PREPARED AND SUBMITTED TO THE ENGINEER IN A TIMELY MANNER SO THAT THE PROJECT CAN BE COMPLETED IN THE ALLOTTED TIME FRAMES. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR LONG LEAD ITEMS LIKE AIRFIELD SIGNS AND PAPI'S AS SOON AS POSSIBLE.
- SEE SHEET G006 FOR RUNWAY AIRSPACE PROTECTION DETAILS.
- THE BOCA RATON AIRPORT WILL BE IN OPERATION DURING THE DAY. COORDINATION OF WORK WITH BOCA RATON AIRPORT AUTHORITY (BRAA) AND THE RESIDENT PROJECT REPRESENTATIVE IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS. OPERATION OF THE AIRPORT IS OF THE UTMOST IMPORTANCE. WHEN THERE IS A CONFLICT BETWEEN OPERATION OF THE AIRPORT AND CONSTRUCTION, OPERATION OF THE AIRPORT WILL HAVE PRIORITY. ALL COORDINATION WILL OCCUR THROUGH THE RESIDENT PROJECT REPRESENTATIVE.

- PROJECT WORK HOURS ARE MONDAY - FRIDAY, 9 PM TO 7 AM, UNLESS OTHERWISE APPROVED. COMPLETE EACH NIGHT'S WORK AND PERFORM CLEAN UP OPERATIONS TO THE SATISFACTION OF THE RESIDENT PROJECT REPRESENTATIVE AND BRAA. THE CONTRACTOR MAY REQUEST TO WORK OUTSIDE OF THESE HOURS IF AT LEAST 48 HOURS NOTICE IS PROVIDED. IT IS AT THE SOLE DISCRETION OF THE RESIDENT PROJECT REPRESENTATIVE AND BRAA TO ALLOW WORK OUTSIDE OF THE REGULAR PROJECT HOURS. HOWEVER, BRAA SHALL HAVE THE RIGHT TO ADJUST PROJECT WORK HOURS DEPENDING ON FLIGHT SCHEDULES, EMERGENCIES OR DELAYS.
- AIRFIELD PAVEMENT THAT HAS BEEN CLOSED FOR CONSTRUCTION SHALL NOT BE RE-OPENED UNTIL THAT PAVEMENT IS INSPECTED AND APPROVED BY THE RESIDENT PROJECT REPRESENTATIVE.
- THE CONTRACTORS CONSTRUCTION TRAILER SHALL BE PLACED SO THAT IT IS 10' MIN. CLEAR OF ALL OBJECTS INCLUDING AOA FENCE.
- TEMPORARY PAVEMENT MARKINGS SHALL BE APPLIED TO SEAL COAT AND ON NEW ASPHALT AS SOON AS POSSIBLE AND IN ACCORDANCE WITH SEAL COAT AND PAINT MANUFACTURER RECOMMENDATIONS. FINAL PAVEMENT MARKINGS SHALL BE STARTED 10 DAYS AFTER FINAL SEAL COAT PLACEMENT AND 28 DAYS AFTER NEW ASPHALT PLACEMENT, RESPECTIVELY.
- SCHEDULE FOR SUBSTANTIAL COMPLETION SHALL BE IN ACCORDANCE WITH THE SCHEDULE SHOWN ABOVE. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE ENOUGH MEN AND EQUIPMENT TO SUBSTANTIALLY COMPLETE THE TOTAL PROJECT IN THE TIME FRAMES ALLOWED TO AVOID LIQUIDATED DAMAGES. AN ADDITIONAL 15 DAYS WILL BE ALLOTTED BEYOND SUBSTANTIAL COMPLETION FOR THE CONTRACTOR TO TOTALLY COMPLETE ALL PUNCHLIST WORK ITEMS.
- SUBSTANTIAL COMPLETION OF PHASES INCLUDES ALL PAVING, ELECTRICAL AND GRADING WORK NECESSARY TO OPEN THAT RESPECTIVE PHASE UP TO AIR TRAFFIC. ALL PAINTING, ELECTRICAL, PAVING AND SODDING MUST BE IN PLACE WITHIN THE LIMITS OF THE SAFETY AREA FOR A PHASE TO BE CONSIDERED SUBSTANTIALLY COMPLETE.
- THE CONTRACTOR SHALL ADHERE TO THE CONTRACT DAYS PER PHASE AND TO THE TOTAL CONTRACT NUMBER OF DAYS AS PROVIDED HEREIN. REFER TO THE BID FORM SECTION OF THE PROJECT MANUAL FOR THE SCHEDULE OF LIQUIDATED DAMAGES.
- LOW PROFILE BARRICADES SHALL BE PLACED AS SHOWN ON G1XX SERIES SHEETS. DEPICTION ON PLANS IS FOR VISUAL PURPOSES. EXACT NUMBER OF BARRICADES NEEDED AT EACH LOCATION SHALL BE BASED ON MAXIMUM ALLOWED SPACING BETWEEN 10 FOOT LONG BARRICADES AS SPECIFIED ON NOTE 7, OF DETAIL 2 ON SHEET G005. THE BARRICADE PLACEMENT SHOWN ABOVE IS REQUIRED FOR NIGHTLY CLOSURE TO PREVENT AIRCRAFT FROM ENTERING THE WORK ZONE FROM THE APRONS. SEE SHEETS G101 TO G105 FOR DAY TIME BARRICADE PLACEMENT.

WORK DESCRIPTION

- PHASE 1 (SCHEDULE A): THIS PHASE INCLUDES ALL WORK REQUIRED TO WIDEN TAXIWAY F AND TAXIWAY P4 FILLETS.
- PHASE 2 (SCHEDULE B, BASE BID): THIS PHASE INCLUDES ALL WORK REQUIRED TO RELOCATE TAXIWAY B.
- PHASE 3 (ADDITIVE BID 1): THIS PHASE INCLUDES ALL WORK REQUIRED TO RELOCATE TAXIWAY C.
- PHASE 4 (SCHEDULE C): THIS PHASE INCLUDES ALL WORK REQUIRED TO REPLACE RUNWAY 5-23 PAPI EQUIPMENT.
- PHASE 5 (SCHEDULE D, BASE BID): THIS PHASE INCLUDES ALL WORK REQUIRED TO REJUVENATE AND REMARK RUNWAY 5-23.
- PHASE 6 (ADDITIVE BID 2): THIS PHASE INCLUDES ALL WORK REQUIRED TO REJUVENATE AND REMARK TAXIWAY P, ITS CONNECTORS AND RUNWAY 5-23 CONNECTORS.

LEGEND

- AIRPORT PROPERTY LINE
- PROJECT LIMITS
- PHASE 1 (SCHEDULE A)
- PHASE 2 (SCHEDULE B)
- PHASE 3 (ADDITIVE BID 1)
- PHASE 4 (SCHEDULE C)
- PHASE 5 (SCHEDULE D)
- PHASE 6 (ADDITIVE BID 2)
- SECURITY GATE
- NIGHTLY LOW PROFILE BARRICADE PLACEMENT

Comm No.:	Commission No.
R & A Project No.:	17-04-0988
Drawn by:	YZY
Design by:	ERB
Checked by:	MCJ
AID Project No.:	RIC 18038

Revision Schedule		
No.	Description	Date

2018 AIRFIELD IMPROVEMENTS

BOCA RATON AIRPORT
 BOCA RATON, FL 33431

OVERALL PHASING PLAN

G100

Submital: Issue Date:
 ISSUED FOR BID JUNE 6, 2018

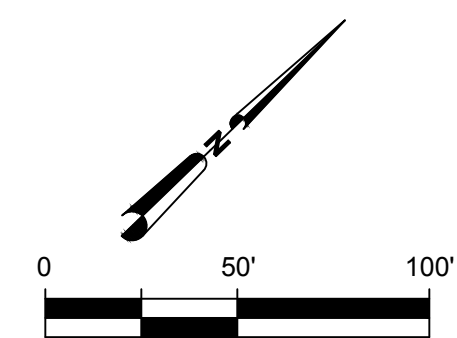
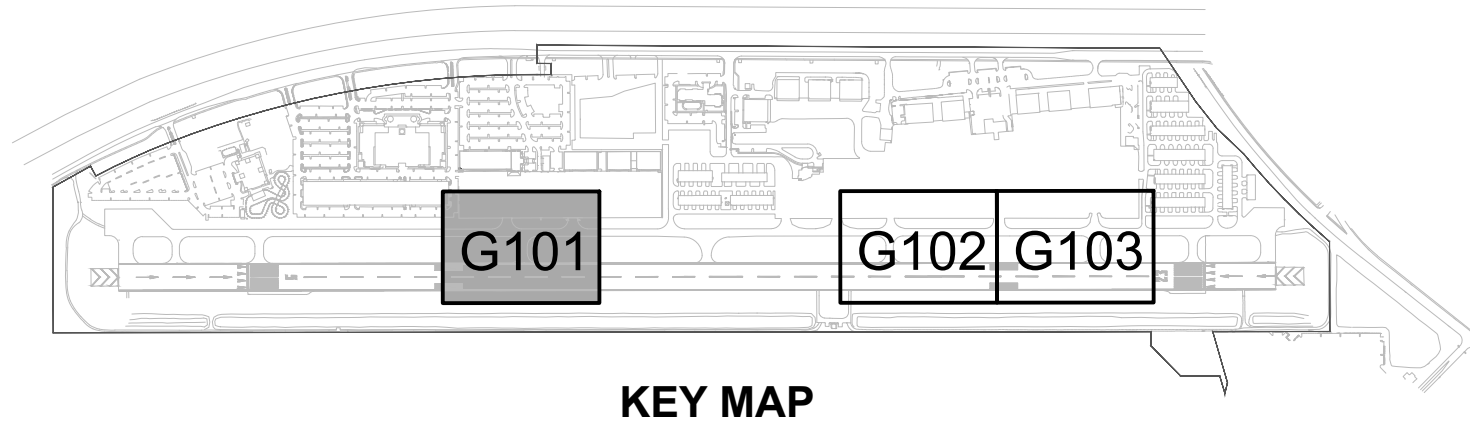
PHASING NOTES

PHASE 1 - WIDEN TAXIWAY F AND TAXIWAY P4 FILLETS

1. ALL WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 9 PM AND 7 AM WHEN THE RUNWAY IS CLOSED.
2. CONTRACTOR ACCESS TO THE AOA DURING THIS PHASE WILL BE VIA GATE #1. SEE SHEET G103 FOR TAXIWAY P4 WORK AREA.
3. OPEN TRENCHES (OR EXCAVATIONS GREATER THAN 3 INCHES) ARE NOT PERMITTED WITHIN THE TAXIWAY SAFETY AREA (TSA) OR THE RUNWAY SAFETY AREA (RSA) WHILE THE TAXIWAY OR RUNWAY IS OPEN. IF POSSIBLE, BACKFILL TRENCHES BEFORE THE TAXIWAY OR RUNWAY IS OPENED TO AIR TRAFFIC AT 7 AM.
4. IF THE TAXIWAY OR RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS WITH STEEL PLATES OF SUFFICIENT THICKNESS THAT IT CAN SUPPORT THE WEIGHT OF A GULFSTREAM 650 TAXIING FULLY LOADED (100,000 LB DUAL WHEEL LOAD). COVERINGS FOR OPEN TRENCHES MUST BE DESIGNED TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING TO CROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.
5. INSTALL TAXIWAY CLOSURE DESIGNATION PER DETAIL 3 SHEET G005 AND LOW PROFILE BARRICADES AS SHOWN BELOW ON TAXIWAYS THAT WILL REMAIN CLOSED DURING DAY TIME HOURS WHEN THE RUNWAY IS OPEN.
6. COVER EXISTING AIRFIELD DIRECTIONAL SIGNS TO TAXIWAY F AND TAXIWAY P4 WHILE THESE TAXIWAYS ARE CLOSED. RELOCATE OR REPLACE EXISTING SIGNS, SIGN PANELS AND TAXIWAY EDGE LIGHTS AS SPECIFIED ON THE ELECTRICAL PLANS. NOTE THAT ALL ELECTRICAL WORK REQUIRED UNDER THIS PHASE IS NOT ENCOMPASSED BY THE PROJECT LIMITS SHOWN. SEE ELECTRICAL PLANS FOR LIMITS OF ELECTRICAL WORK.
7. ALL SIGN PANEL REPLACEMENT WORK SHOWN ALONG TAXIWAY P AND ITS CONNECTORS TO THE APRON SHALL BE PERFORMED UNDER THIS SCHEDULE.
8. THE CONTRACTOR SHALL INSTALL LOW PROFILE BARRICADES NIGHTLY AS SHOWN ON SHEET G100 AT EVERY TAXILANE TO PREVENT AIRCRAFT FROM ENTERING THE WORK ZONE.
9. SEE NOTE 16 SHEET G100 REGARDING THE REQUIRED NUMBER OF LOW PROFILE BARRICADES.

LEGEND

- PROJECT LIMITS
- ▨ PHASE 1 (SCHEDULE A)
- ↔ CONTRACTOR HAUL ROUTE
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- ① LOW PROFILE BARRICADE
- G-1 SECURITY GATE

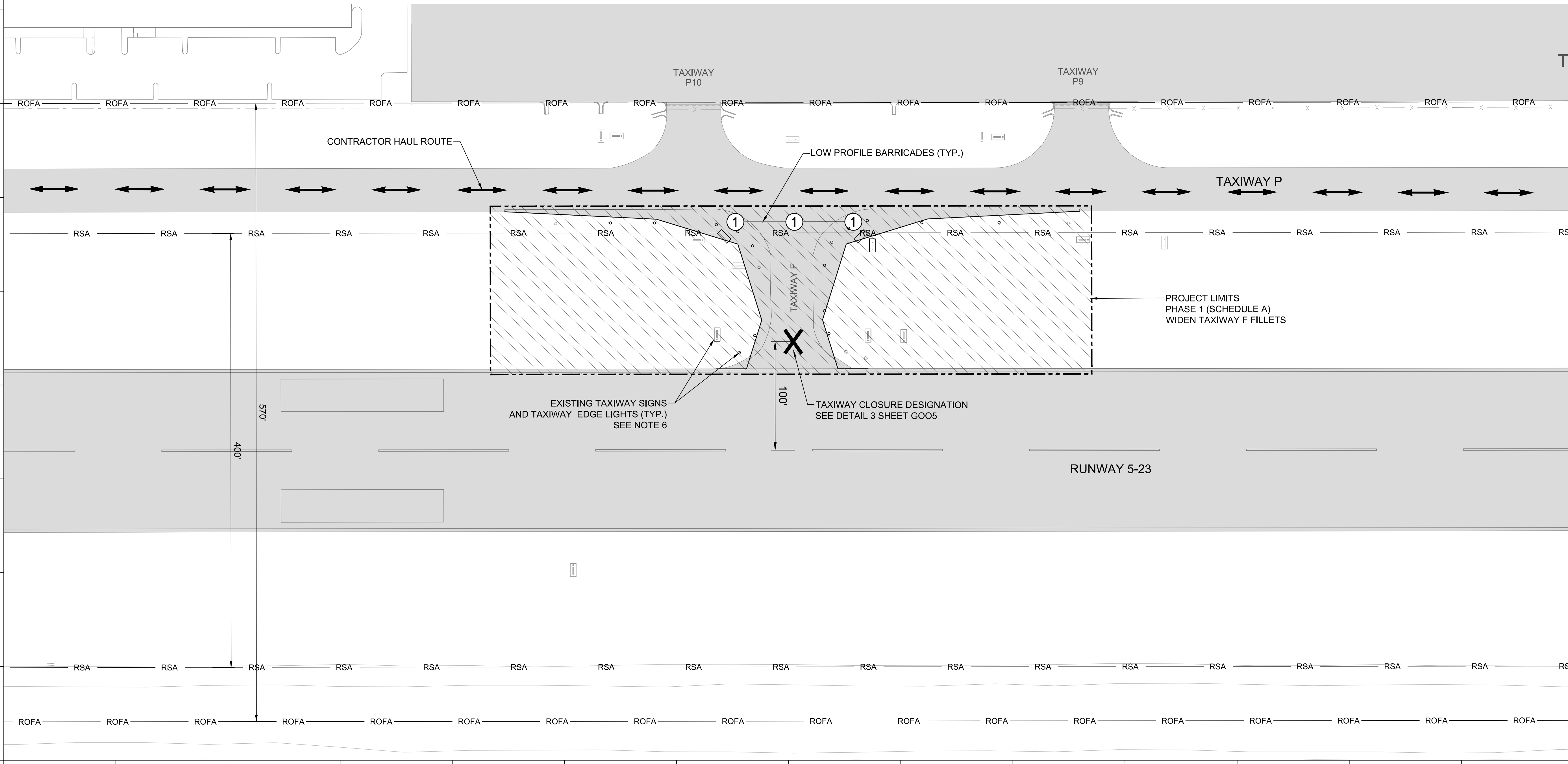


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FILENAME: G:\1-PROJECTS\BCT\RIC18036-TW_F-C-B_I.mpr\03-Drawings\WP\R\C\18036-G101-G103-PHASING PLAN.dwg PLOT DATE: 2018-06-06



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R & A Project No.:	17-04-0988
drawn by:	YZ
design by:	ERB
checked by:	MCJ
AID Project No.:	RIC 18038

Revision Schedule		
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2018 AIRFIELD IMPROVEMENTS

BOCA RATON AIRPORT
 BOCA RATON, FL 33431

PHASING PLAN (PHASE 1)

G101

Submital: ISSUED FOR BID
 Issue Date: JUNE 6, 2018

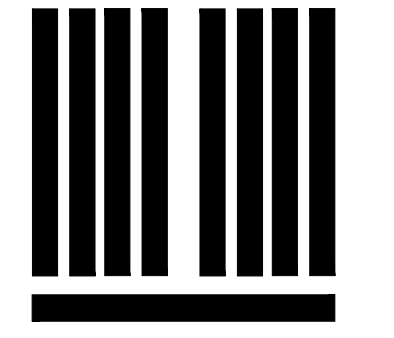
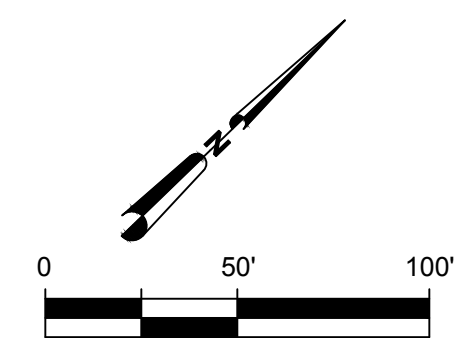
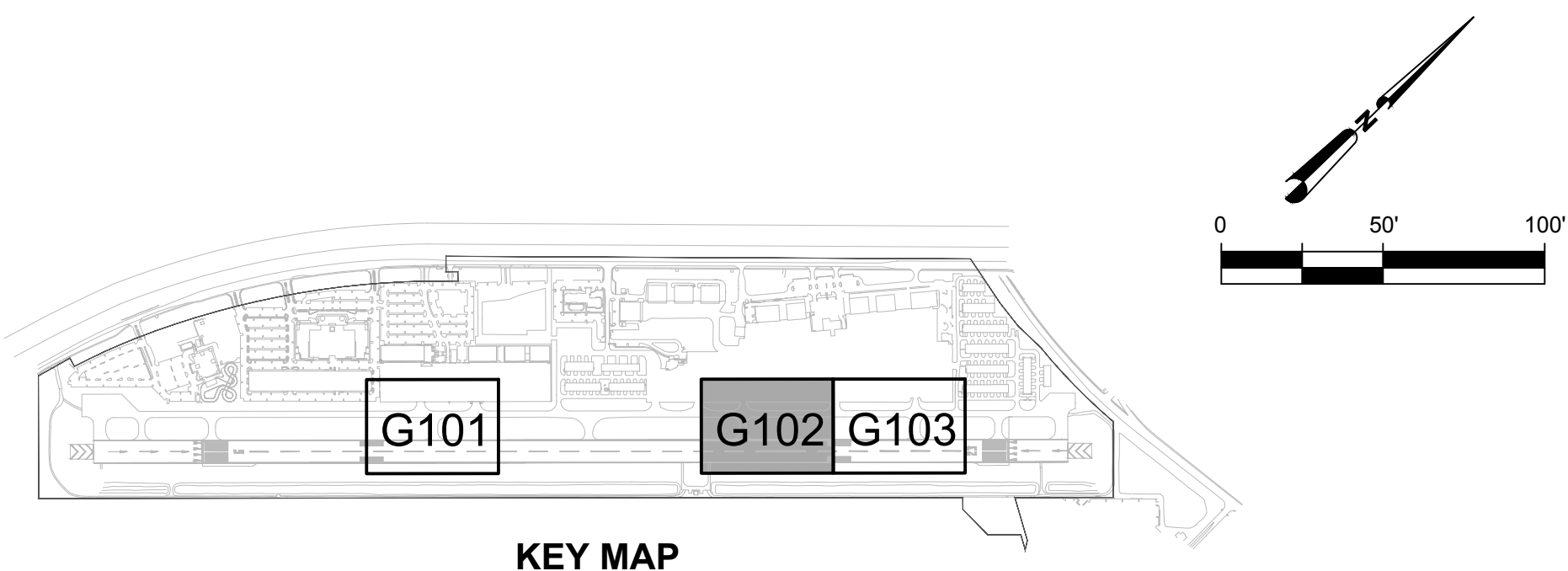
PHASING NOTES

PHASE 3 - RELOCATE CONNECTOR TAXIWAY C (ADDITIVE BID 1)

- ALL WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 9 PM AND 7 AM WHEN THE RUNWAY IS CLOSED.
- CONTRACTOR ACCESS TO THE AOA DURING THIS PHASE WILL BE VIA GATE #1.
- OPEN TRENCHES (OR EXCAVATIONS GREATER THAN 3 INCHES) ARE NOT PERMITTED WITHIN THE TAXIWAY SAFETY AREA (TSA) OR THE RUNWAY SAFETY AREA (RSA) WHILE THE TAXIWAY OR RUNWAY IS OPEN. IF POSSIBLE, BACKFILL TRENCHES BEFORE THE TAXIWAY OR RUNWAY IS OPENED TO AIR TRAFFIC AT 7 AM.
- IF THE TAXIWAY OR RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS WITH STEEL PLATES OF SUFFICIENT THICKNESS THAT IT CAN SUPPORT THE WEIGHT OF A GULFSTREAM 650 TAXIING FULLY LOADED (100,000 LB DUAL WHEEL LOAD). COVERINGS FOR OPEN TRENCHES MUST BE DESIGNED TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING TO CROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.
- INSTALL TAXIWAY CLOSURE DESIGNATION PER DETAIL 3 SHEET G005 AND LOW PROFILE BARRICADES AS SHOWN BELOW ON TAXIWAYS THAT WILL REMAIN CLOSED DURING DAY TIME HOURS WHEN THE RUNWAY IS OPEN.
- TAXIWAY CLOSURE MARKER AND LOW PROFILE BARRICADES SHALL BE INSTALLED ON EXISTING TAXIWAY C UNTIL IT IS DEMOLISHED. WHEN THE NEW TAXIWAY C IS CONSTRUCTED, THE TAXIWAY CLOSURE MARKER AND LOW PROFILE BARRICADES WILL BE INSTALLED UNTIL THE TAXIWAY IS OPENED FOR AIRCRAFT OPERATIONS.
- COVER EXISTING AIRFIELD DIRECTIONAL SIGNS TO TAXIWAY C WHILE IT IS BEING RELOCATED. RELOCATE OR REPLACE EXISTING SIGNS, SIGN PANELS AND TAXIWAY EDGE LIGHTS AS SPECIFIED ON THE ELECTRICAL PLANS. NOTE THAT ALL ELECTRICAL WORK REQUIRED UNDER THIS PHASE IS NOT ENCOMPASSED BY THE PROJECT LIMITS SHOWN. SEE ELECTRICAL PLANS FOR LIMITS OF ELECTRICAL WORK.
- THE CONTRACTOR SHALL INSTALL LOW PROFILE BARRICADES NIGHTLY AS SHOWN ON SHEET G100 AT EVERY TAXILANE TO PREVENT AIRCRAFT FROM ENTERING THE WORK ZONE.
- SEE NOTE 16 SHEET G100 REGARDING THE REQUIRED NUMBER OF LOW PROFILE BARRICADES.

LEGEND

- PROJECT LIMITS
- PHASE 3 (ADDITIVE BID 1)
- CONTRACTOR HAUL ROUTE
- RSA - RUNWAY SAFETY AREA
- ROFA - RUNWAY OBJECT FREE AREA
- LOW PROFILE BARRICADE
- SECURITY GATE

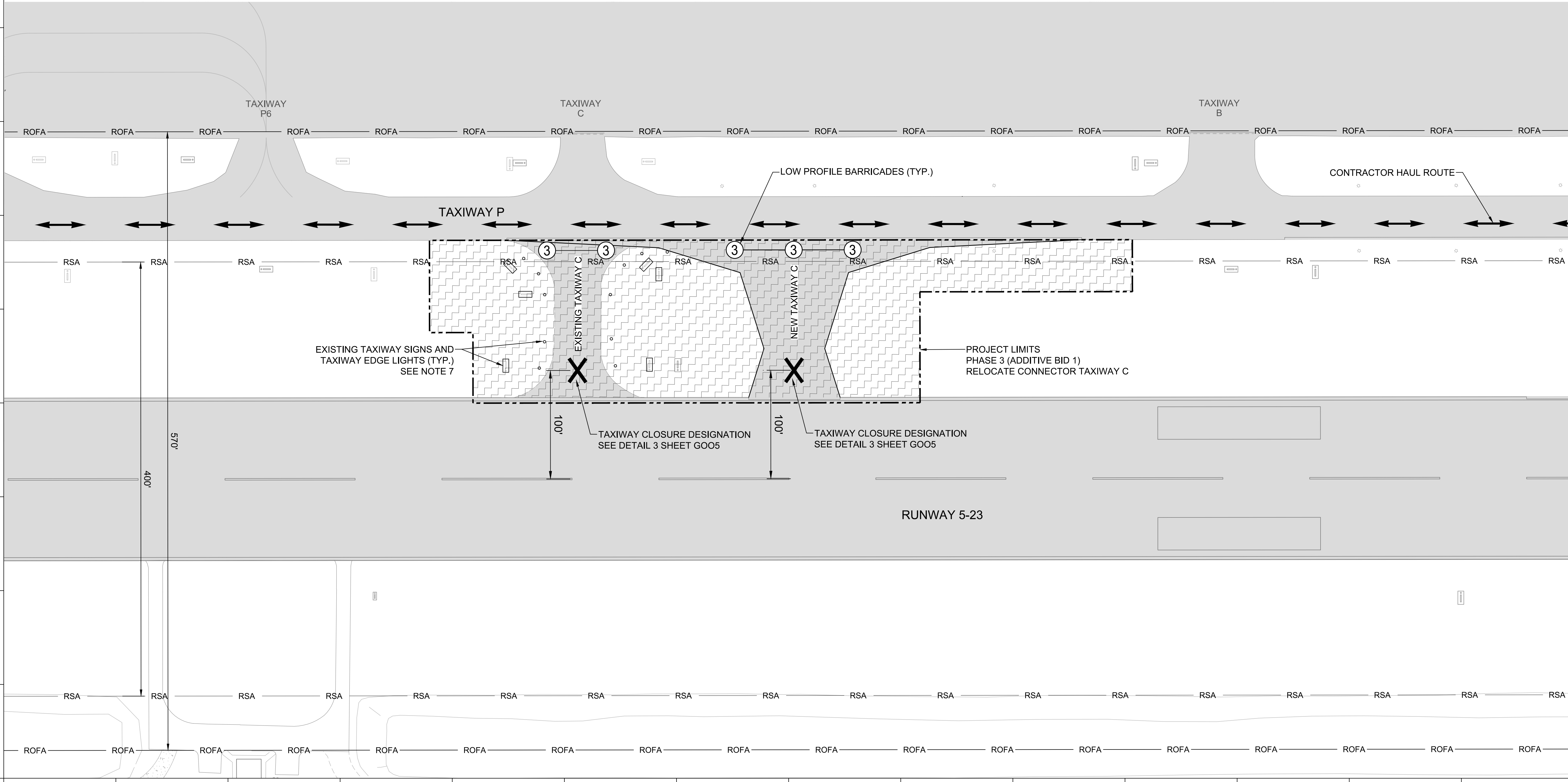


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FILENAME: G:\1-PROJECTS\BCT\RIC18036-TW_F-C-B_I.mpr\03-Drawings\WIP\BCT\RIC18036-G101-G103-PHASING PLAN.dwg PLOT DATE: 2018-06-06



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Drawn by:	YZ
Design by:	ERB
Checked by:	MCI
AID Project No.:	RIC 18038

Revision Schedule		
No.	Description	Date

2018 AIRFIELD IMPROVEMENTS

BOCA RATON AIRPORT
 BOCA RATON, FL 33431

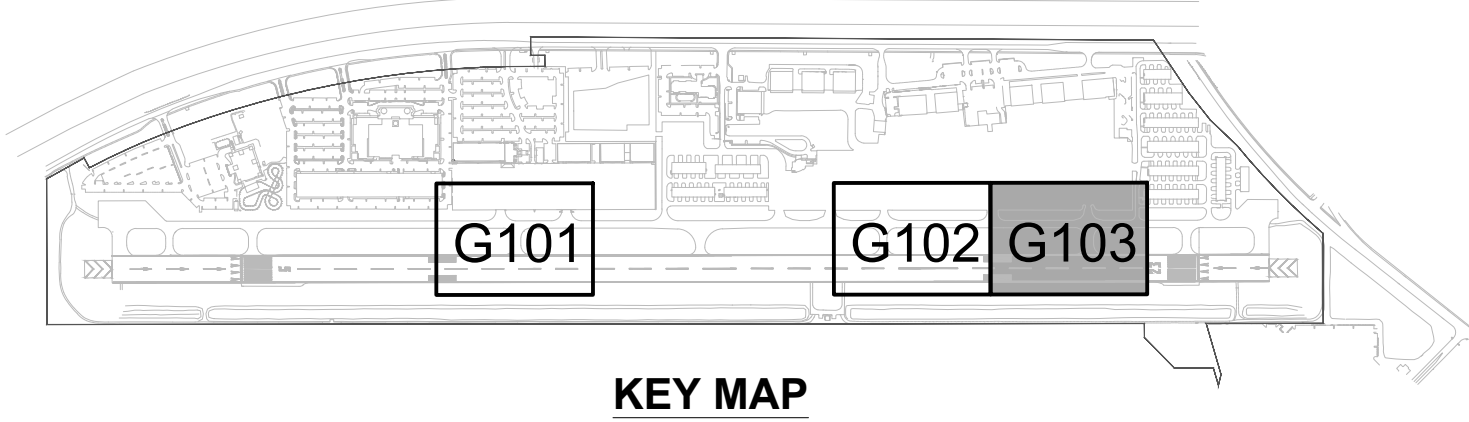
PHASING PLAN (PHASE 3)

G102

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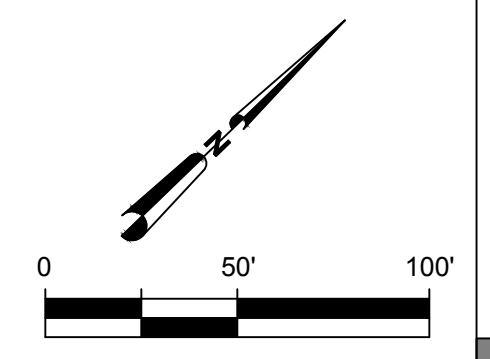
PHASING NOTES

- PHASE 2 - RELOCATE CONNECTOR TAXIWAY B
- ALL WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 9 PM AND 7 AM WHEN THE RUNWAY IS CLOSED.
 - CONTRACTOR ACCESS TO THE AOA DURING THIS PHASE WILL BE VIA GATE #1.
 - OPEN TRENCHES (OR EXCAVATIONS GREATER THAN 3 INCHES) ARE NOT PERMITTED WITHIN THE TAXIWAY SAFETY AREA (TSA) OR THE RUNWAY SAFETY AREA (RSA) WHILE THE TAXIWAY OR RUNWAY IS OPEN. IF POSSIBLE, BACKFILL TRENCHES BEFORE THE TAXIWAY OR RUNWAY IS OPENED TO AIR TRAFFIC AT 7 AM.
 - IF THE TAXIWAY OR RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS WITH STEEL PLATES OF SUFFICIENT THICKNESS THAT IT CAN SUPPORT THE WEIGHT OF A GULFSTREAM 650 TAXIING FULLY LOADED (100,000 LB DUAL WHEEL LOAD). COVERINGS FOR OPEN TRENCHES MUST BE DESIGNED TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING TO CROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.
 - INSTALL TAXIWAY CLOSURE DESIGNATION PER DETAIL 3 SHEET G005 AND LOW PROFILE BARRICADES AS SHOWN BELOW ON TAXIWAYS THAT WILL REMAIN CLOSED DURING DAY TIME HOURS WHEN THE RUNWAY IS OPEN.
 - TAXIWAY CLOSURE MARKER AND LOW PROFILE BARRICADES SHALL BE INSTALLED ON EXISTING TAXIWAY C UNTIL IT IS DEMOLISHED. WHEN THE NEW TAXIWAY C IS CONSTRUCTED, THE TAXIWAY CLOSURE MARKER AND LOW PROFILE BARRICADES WILL BE INSTALLED UNTIL THE TAXIWAY IS OPENED FOR AIRCRAFT OPERATIONS.
 - COVER EXISTING AIRFIELD DIRECTIONAL SIGNS TO TAXIWAY B AND P4 THEY ARE BEING RELOCATED AND FILLET WIDENED, RESPECTIVELY. RELOCATE OR REPLACE EXISTING SIGNS, SIGN PANELS AND TAXIWAY EDGE LIGHTS AS SPECIFIED ON THE ELECTRICAL PLANS. NOTE THAT ALL ELECTRICAL WORK REQUIRED UNDER THIS PHASE IS NOT ENCOMPASSED BY THE PROJECT LIMITS SHOWN. SEE ELECTRICAL PLANS FOR LIMITS OF ELECTRICAL WORK.
 - THE CONTRACTOR SHALL INSTALL LOW PROFILE BARRICADES NIGHTLY AS SHOWN ON SHEET G100 AT EVERY TAXILANE TO PREVENT AIRCRAFT FROM ENTERING THE WORK ZONE.
 - SEE NOTE 16 SHEET G100 REGARDING THE REQUIRED NUMBER OF LOW PROFILE BARRICADES.



LEGEND

- PROJECT LIMITS
- PHASE 1 (SCHEDULE A)
- PHASE 2 (SCHEDULE B)
- CONTRACTOR HAUL ROUTE
- RSA - RUNWAY SAFETY AREA
- ROFA - RUNWAY OBJECT FREE AREA
- ② - LOW PROFILE BARRICADE
- G-1 - SECURITY GATE



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Drawn by:	YZV
Design by:	ERB
Checked by:	MCJ
AID Project No.:	RIC 18038

Revision Schedule

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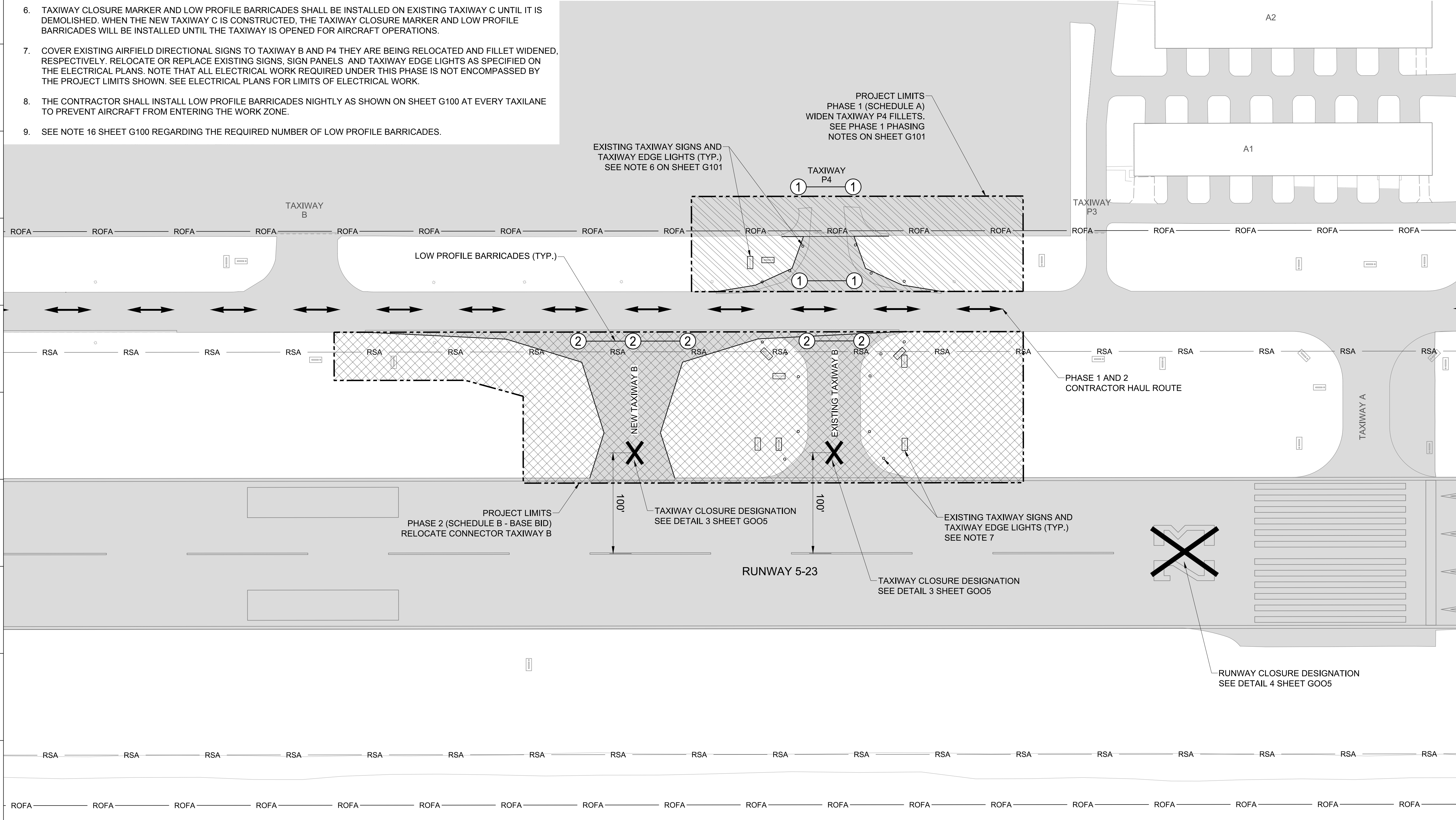
2018 AIRFIELD IMPROVEMENTS
 BOCA RATON AIRPORT
 BOCA RATON, FL 33431

PHASING PLAN (PHASE 1 AND 2)

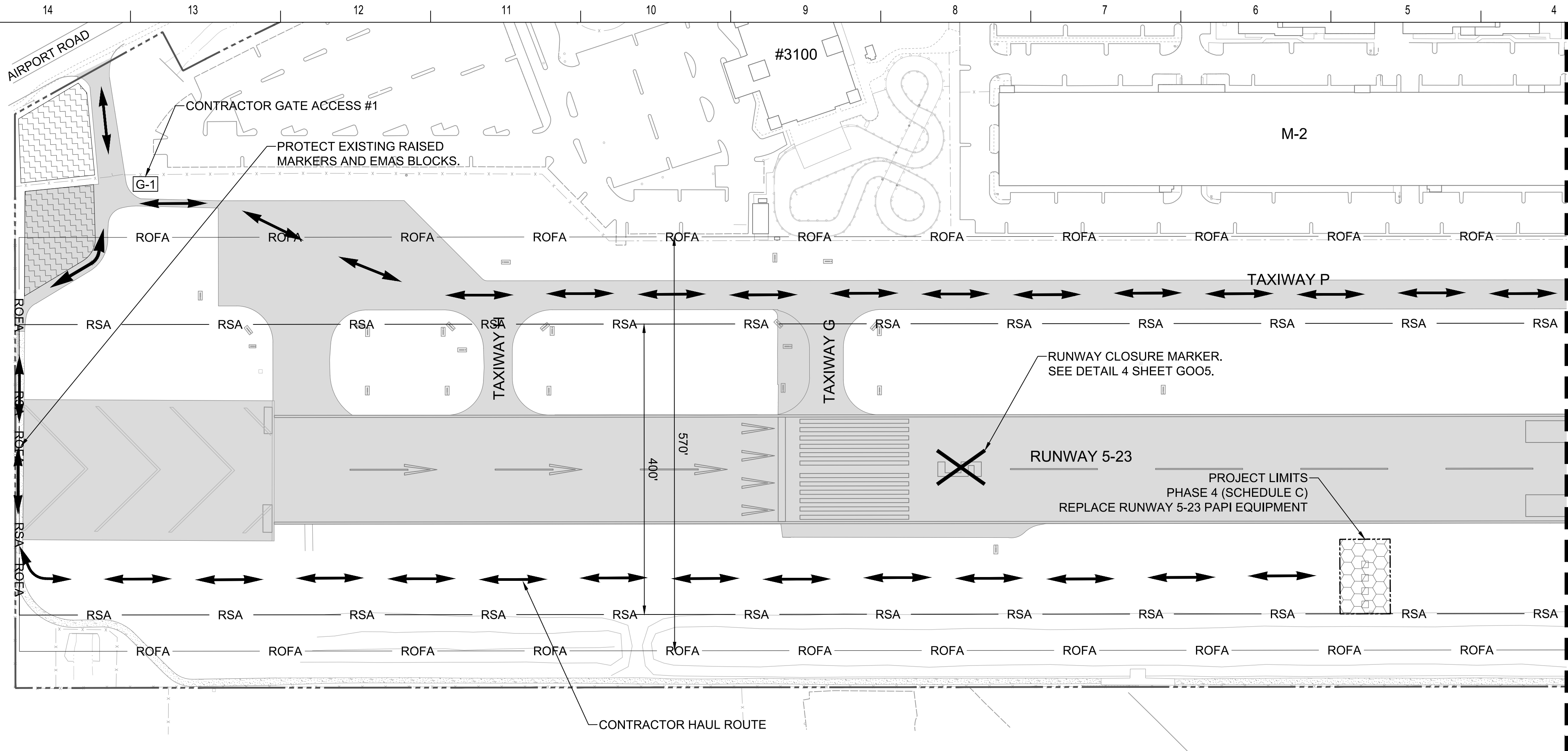
G103

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FILENAME: G:\1-PROJECTS\BCT\RIC18038-TW_F-C-B_Imp\03-Drawings\WIP\BCT\RIC18038-G101-G103-PHASING PLAN.dwg PLOT DATE: 2018-06-06



FILENAME: G:\1-PROJECTS\BCT\NRIC18036-TW_F-C-B_1.mpr\03-Drawings\WIP\R\C\18036-G104-G105 PHASING PLAN.dwg PLOT DATE: 2018-06-06



LEGEND

- PROJECT LIMITS
- PHASE 4 (SCHEDULE C)
- CONTRACTOR HAUL ROUTE
- RSA
- ROFA
- G-1
- 4 LOW PROFILE BARRICADE

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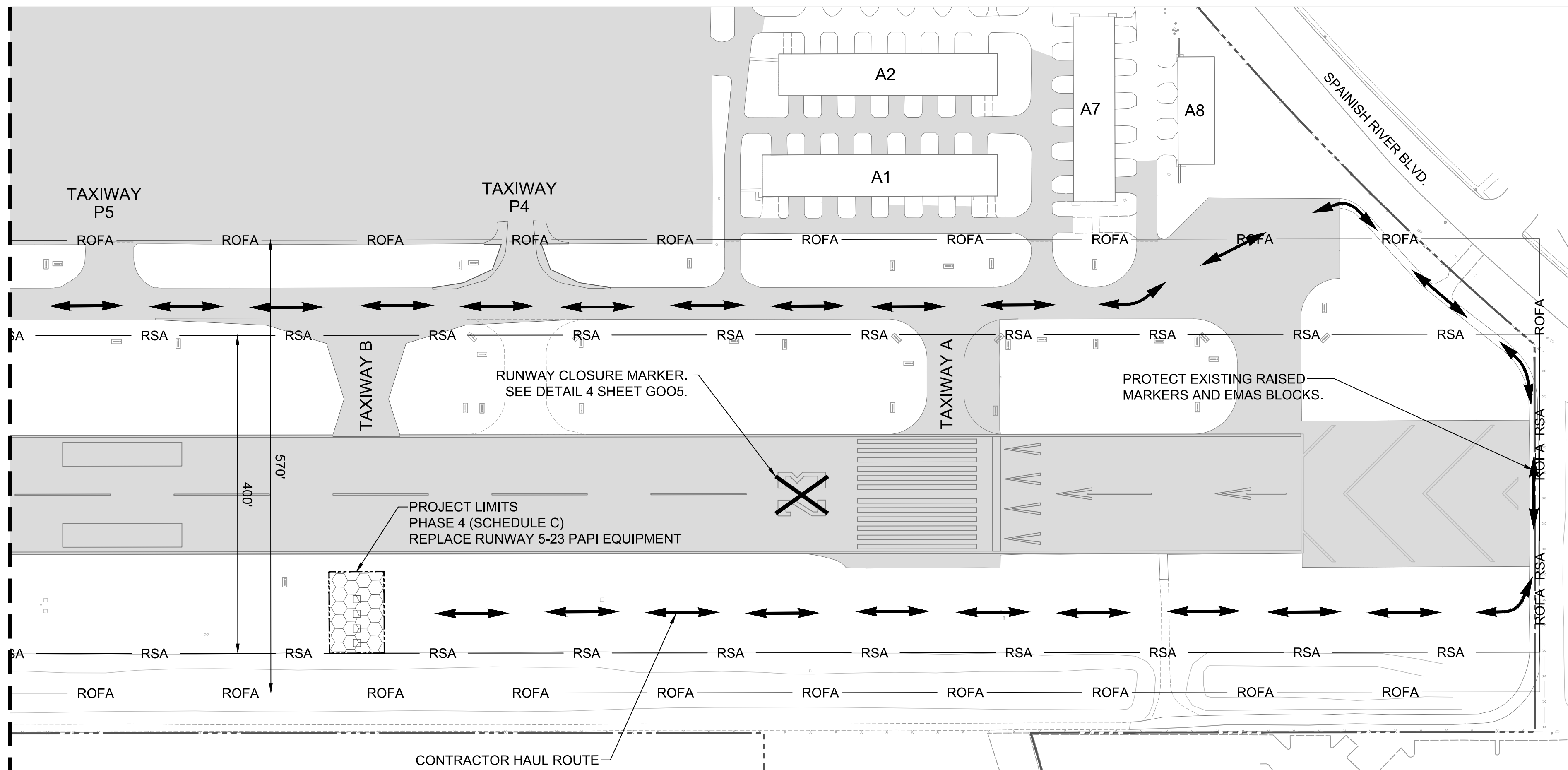
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Drawn by:	YZV
Design by:	ERB
Checked by:	MCJ
AID Project No.:	RIC 18038

PHASING NOTES

PHASE 4 - REPLACE RUNWAY 5-23 PAPI EQUIPMENT

1. ALL WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 9 PM AND 7AM WHEN THE RUNWAY IS CLOSED.
2. CONTRACTOR ACCESS TO THE AOA DURING THIS PHASE WILL BE VIA GATE GATES #1.
3. SEE THE ELECTRICAL PLANS FOR DETAILS OF THE WORK REQUIRED IN THIS PHASE.
4. THE CONTRACTOR SHALL INSTALL LOW PROFILE BARRICADES NIGHTLY AS SHOWN ON SHEET G100 AT EVERY TAXILANE TO PREVENT AIRCRAFT FROM ENTERING THE WORK ZONE.
5. SEE NOTE 16 SHEET G100 REGARDING THE REQUIRED NUMBER OF LOW PROFILE BARRICADES.
6. CONTRACTOR SHALL TAKE EXTREME CARE WHEN TRAVERSING AROUND THE EMAS AREA. DAMAGE TO EMAS BLOCKS OR RAISED MARKERS SHALL BE REPAIRED/REPLACED AT THE SOLE EXPENSE OF THE CONTRACTOR. NOTIFY THE RESIDENT PROJECT REPRESENTATIVE IMMEDIATELY OF DAMAGE TO EMAS BLOCKS.



Revision Schedule

No.	Description	Date

2018 AIRFIELD IMPROVEMENTS

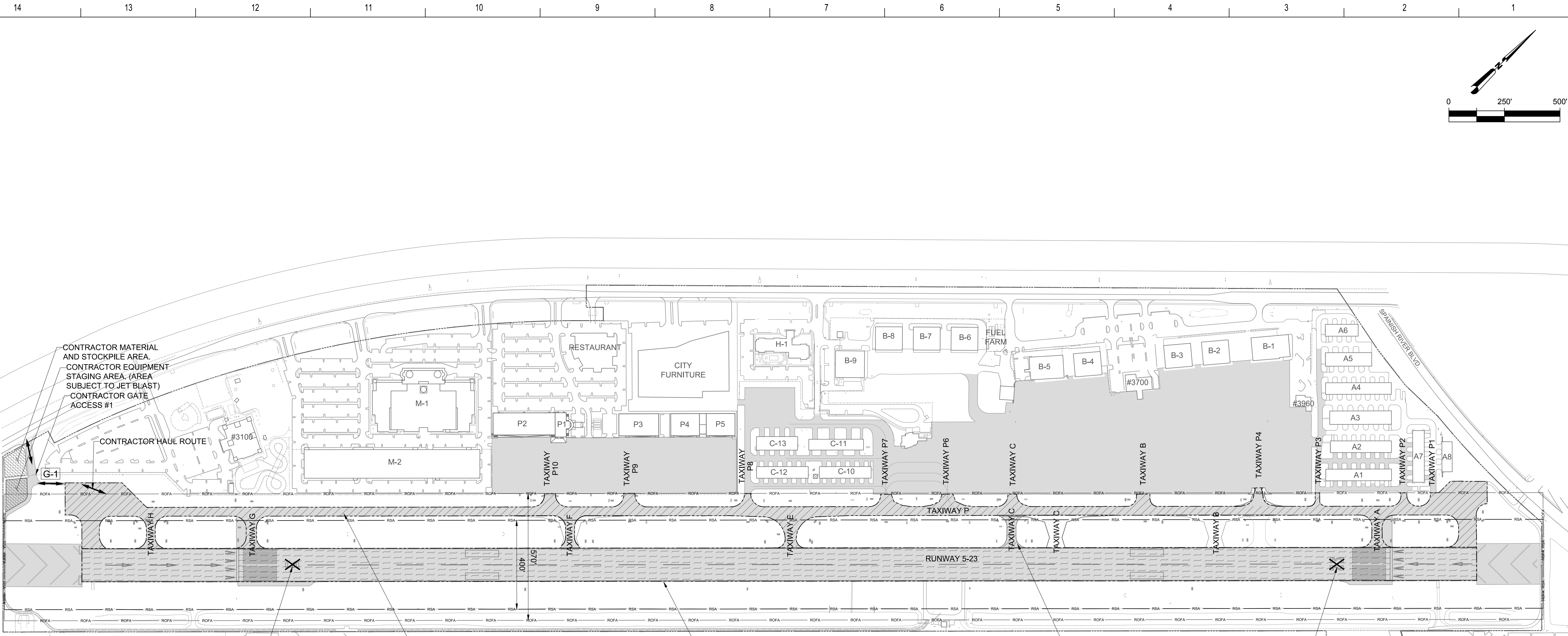
BOCA RATON AIRPORT
BOCA RATON, FL 33431

PHASING PLAN (PHASE 4)

G104

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Design by:	ERB
Checked by:	MCJ
AID Project No.:	RIC 18038

Revision Schedule		
No.	Description	Date

2018 AIRFIELD IMPROVEMENTS

BOCA RATON AIRPORT
 BOCA RATON, FL 33431

PHASING PLAN (PHASE 5 AND 6)

G105

Submittal: ISSUED FOR BID
 Issue Date: JUNE 6, 2018

PHASING NOTES

PHASE 5 - REJUVENATE AND REMARK RUNWAY 5-23 (SCHEDULE D - BASE BID)
 PHASE 6 - REJUVENATE AND REMARK TAXIWAY P, ITS CONNECTORS AND RUNWAY 5-23 CONNECTORS (ADDITIVE BID 2)

- ALL WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 9 PM AND 7AM WHEN THE RUNWAY IS CLOSED.
- CONTRACTOR ACCESS TO THE AOA DURING PHASE 5 AND 6 WILL BE VIA GATES #1.
- REMOVE MARKINGS PER THE DEMOLITION PLANS, THE MARKING PLANS AND SPECIFICATION P620.
- PREPARE THE PAVEMENT SURFACE PER SPECIFICATIONS P608 PRIOR TO APPLICATION OF EMULSIFIED ASPHALT SEAL COAT MATERIAL. ALLOW THE EMULSIFIED ASPHALT SEAL COAT MATERIAL TO CURE FOR ATLEAST 10 DAYS OR PER THE MANUFACTURERS RECOMMENDATION PRIOR TO APPLYING PERMANENT PAVEMENT MARKINGS.
- IF PHASE 3 (ADDITIVE BID 1) WORK FOR RELOCATION OF TAXIWAY C IS NOT AUTHORIZED, EXISTING TAXIWAY C WILL REMAIN IN PLACE AND BE SEAL COATED AND REMARKED IN PHASE 6 (ADDITIVE BID 2).
- THE CONTRACTOR SHALL INSTALL LOW PROFILE BARRICADES NIGHTLY AS SHOWN ON SHEET G100 AT EVERY TAXILANE TO PREVENT AIRCRAFT FROM ENTERING THE WORK ZONE.
- SEE NOTE 16 SHEET G100 REGARDING THE REQUIRED NUMBER OF LOW PROFILE BARRICADES.

LEGEND

- PROJECT LIMITS
- PHASE 5 (SCHEDULE D)
- PHASE 6 (ADDITIVE BID 2)
- CONTRACTOR HAUL ROUTE
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- STAGING AREA
- SECURITY GATE

RUNWAY CLOSURE MARKER - SEE DETAIL 4 SHEET GOO5.

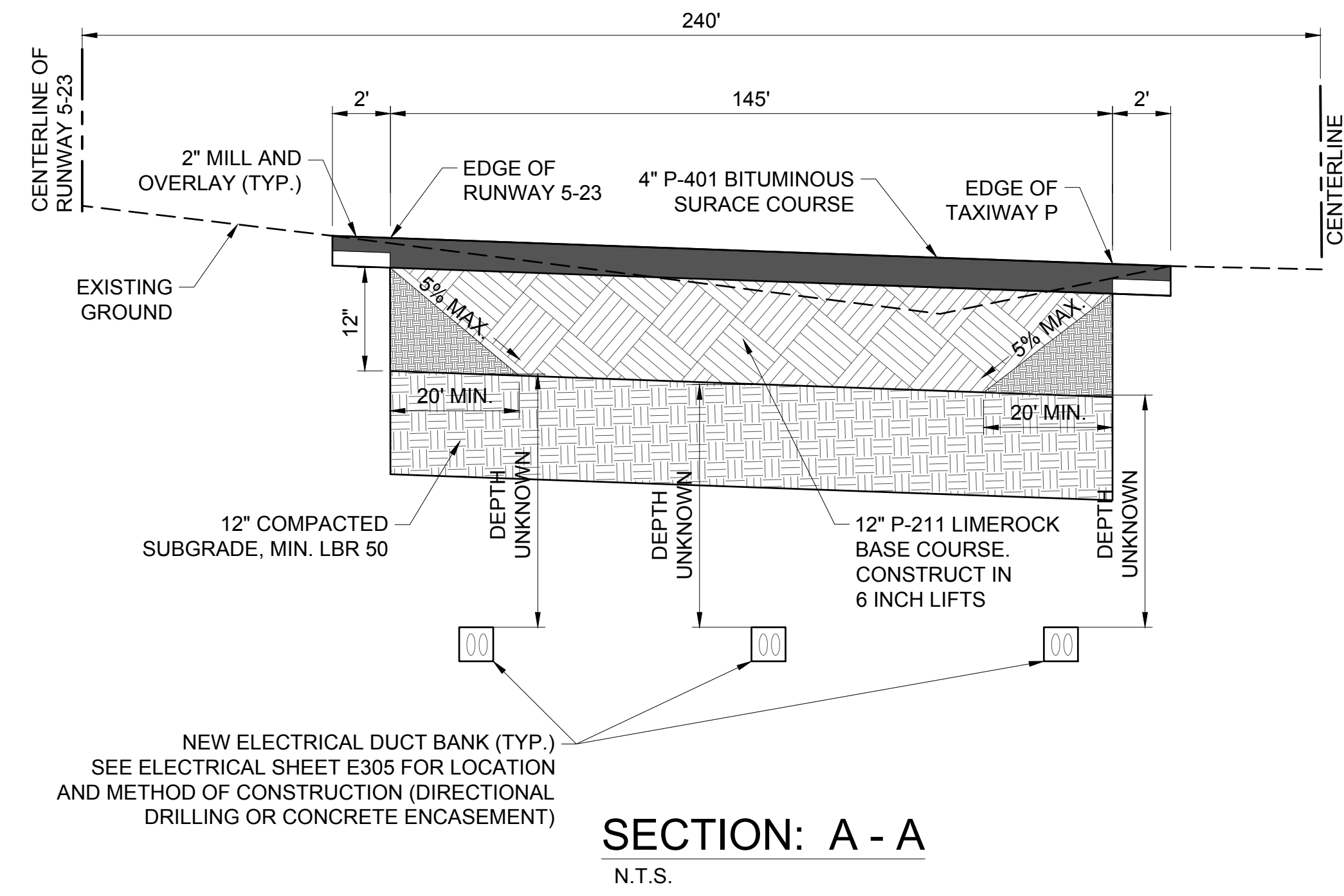
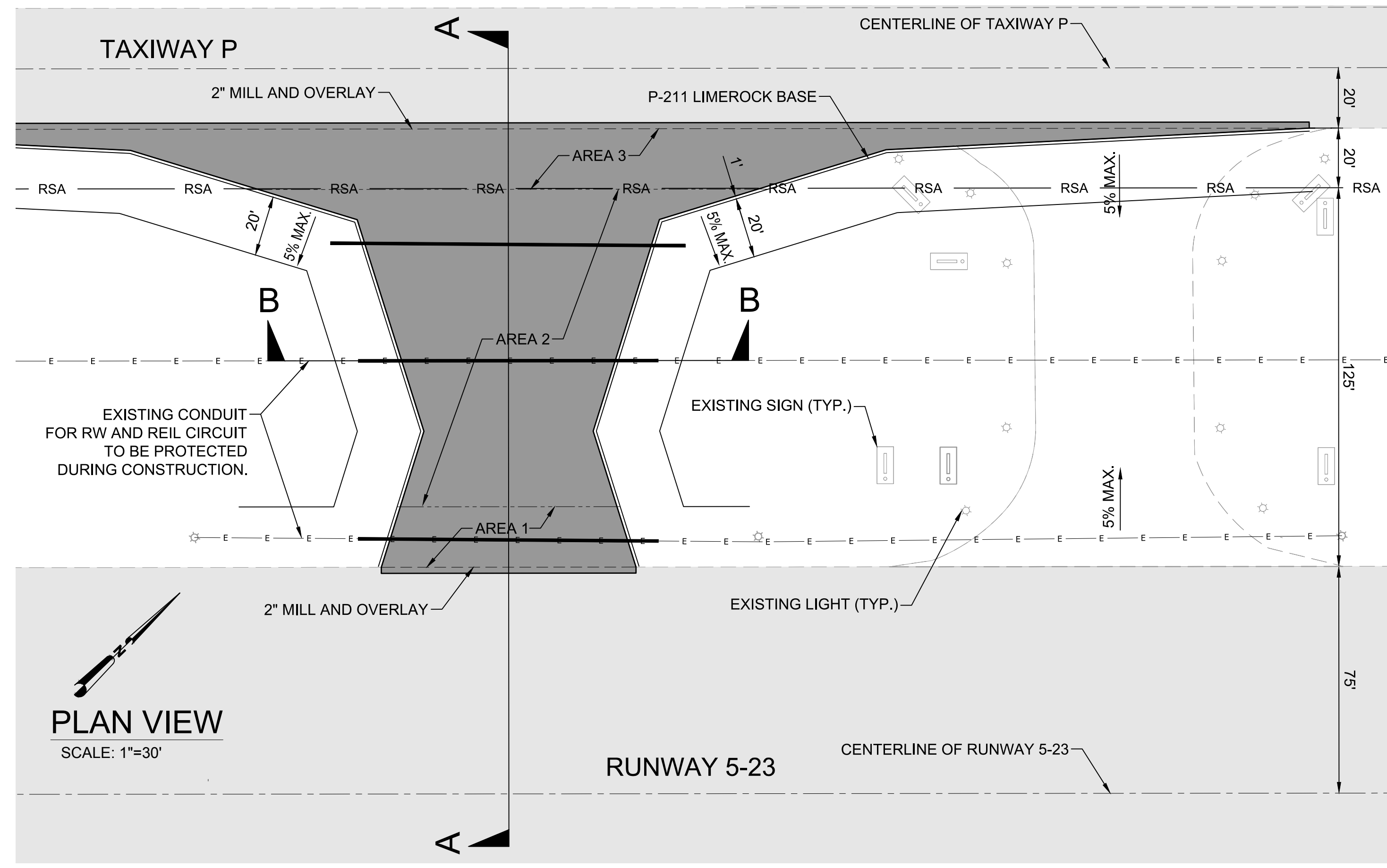
PROJECT LIMITS
 PHASE 6 (ADDITIVE BID 2)
 REJUVENATE AND REMARK TAXIWAY P, ITS
 CONNECTORS AND RUNWAY 5-23 CONNECTORS

PROJECT LIMITS
 PHASE 5 (SCHEDULE D - BASE BID)
 REJUVENATE AND REMARK RUNWAY 5-23

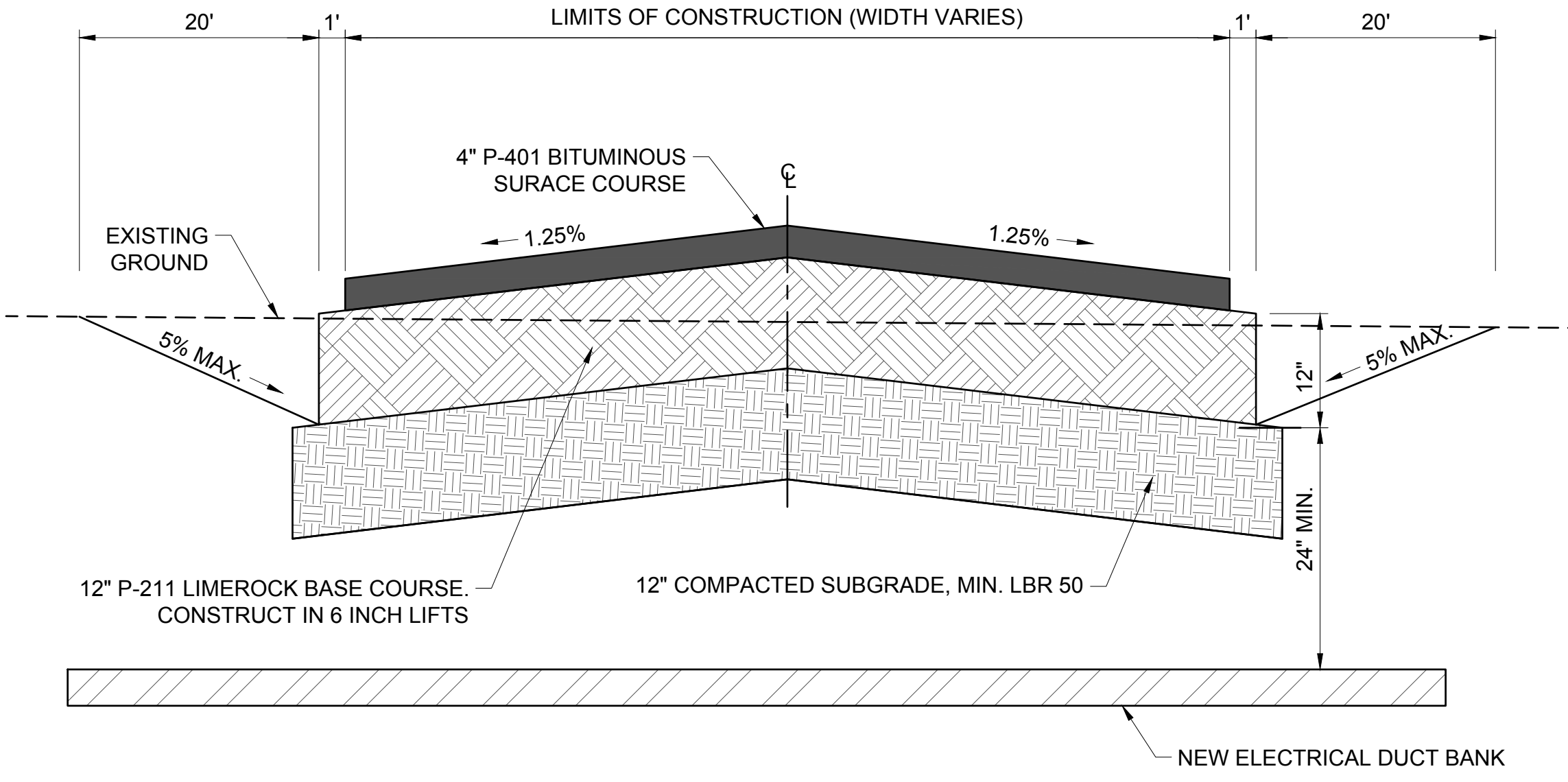
SEE NOTE 5

RUNWAY CLOSURE MARKER - SEE DETAIL 4 SHEET GOO5.

FILENAME: G:\1-PROJECTS\BCT\BCT\18036-TW_F-C-B_1.mpr\03-Drawings\WIP\BCT\18036-G106-PHASING-DETAILS.dwg PLOT DATE: 2018-06-06



SECTION: A - A
N.T.S.



SECTION: B - B
N.T.S.

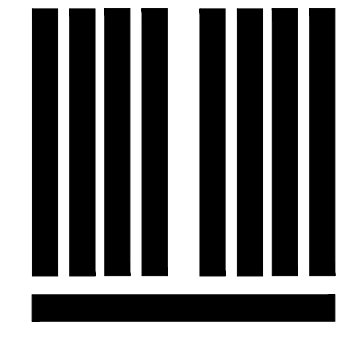
WORK SEQUENCE
THE FOLLOWING WORK SEQUENCE IS CONCEPTUAL AND NOT MEANT TO DIRECT THE CONTRACTORS MEANS AND METHODS. THE CONTRACTORS PROPOSED WORK SEQUENCE SHALL BE PRESENTED TO THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND THE OWNER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION.

- CIVIL CONSTRUCTION WITHIN THE RUNWAY SAFETY AREA**
1. ALL WORK SHALL BE PERFORMED BETWEEN 9 PM AND 7 AM WHEN THE RUNWAY AND PARALLEL TAXIWAY P ARE CLOSED.
 2. NO STOCKPILES OR EQUIPMENT SHALL REMAIN WITHIN THE RSA AT THE END OF THE WORK PERIOD WHEN THEN AIRPORT REOPENS AT 7 AM.
 3. A 5% MAXIMUM SLOPE SHALL BE MAINTAINED OFF THE EDGE OF ALL PAVEMENTS AS A CONDITION OF OPENING THE AIRPORT AT 7 AM ONCE EXCAVATION AND CONSTRUCTION ACTIVITIES BEGIN. NOTE DETAILS DO NOT SHOW GRADING REQUIREMENTS PRIOR TO CONSTRUCTION OF NEW PAVEMENT SECTION.
 4. EXCAVATE AS REQUIRED FOR LIMEROCK BASE COURSE CONSTRUCTION. GRADE THE SURROUNDING AREA DOWN FROM EXISTING GROUND. AVOID UNDERMINING RUNWAY 5-23 AND TAXIWAY P PAVEMENTS. TEMPORARY BACKFILLING IS NOT REQUIRED IF THE GRADES ARE 5% OR LESS.
 5. GRADE AND COMPACT THE SUBGRADE. PLACE AND COMPACT LIMEROCK BASE COURSE IN 2-6 INCH LAYERS. APPLY PRIME COAT TO SEAL AND PROTECT THE FINISHED SURFACE OF THE LIMEROCK BASE COURSE. CONSTRUCT TEMPORARY BACKFILL AS REQUIRED TO REOPEN AT 7 AM.
 6. IN SUBSEQUENT WORK PERIODS, REMOVE TEMPORARY BACKFILL, GRADE AND COMPACT LIMEROCK BASECOURSE. REPEAT PROCESS UNTIL FINAL LIMEROCK BASECOURSE IS COMPLETELY CONSTRUCTED.
 7. BACKFILL, GRADE AND COMPACT ADJACENT SLOPES WITH ORIGINALLY EXCAVATED MATERIAL OR OFFSITE FILL MATERIAL.
 8. PAVE ASPHALT SURFACE IN 2 INCH LIFTS. GRADE TO MATCH FINAL GRADES ON GRADING PLAN. APPLY TACK COAT BETWEEN LIFTS. INSTALL EDGE LIGHTS, SIGNS AND SOD. APPLY TEMPORARY PAVEMENT MARKINGS (30% APPLICATION RATE).

- ELECTRICAL WORK IN AREA 1**
1. INSTALL TEMPORARY POWER CABLES TO MAINTAIN EXISTING LIGHTING CIRCUITS DURING CONSTRUCTION.
 2. USE DIRECTIONAL DRILLING TO INSTALL NEW DUCTS FOR RUNWAY CIRCUITS.
 3. INSTALL NEW CABLES IN DUCT AND CONNECT TO RUNWAY THEN REMOVE TEMPORARY POWER CABLES.

- ELECTRICAL WORK IN AREA 2**
1. CONFIRM LOCATION OF EXISTING CONDUITS. USE DIRECTIONAL DRILLING TO INSTALL NEW DUCT BANKS BELOW NEW LIMEROCK BASE COURSE.
 2. INSTALL NEW CABLES FOR EACH CIRCUIT.
 3. MAINTAIN REIL CIRCUITS DURING CONSTRUCTION UNTIL CUTOVER.

- ELECTRICAL WORK IN AREA 3**
1. INSTALL TEMPORARY POWER CABLES TO MAINTAIN EXISTING LIGHTING CIRCUITS DURING CONSTRUCTION.
 2. REROUTE TAXIWAY CIRCUITS PER THE ELECTRICAL DRAWINGS
 3. INSTALL NEW CABLES FOR EACH CIRCUIT.



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R & A Project No.:	17-04-0988
Drawn by:	YZY
Design by:	ERB
Checked by:	MCJ
AID Project No.:	RIC 18038

Revision Schedule		
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2018 AIRFIELD IMPROVEMENTS

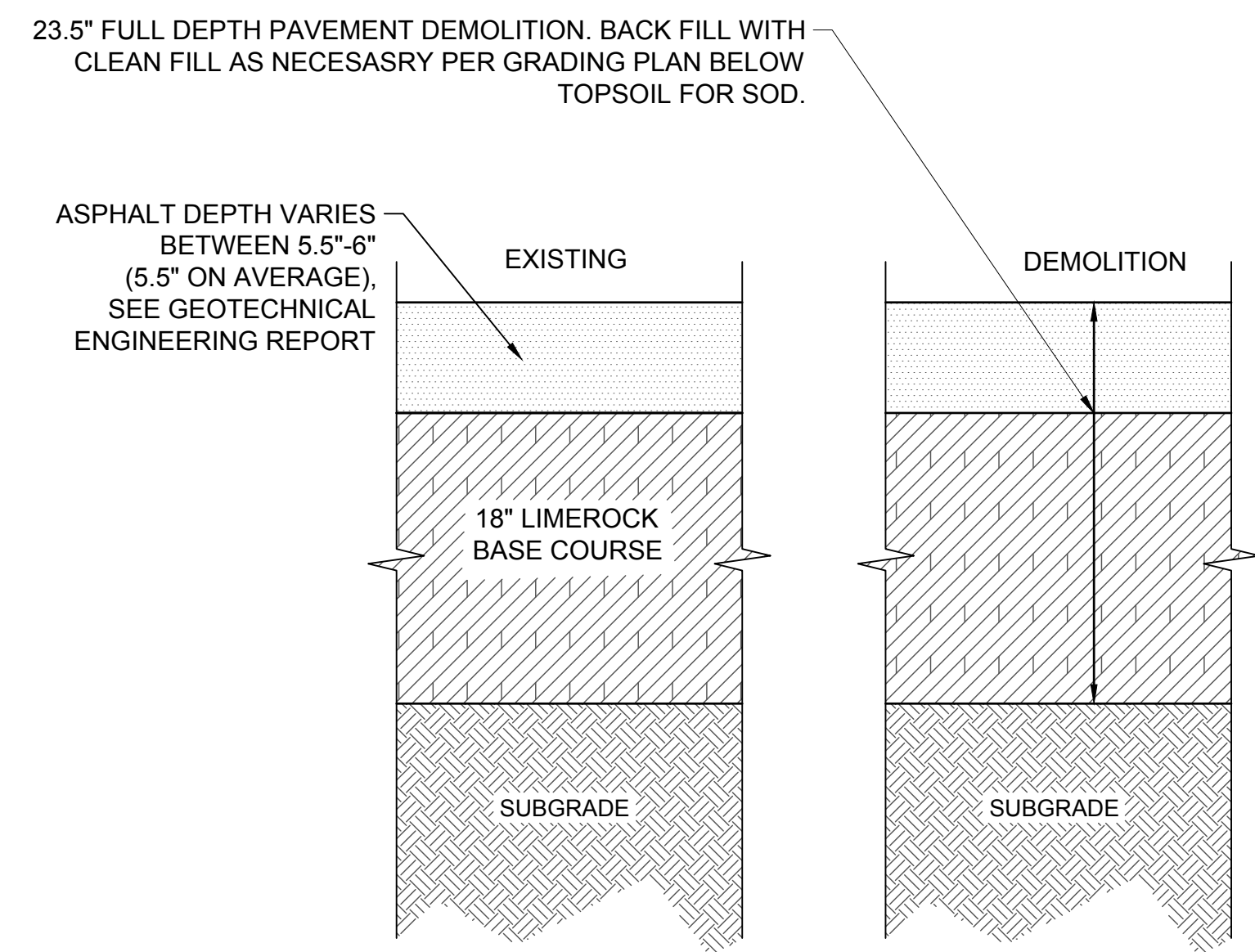
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BOCA RATON, FL 33431

PHASING NOTES AND DETAILS

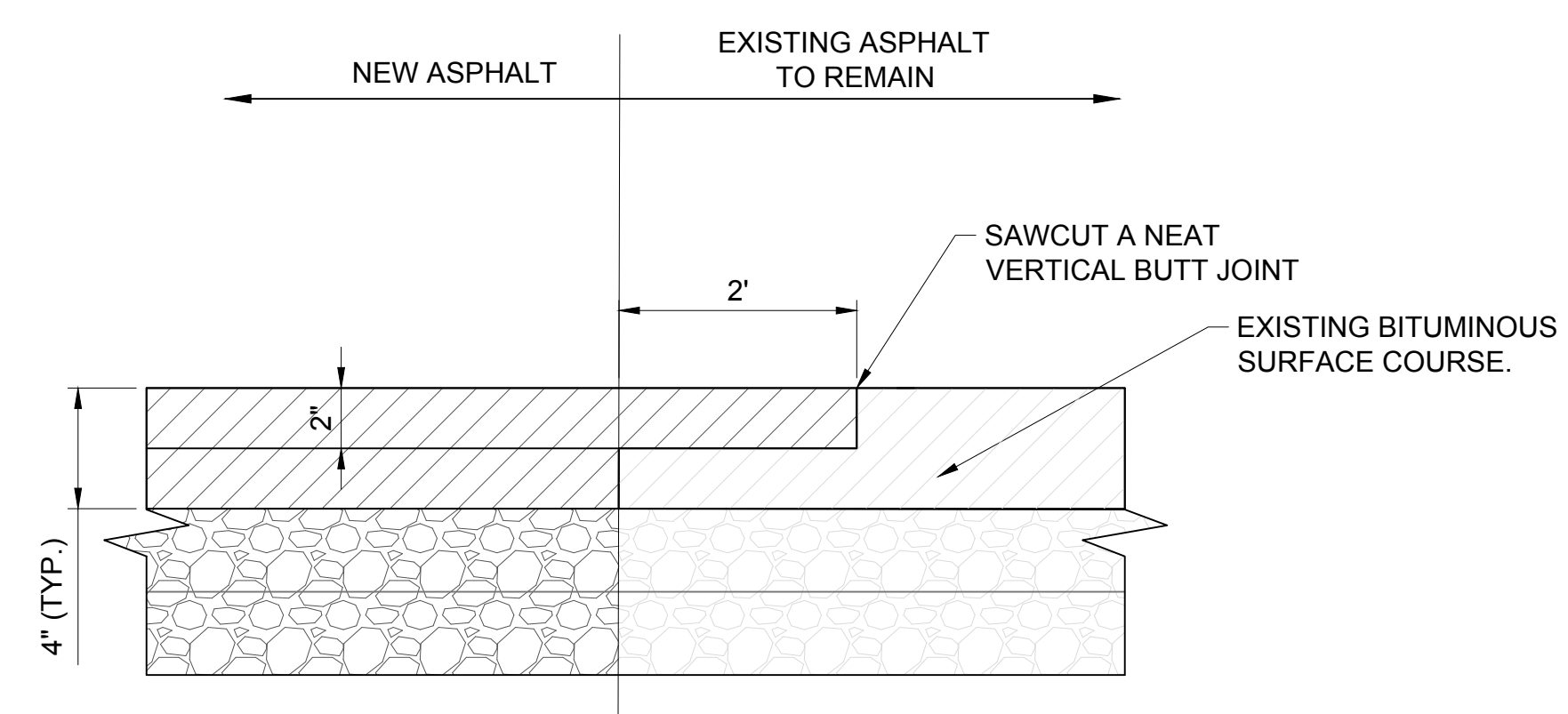
G106

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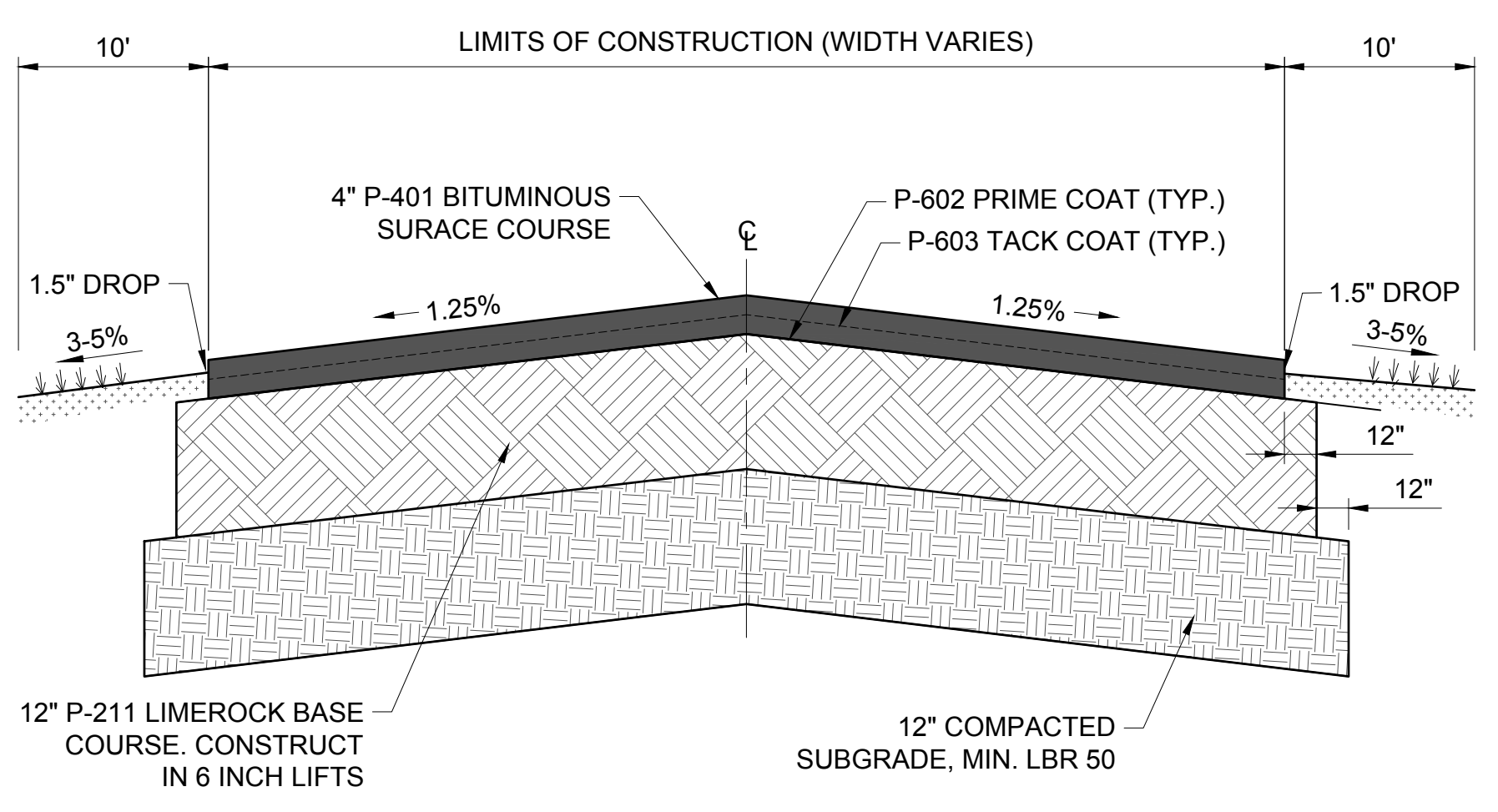


1 ASPHALT TAXIWAY DEMOLITION TYPICAL SECTION
N.T.S.

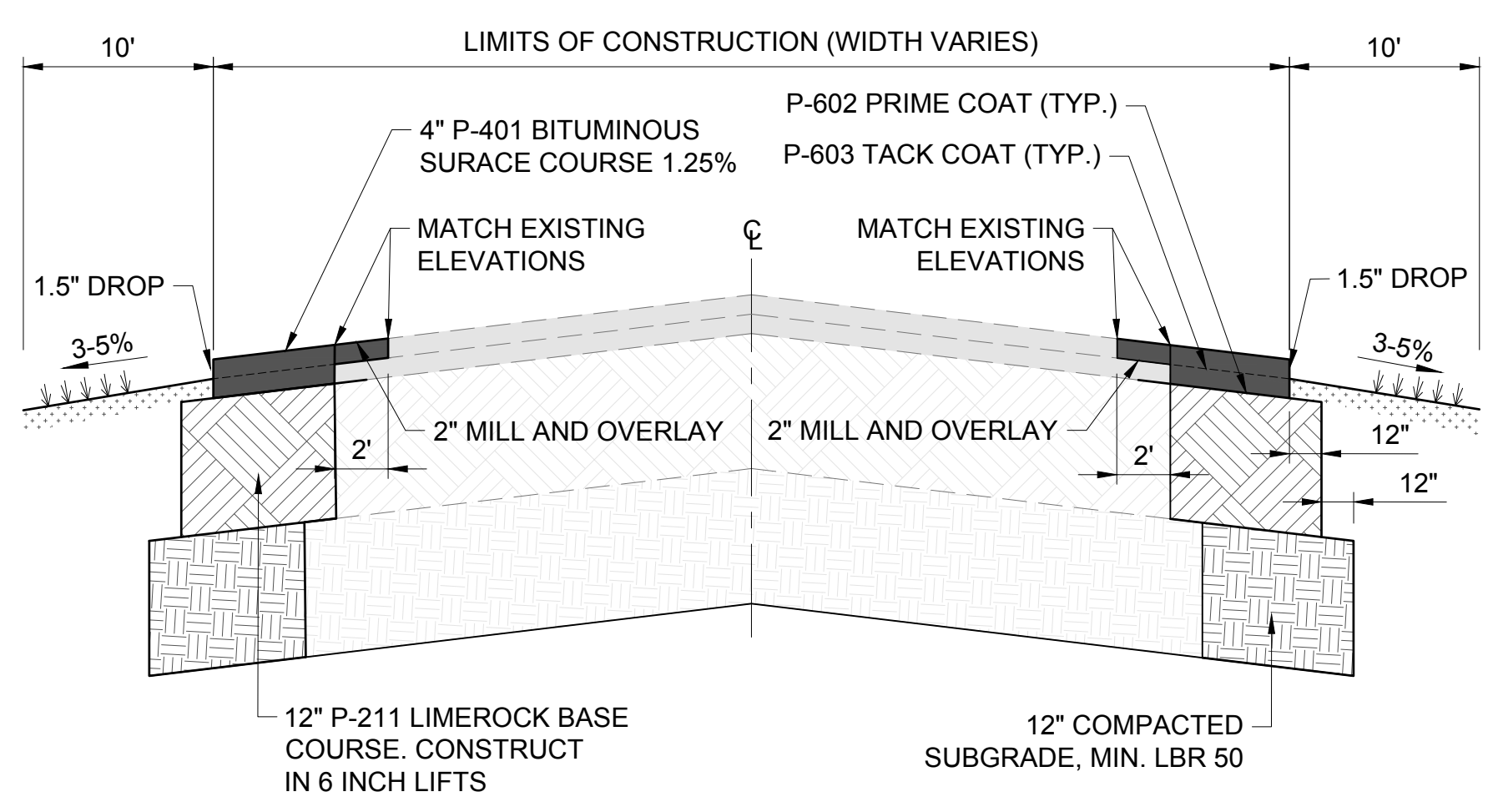


- NOTES:
1. PAVE ASPHALT IN 2 INCH LIFTS.
 2. MILL EDGES OF EXISTING PAVEMENT JUST PRIOR TO PAVING LAST 2 INCHES OF ASPHALT. MILLED EDGES SHALL NOT BE ALLOWED ALONG ACTIVE AIRFIELD PAVEMENTS DURING NON-WORK HOURS.

2 FLEXIBLE-FLEXIBLE PAVEMENT INTERFACE DETAIL
N.T.S.



NOTE: PAVE ASPHALT IN 2-2 INCH LIFTS
4 NEW TAXIWAY B AND C
N.T.S.



NOTE: PAVE ASPHALT IN 2-2 INCH LIFTS
5 EXISTING TAXIWAY F AND P4 WIDENING
N.T.S.



RICONDO & ASSOCIATES, INC.
1000 N.W. 57TH COURT, SUITE 920
MIAMI, FL 33126-3511
(305) 260-2727
(305) 260-2728



AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.
3810 NORTHDAL BLVD, SUITE 170
TAMPA, FL 33624
OFFICE: 813-374-2200
FL LICENSE C.A. No: 28731

Comm No.:	Commission No.
R & A Project No.:	17-04-0988
Drawn by:	YZ
Design by:	ERB
Checked by:	MCJ
AID Project No.:	RIC 18038

Revision Schedule		
No.	Description	Date

2018 AIRFIELD IMPROVEMENTS

BOCA RATON AIRPORT
BOCA RATON, FL 33431

PAVING AND DRAINAGE DETAILS

C402

Submittal: ISSUED FOR BID
Issue Date: JUNE 6, 2018

Contractor Questions

The following Questions were asked by Charles Miller with Asphalt Systems Inc. on 6/21/18.

Question 1- Has there been a previous seal coat treatment on the runway

Answer to Question 1- The entire airfield (including the runway) was milled and overlaid in 2009.

Question 2- Can the Draft FAA P-608R Rapid Cure Seal Coat Specification be used?

Answer to Question 2- Yes, the Draft Draft FAA P-608R Rapid Cure Seal Coat Specification is acceptable. See attached revised P-608 Specification.

Additional Questions:

Question 3- What are the correct dates for the deadline for Requests for Clarification and the deadline for Bid Submission?

Answer to Question 3- The deadline for Requests for Clarification is Wednesday June 27th, 2018 at 5:00 PM and the deadline for Bid Submission is Friday July 6, 2018 at 2:00 PM.

Question 4- What is the budget/cost estimate and is this information able to be released?

Answer to Question 4- The estimated budget is approximately \$1,700,000 encompassing design, administration, rpr, and construction.

ITEM P-608 EMULSIFIED ASPHALT SEAL COAT (RAPID CURE)

DESCRIPTION

608-R-1.1 This item shall consist of the application of an asphalt surface treatment composed of natural and refined asphalt materials, additives, and light oils, for taxiways and runways with the application of a suitable aggregate to maintain adequate surface friction; and airfield secondary and tertiary pavements including aprons, shoulders, overruns, roads, parking areas, and other general applications with or without aggregate applied. The asphalt surface treatment shall be applied in accordance with these specifications, and as shown on the plans or as directed by the Engineer.

The terms seal coat, asphalt sealer, and asphalt material are interchangeable throughout this specification. The term asphalt means natural and refined asphalt materials in this specification.

608-R-1.2 Quantities of materials per square yard (square meter). The approximate amounts of materials per square yard (square meter) for the asphalt surface treatment shall be as provided in the table for the treatment area(s) at the specified rate(s) as noted on the plans. The actual application rates will vary within the range specified to suit field conditions and will be recommended by the manufacturer's representative for control strip evaluations, and production rates will be approved by the Engineer from the test area/sections evaluation.

Application Rate

Dilution Rate	Quantity of Sealer gal/yd ²	Quantity of Aggregate lb/yd ³
N/A	0.08-0.15	0.40-0.50

MATERIALS

608-R-2.1 Aggregate. The fine-aggregate material shall be a dry, clean, sound, durable, angular shaped, with highly textured surfaces, manufactured specialty abrasive aggregate. It shall have 100% fractured faces, SiO₂ content of 55% minimum, CaO of 3% max, with a sand equivalent greater than 85 and a Mohs hardness of 7 or greater. Additional characteristics as outlined in the following table(s). The Contractor shall submit manufacturer's technical data and a manufacturer's certification indicating that the specialty aggregate meets the requirements of the specification to the Engineer prior to start of construction. The aggregate must be approved for use by the Engineer and shall meet the following gradation limits when tested in accordance with ASTM C136:

Aggregate Material Gradation Requirements

Sieve Designation	Percentage by Weight Passing Sieves
No. 8	100
No. 14	98-100
No. 16	85-98
No. 30	15-45
No. 50	0-8
No. 70	0-2

Typical Fine-Aggregate Characteristics

Test	Standard	Range
Micro-Deval	ASTM D7428	15% max
Magnesium Sulfate Soundness	ASTM C88	2% max
Aggregate Angularity	ASTM C1252 – Test Method A	45% min
Moisture Content (%)	ASTM C566	2% max
Bulk Dry Specific Gravity	ASTM C128	2.6 – 3.0
Absorption (%)	ASTM D2216	3% max
Mohs Hardness	Mohs Scale	7 min

The Contractor shall provide a certification showing analysis and properties of the material delivered for use on the project. The Contractor's certification may be subject to verification by testing the material delivered for use on the project.

608-R-2.2 Asphalt material. The asphalt material base residue shall contain not less than 40% gilsonite, or uintaite, and shall not contain any tall oil pitch or coal tar material. The material shall be compatible with asphaltic concrete, and have a 5-year minimum proven performance record at airports with similar climatic conditions. The solvent-based RapidCure material shall meet the following properties:

Properties for Asphalt Sealing Material

Properties	Specification	Limits
Kinematic Viscosity at 140°F	ASTM D4402	10-30 cSt
Percent Residue by Distillation	ASTM D402	30-45%

Tests on Residue from Distillation

Properties	Specification	Limits
Penetration at 77°F	ASTM D5	2-12 dmm
Softening Point	ASTM D36	180-200
Solubility in 1,1,1 Trichloroethylene	ASTM D2042	99% min.
HCl Precipitation Value		18-25

The Contractor shall provide a copy of the manufacturer's Certificate of Analysis (COA) for the asphalt sealer delivered to the project. If the asphalt sealer is diluted at other than the manufacturer's facility, the Contractor shall provide a supplemental COA from an independent laboratory verifying the asphalt sealer properties. The COA shall be provided to and approved by the Engineer before the asphalt material is applied. The furnishing of the vendor's certified test report for the asphalt material shall not be interpreted as a basis for final acceptance. The manufacturer's COA may be subject to verification by testing the material delivered for use on the project.

The asphalt sealing material must be applied in an undiluted form; the storage and handling temperature shall be between 50°F and 100°F; no material heating or proximal flame shall be allowed; the material is flammable.

APPLICATION RATE

608-R-3.1 Material performance for runway and high-speed taxiway projects. The Contractor shall submit to the Engineer information from previous airport projects which used the RapidCure seal coat materials, including technical details on sealcoat material application rates, aggregate rates, friction tests, and Point-Of-Contact at these airports to confirm use and success of the RapidCure sealer with aggregate.

Seal coat material submittal without required friction performance will not be approved. Friction tests performed on this project cannot be used as a substitute of this requirement.

608-R-3.2 Control areas and control sections. A qualified manufacturer's representative shall be present in the field to assist the Contractor in applying control areas and/or control sections to determine the appropriate application rate of both sealer and aggregate to be evaluated and approved by the Engineer.

A test area and/or section shall be applied for each differing asphalt pavement surface identified in the project. The control area(s) and/or control section(s) shall be used to determine the material application rate(s) of both sealer and aggregate prior to full production. The same equipment and method of operation shall be utilized on the control area(s) and/or control section(s) as will be utilized on the remainder of the work.

a. For taxiway, taxilane and apron surfaces. Prior to full application, the Contractor shall place test areas at varying application rates as advised by the manufacturer's representative and acceptable to the Engineer to determine appropriate application rate(s). The test areas will be located on representative section(s) of the pavement to receive the asphalt surface treatment designated by the Engineer.

b. For runway and high-speed exit taxiway surfaces. Prior to full application, the Contractor shall place a series of control sections a minimum of 300 feet long by 12 feet wide, or width of anticipated application, whichever is greater, at varying application rates as recommended by the

manufacturer's representative and acceptable to the Engineer to determine appropriate application rate(s). The control sections should be separated by a minimum of 200 feet between control sections. The area to be tested will be located on a representative section of the pavement to receive the asphalt surface treatment designated by the Engineer. The control strips should be placed under similar field conditions as anticipated for the actual application. Before beginning the control section(s), the skid resistance of the existing pavement shall be determined for each control section with a continuous friction measuring equipment (CFME). The skid resistance of existing pavement can be immediately adjacent to the control section or at the same location as the control section if testing prior to application.

The Contractor may begin testing the skid resistance of runway and high-speed exit taxiway control sections after application of the asphalt surface treatment has fully cured, generally 2 to 4 hours after application of the control strips depending on site conditions. Aircraft shall not be permitted on the runway or high-speed exit taxiway control sections until such time as the Contractor validates that its surface friction meets the maintenance planning friction levels in AC 150/5320-12, Table 3-2 when tested at speeds of 40 and 60 mph wet with approved CFME.

c. Control strip. If the control section should prove to be unsatisfactory, necessary adjustments to the application rate, placement operations, and equipment shall be made. Additional control sections shall be placed and additional skid resistance tests performed and evaluated. Full production shall not begin without the Engineer's approval of an appropriate application rate(s). Acceptable control sections shall be paid for in accordance with paragraph 608-R-8.1.

CONSTRUCTION METHODS

608-R-4.1 Worker safety. The Contractor shall obtain a Safety Data Sheet (SDS) for both the asphalt sealer product and aggregate and require workmen to follow the manufacturer's recommended safety precautions.

608-R-4.2 Weather limitations. The asphalt sealer shall be applied only when the existing pavement surface is dry and when the weather is not foggy, rainy, or when the wind velocity will prevent the uniform application of the material. No material shall be applied when dust or aggregate is blowing or when rain is anticipated within four (4) hours of application completion. The atmospheric temperature and the pavement surface temperature shall both be above 55°F and rising. During application, account for wind drift. Cover existing buildings, structures, runway edge lights, taxiway edge lights, informational signs, retro-reflective marking and in-pavement duct markers as necessary to protect against overspray before applying the sealer. Should sealer get on any light or marker fixture, promptly clean the fixture. If cleaning is not satisfactory to the Engineer, the Contractor shall replace any light, sign or marker with equivalent equipment at no cost to the Owner.

608-R-4.3 Equipment and tools. The Contractor shall furnish all equipment, tools, and machinery necessary for the performance of the work.

a. Pressure distributor. The sealer shall be applied with a manufacturer-approved computer rate controlled asphalt distributor. The equipment shall be in good working order and contain no contaminants or diluents in the tank. Spray bar tips must be clean, free of burrs, and of a size to maintain an even distribution of the sealer. Any type of tip or pressure source is suitable that will maintain predetermined flow rates and constant pressure during the application process with application speeds under eight (8) miles per hour or seven (700) feet per minute. The Contractor will provide verification of truck set-up (via a test-shot area), including but not limited to, nozzle tip size appropriate for application per nozzle manufacturer, spray-bar height and pressure and pump speed appropriate for the viscosity and temperature of sealer material, evidence of triple-overlap spray pattern, lack of leaks, and any other

factors relevant to ensure the truck is in good working order before use. The distributor truck shall be equipped with a 12-foot, minimum, spray bar with individual nozzle control. The distributor truck shall be capable of specific application rates in the range of 0.05 to 0.25 gallons per square yard. These rates shall be computer-controlled rather than mechanical. The distributor truck shall have an easily accessible thermometer that constantly monitors the temperature of the sealer, and have an operable mechanical tank gauge that can be used to cross-check the computer accuracy.

The distributor truck shall effectively mix the material prior to application.

The distributor shall be equipped with a hand sprayer to spray the sealer in areas not accessible to the distributor truck.

b. Aggregate spreader. The asphalt distributor truck will be equipped with an aggregate spreader mounted to the distributor truck that can apply aggregate to the sealer in a single pass operation without driving through wet sealer. The aggregate spreader shall be equipped with a variable control system capable of uniformly distributing the aggregate at the specified rate at varying application widths and speeds. The aggregate spreader must be adjusted to produce an even and accurate application of specified aggregate. The aggregate spreader shall have a minimum hopper capacity of at least 3,000 pounds of aggregate. Push-type hand spreaders will be allowed for use around lights, signs and other obstructions, if necessary.

c. Power broom/blower. A power broom and/or blower shall be provided for removing loose material from the surface to be treated.

d. Equipment calibration. Asphalt distributors must be calibrated within the same construction season in accordance with ASTM D2995. The Contractor must furnish a current calibration certification for the asphalt distributor truck from any State or other agency as approved by the Engineer.

608-R-4.4 Preparation of asphalt pavement surfaces. Clean pavement surface immediately prior to placing the seal coat so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film. Remove oil or grease from the asphalt pavement by scrubbing with a detergent, washing thoroughly with clean water, and treating these areas with the oil spot primer. Any additional surface preparation, such as crack repair, shall be in accordance with P-101-3.6.

608-R-4.5 Application of asphalt sealer. The asphalt sealer shall be applied using a pressure distributor upon the properly prepared, clean and dry surface at the application rate recommended by the manufacturer's representative and approved by the Engineer from the test area/sections evaluation for each designated treatment area. The asphalt sealer should be applied at a temperature between 50°F and 100°F or in accordance with the manufacturer's recommendation.

Pavement surfaces which have excessive runoff of seal coat due to excessive amount of material being applied or excessive surface grade shall be treated in two or more applications, if feasible, to the specified application rate at no additional cost to the Owner. Each additional application shall be performed after the prior application of material has penetrated into the pavement.

If low spots and depressions greater than 1/2 inch (12 mm) in depth in the pavement surface cause ponding or puddling of the applied materials, the pavement surface shall be lightly broomed with a broom or brush type squeegee. Brooming shall continue until the pavement surface is free of any pools of excess material. Ponding and/or puddling shall not cause excessive pavement tackiness and/or additional distress.

During all applications, the surfaces of adjacent structures shall be protected to prevent their being spattered or marred. Asphalt materials shall not be discharged into borrow pits or gutters or on the airport area.

608-R-4.6 Application of aggregate material. Immediately following the application of the asphalt sealer, aggregate at the rate recommended by the manufacturer's representative and approved by the Engineer from the test area/sections evaluation for each designated application area, shall be spread uniformly over the asphalt sealer in a single-pass operation simultaneous with the sealer application. The sealer material and aggregate shall be applied simultaneously in a single pass operation, so as to not drive through the applied fresh sealer. The aggregate shall be spread to the same width of application as the asphalt material and shall not be applied in such thickness as to cause blanketing.

Sprinkling of additional aggregate material, and spraying additional asphalt material over areas that show up having insufficient cover or bitumen, shall be done by hand whenever necessary. In areas where hand work is necessitated, the aggregate shall be applied before the sealant begins to break.

Minimize aggregate from being broadcast and accumulating on the untreated pavement adjacent to an application pass. Prior to the next application pass, the Contractor shall clean areas of excess or loose aggregate and remove from project site.

QUALITY CONTROL (QC)

608-R-5.1 Manufacturer's representation. The manufacturer's representative shall have knowledge of the material, procedures, and equipment described in the specification and shall be responsible for assisting the Engineer in determining the appropriate application rates of the seal coat and aggregate, as well as recommendations for proper preparation and start-up of seal coat application control strip. Documentation of the manufacturer representative's experience and knowledge for applying the seal coat product shall be furnished to the Engineer a minimum of 10 work days prior to placement of the control sections. The cost of the manufacturer's representative shall be included in the Contractor's bid price.

608-R-5.2 Contractor qualifications. The Contractor shall provide the Engineer with the seal coat Contractor's qualifications for applicators, personnel and equipment. The Contractor shall also provide documentation that the seal coat Contractor is qualified to apply the seal coat and to have made at least three (3) applications similar to this project in the past two (2) years.

MATERIAL ACCEPTANCE

608-R-6.1 Friction tests. Friction tests in accordance with AC 150/5320-12, Measurement, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces, shall be accomplished on all runway and high-speed taxiways that have received a seal coat. The Contractor shall coordinate testing with the Engineer. Each test includes performing friction tests at 40 mph and 60 mph both wet, 15 feet to each side of runway centerline. A control friction test shall be run within 30 days prior to application of the seal coat to runway and/or high-speed taxiways and another friction test shall be run after application of the seal coat to the entire project. Another Friction test shall be run between one hundred eighty (180) and three hundred sixty (360) days after seal coat application. The Engineer shall be present for testing and the Contractor shall provide a written report of friction test results.

METHOD OF MEASUREMENT

608-R-7.1 Asphalt surface treatment. The quantity of asphalt surface treatment shall be measured by the square yards of material applied in accordance with the plans and specifications and accepted by the Engineer.

The Contractor must furnish the Engineer with the certified weigh bills when materials are received for the asphalt material used under this contract. The Contractor must not remove material from the tank car or storage tank until initial amounts and temperature measurements have been verified.

BASIS OF PAYMENT

608-R-8.1 Payment shall be made at the contract unit price per square yard for the asphalt surface treatment applied and accepted by the Engineer, and the contract unit price per lump sum for runway friction testing. This price shall be full compensation for all surface preparation, furnishing all materials, delivery and application of these materials, for all labor, equipment, tools, and incidentals necessary to complete the item and any costs associated with furnishing a qualified manufacturer's representative to assist with control strips.

The friction testing and all work required to meet AC 150/5320-12.

Payment will be made under:

Item P-608-18-1	Asphalt Surface Treatment – per square yard
Item P-608-28-2	Runway and High Speed Exit Taxiway Friction Testing – per lump sum
Item P-608-3	Asphalt Surface Treatment (Removed From Schedule D For Existing Taxiway C Work) – per square yard

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 C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C117	Standard Test Method for Materials Finer than 75- μ m (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C128	Standard Test Method for Relative Density (Specific Gravity) and Absorption of Fine Aggregate
ASTM C136	Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM C566	Standard Test Method for Total Evaporable Moisture Content of Aggregate by Drying
ASTM C1252	Standard Test Methods for Uncompacted Void Content of Fine Aggregates
ASTM D5	Standard Test Method for Penetration of Asphalt Materials
ASTM D36	Standard Test Method for Softening Point of Bitumen (Ring-and-Ball Apparatus)

ASTM D402	Standard Test Method for Distillation of Cutback Asphalt
ASTM D2042	Standard Test Method for Solubility of Asphalt Materials in Trichloroethylene
ASTM D2216	Standard Test Methods for Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass
ASTM D2995	Standard Practice for Estimating Application Rate of Bituminous Distributors
ASTM D4402	Standard Test Method for Viscosity Determination of Asphalt at Elevated Temperatures Using a Rotational Viscometer
ASTM D5340	Standard Test Method for Airport Pavement Condition Index Surveys
ASTM D6433	Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys
ASTM D6997	Standard Test Method for Distillation of Emulsified Asphalt
ASTM D7428	Standard Test Method for Resistance of Fine Aggregate to Degradation by Abrasion in the Micro-Deval Apparatus
Advisory Circulars (AC)	
AC 150/5320-12	Measurement, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces
AC 150/5320-17	Airfield Pavement Surface Evaluation and Rating (PASER) Manuals
AC 150/5380-6	Guidelines and Procedures for Maintenance of Airport Pavements
AC 150/5380-7	Airport Pavement Management Program (PMP)

END OF ITEM P-608-R

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BID FORM



TO: Boca Raton Airport Authority
903 NW 35th Street
Boca Raton, Florida 33431

BID NUMBER: _____

DATE: _____

Ladies/Gentlemen:

Having carefully examined the Bid Documents and Drawings entitled:

as well as the premises and conditions affecting the work, _____
_____ (“BIDDER”) hereby proposes to furnish all labor and material and to perform all work as required by and in strict accordance with the above-named documents for sums as indicated in Attachment No. 1 to this Bid Form entitled “Bid Price Form”, which sums include all Federal, State and local taxes.

ADDENDA

It is agreed that the undersigned has received all Addenda complete as issued by the BRAA and that related costs are included in the bid submitted. The undersigned acknowledges receipt of said addenda as follows:

Addendum # _____ dated _____

Addendum # _____ dated _____

Addendum # _____ dated _____

Addendum # _____ dated _____

TIME

Time is of the essence. The undersigned Bidder agrees that, if awarded the Contract hereunder it shall commence the Work to be performed under the Contract on the date set by BRAA in its written notice to proceed, continuing the work with diligence and shall complete the entire work per Attachment No. 2 to this Bid Form entitled “Contract Time and Liquidated Damages Disclosure”. The undersigned agrees that, if awarded the Contract, it will complete said separable portions of Work in accordance with such milestone dates.

If BIDDER is notified of the BRAA’s intent to award it the contract, BIDDER shall complete the following within fifteen (15) calendar days of the posting of the Notice of Intent to Award:

- 4 executed originals of the Contract executed by the BIDDER;

- Proof of insurance for the Project in the form of insurance certificates and endorsements; and
- Completed Performance and Payment Bonds

Failure to complete the foregoing items within the time specified may result in BIDDER's disqualification.

ACCEPTANCE OF BID

BIDDER understands and agrees that the Boca Raton Airport Authority ("BRAA") reserves the right to accept or reject any or all bids submitted for a period of up to one hundred and twenty (120) calendar days from date of bid opening. Bidder further understands and agrees that its Bid shall remain an open offer, which the BRAA may accept, one hundred and twenty (120) calendar days regardless of the acceptance of another Bid during that period. Bidder agrees that it will not withdraw its Bid for said period of time. The Bidder understands and agrees that BRAA reserves the right to accept or reject any or all alternates, without regard to the listed order.

PRIME CONTRACTOR/SUBCONTRACTOR WORK DESIGNATION

For work performed by the Bidder's own organization, the undersigned has designated on Attachment No. 3 to this Bid Form entitled "Prime Contractor Work", that portion of work performed by the bidder's direct hire forces. For work performed by other than the Bidder's own organization, the undersigned has designated, on Attachment No. 4 to this Bid Form entitled "Designation of Subcontractors", certain firms as the Prime Contractor's subcontractors for portions of the work and further agrees that said subcontractors may not be changed without written consent of BRAA.

Under no circumstance will the Prime Contractor be permitted to sub-contract construction management services, or duties typically provide by the Prime Contractor as construction manager, including responsibilities of oversight of other sub-contract work, to a second tier Prime Contractor. All sub-contractor work shall be contracted directly between the Prime Contractor and the sub-contractor performing the work.

Respectfully Submitted,

(Name of Bidding Firm)

Address:

By: _____

Print Name: _____

Title: _____

FLORIDA STATE CONTRACTOR DATA:

License Number: _____

Classification: _____

Monetary Limit: _____

BID PRICE FORM
(Attachment No. 1 To The Bid Form)

Bid Number: 2018-BRAA-05
Task Number: 55 and 56

Date: _____

SCHEDULE A BASE BID- WIDEN TAXIWAYS F AND P4 FILLETS

ITEM #	SPEC. NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
1	P-100-1	MOBILIZATION	LS	1		
2	P-101-1	BITUMINOUS PAVEMENT DEMOLITION	SY	25		
3	P-101-2	2" NOMINAL COLD MILLING	SY	260		
4	P-151-1	4" TURF STRIPPING	SY	2,900		
5	P-152-1	UNCLASSIFIED EXCAVATION - DISPOSAL OFFSITE	CY	495		
6	P-152-2	UNCLASSIFIED EXCAVATION - ONSITE	CY	535		
7	P-156-1	TEMPORARY STORMWATER POLLUTION, PREVENTION, EROSION AND SILTATION CONTROL	LS	1		
8	P-211-1	LIMEROCK BASE COURSE, 12" THICK	SY	1,260		
9	P-401-1	BITUMINOUS SURFACE COURSE	TON	320		
10	P-602-1	BITUMINOUS PRIME COAT	GAL	320		
11	P-603-1	BITUMINOUS TACK COAT	GAL	140		
12	P-620-5	NON-REFLECTIVE (BLACK) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	300		
13	P-620-6	REFLECTIVE (YELLOW) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	200		
14	P-620-12	TEMPORARY (YELLOW) TAXIWAY AND APRON MARKING (30% APPLICATION)	SF	200		
15	T-904-1	SODDING	SY	1,900		
16	T-905-1	ONSITE TOPSOIL FROM TURF STRIPPING'S PROCESSING AND PLACEMENT	CY	164		
17	T-905-2	TURF STRIPPING - OFFSITE DISPOSAL	CY	160		
18	L-108-5.1	HAND EXCAVATE MINIMUM 8" WIDE X 28" DEEP IN EARTH.	LF	100		
19	L-108-5.2	HAND EXCAVATE MINIMUM 18" WIDE X 36" DEEP IN EARTH.	LF	100		
20	L-108-5.3	SAW CUT AND HAND EXCAVATE MINIMUM 8" WIDE X 28" DEEP IN EXISTING FULL STRENGTH PAVEMENT.	LF	100		
21	L-108-5.4	3/4" X 20' GROUND RODS CONNECTED TO COUNTERPOISE.	EA	10		

SCHEDULE A BASE BID- WIDEN TAXIWAYS F AND P4 FILLETS

ITEM #	SPEC. NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
22	L-108-5.5	10' ADDITIONAL GROUND ROD SECTIONS.	EA	10		
23	L-108-5.6	#6 BARE SOLID AWG COUNTERPOISE CONDUCTOR INSTALLED OVER CONDUIT SYSTEM	LF	2,200		
24	L-108-5.7	#8, 5KV, L-824 CONDUCTOR INSTALLED IN NEW AND EXISTING CONDUIT/DUCTBANK/MANHOLE SYSTEM	LF	4,000		
25	L-110-5.1	ONE 2" SCHEDULE 40 PVC CONDUIT DIRECT BURIED IN EARTH COMPLETE IN PLACE	LF	2,150		
26	L-110-5.2	ONE 2" SCHEDULE 40 PVC CONDUIT INSTALLED IN NEW FULL STRENGTH PAVEMENT COMPLETE IN PLACE.	LF	50		
27	L-110-5.3	ONE 2" SCHEDULE 40 PVC CONDUIT INSTALLED IN EXISTING FULL STRENGTH PAVEMENT COMPLETE IN PLACE.	LF	50		
28	L-110-5.4	ONE 2" HDPE CONDUIT DIRECTIONAL BORED 48" DEEP BENEATH EXISTING FULL STRENGTH AND SHOULDER PAVEMENTS COMPLETE IN PLACE.	LF	600		
29	L-110-5.6	INTERCEPT EXISTING CONDUIT SYSTEM AND CONNECT TO NEW CONDUIT SYSTEM AND EXTEND CIRCUIT.	EA	10		
30	L-110-5.7	HAND EXCAVATE AND CONCRETE ENCASE EXISTING 1W2" CONDUIT, COMPLETE.	LF	80		
31	L-115-5.1	L-867 16" DIAMETER JUNCTION CAN WITH COVER INSTALLED IN EARTH.	EA	1		
32	L-115-5.2	L-867 16" DIAMETER 2 CAN JUNCTION CAN PLAZA INSTALLED IN EARTH.	EA	4		
33	L-115-5.3	REMOVAL OF EXISTING JUNCTION CAN/LIGHT BASE CAN IN EARTH, COMPLETE	EA	28		
34	L-115-5.4	INTERCEPT EXISTING LIGHT BASE CAN IN EARTH/EXISTING PAVEMENT AND CONNECT TO CONDUIT SYSTEM.	EA	5		
35	L-125-5.1	NEW L-861T(L), LED TAXIWAY ELEVATED EDGE LIGHT AND BASE CAN IN EARTH.	EA	30		
36	L-125-5.4	INTERCEPT EXISTING CIRCUIT CONDUCTORS IN EXISTING BASE CAN/ MANHOLE /JUNCTION CAN AND EXTEND CIRCUITS ACCORDINGLY.	EA	10		
37	L-125-5.5	IDENTIFICATION OF CABLES, DUCTBANKS AND LIGHTING FIXTURES PER FAA SPECIFICATIONS	LS	1		
38	L-125-5.6	INSTALLATION OF ALLOWANCE ACCOUNT ALCMS GRAPHIC UPDATES, COMPLETE.	LS	1		
39	L-125-5.7	ALLOWANCE ACCOUNT: MODIFY EXISTING AIRFIELD LIGHTING CONTROL SYSTEM, COMPLETE.	ALL	1	\$15,000.00	\$15,000.00

SCHEDULE A BASE BID- WIDEN TAXIWAYS F AND P4 FILLETS

ITEM #	SPEC. NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
40	L-126-5.2	NEW SIZE 2, 3-4 CHARACTER, LED GUIDANCE SIGN AND CONCRETE BASE INSTALLED IN EARTH COMPLETE.	EA	1		
41	L-126-5.3	NEW SIZE 2, 5-6 CHARACTER, LED GUIDANCE SIGN AND CONCRETE BASE INSTALLED IN EARTH COMPLETE.	EA	3		
42	L-126-5.4	REMOVAL OF EXISTING GUIDANCE SIGN AND CONCRETE BASE IN EARTH/EXISTING PAVEMENT, COMPLETE.	EA	5		
43	L-126-5.5	INSTALLATION OF ALLOWANCE ACCOUNT SIGN PANELS IN EXISTING SIZE 2, 3 MODULE GUIDANCE SIGN.	EA	11		
44	L-126-5.6	INSTALLATION OF ALLOWANCE ACCOUNT SIGN PANELS IN EXISTING SIZE 2, 4 MODULE GUIDANCE SIGN.	EA	3		
45	L-126-5.7	ALLOWANCE ACCOUNT: NEW LUMACURVE SIGN PANELS FOR EXISTING LUMACURVE SIGNS PER SIGN SCHEDULE.	ALL	1	\$15,000.00	\$15,000.00

TOTAL BID AMOUNT, SCHEDULE A BASE BID =	\$
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BID PRICE FORM
(Attachment No. 1 To The Bid Form)

Bid Number: 2018-BRAA-05
Task Number: 55 and 56

Date: _____

SCHEDULE B BASE BID - RELOCATE CONNECTOR TAXIWAY B

ITEM #	SPEC. NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
1	P-100-1	MOBILIZATION	LS	1.00		
2	P-101-1	BITUMINOUS PAVEMENT DEMOLITION	SY	1,100.00		
3	P-101-2	2" NOMINAL COLD MILLING	SY	160.00		
4	P-151-1	4" TURF STRIPPING	SY	5,700.00		
5	P-152-1	UNCLASSIFIED EXCAVATION - DISPOSAL OFFSITE	CY	630.00		
6	P-152-2	UNCLASSIFIED EXCAVATION - ONSITE	CY	1,445.00		
7	P-156-1	TEMPORARY STORMWATER POLLUTION, PREVENTION, EROSION AND SILTATION CONTROL	LS	1.00		
8	P-211-1	LIMEROCK BASE COURSE, 12" THICK	SY	1,850.00		
9	P-401-1	BITUMINOUS SURFACE COURSE	TON	470.00		
10	P-602-1	BITUMINOUS PRIME COAT	GAL	540.00		
11	P-603-1	BITUMINOUS TACK COAT	GAL	200.00		
12	P-620-5	NON-REFLECTIVE (BLACK) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	1,550.00		
13	P-620-6	REFLECTIVE (YELLOW) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	840.00		
14	P-620-12	TEMPORARY (YELLOW) TAXIWAY AND APRON MARKING (30% APPLICATION)	SF	840.00		
15	T-904-1	SODDING	SY	5,150.00		
16	T-905-1	ONSITE TOPSOIL FROM TURF STRIPPING'S PROCESSING AND PLACEMENT	CY	435.00		
17	T-905-2	TURF STRIPPING – OFFSITE DISPOSAL	CY	200.00		
18	L-108-5.1	HAND EXCAVATE MINIMUM 8" WIDE X 28" DEEP IN EARTH.	LF	100.00		
19	L-108-5.2	HAND EXCAVATE MINIMUM 18" WIDE X 36" DEEP IN EARTH.	LF	100.00		
20	L-108-5.3	SAW CUT AND HAND EXCAVATE MINIMUM 8" WIDE X 28" DEEP IN EXISTING FULL STRENGTH PAVEMENT.	LF	100.00		
21	L-108-5.4	3/4" X 20' GROUND RODS CONNECTED TO COUNTERPOISE.	EA	10.00		
22	L-108-5.5	10' ADDITIONAL GROUND ROD SECTIONS.	EA	10.00		
23	L-108-5.6	#6 BARE SOLID AWG COUNTERPOISE CONDUCTOR INSTALLED OVER CONDUIT SYSTEM	LF	1,800.00		

BID PRICE FORM
(Attachment No. 1 To The Bid Form)

24	L-108-5.7	#8, 5KV, L-824 CONDUCTOR INSTALLED IN NEW AND EXISTING CONDUIT/DUCTBANK/MANHOLE SYSTEM	LF	3,000.00		
25	L-110-5.1	ONE 2" SCHEDULE 40 PVC CONDUIT DIRECT BURIED IN EARTH COMPLETE IN PLACE	LF	1,700.00		
26	L-110-5.2	ONE 2" SCHEDULE 40 PVC CONDUIT INSTALLED IN NEW FULL STRENGTH PAVEMENT COMPLETE IN PLACE.	LF	50.00		
27	L-110-5.3	ONE 2" SCHEDULE 40 PVC CONDUIT INSTALLED IN EXISTING FULL STRENGTH PAVEMENT COMPLETE IN PLACE.	LF	50.00		
28	L-110-5.4	ONE 2" HDPE CONDUIT DIRECTIONAL BORED 48" DEEP BENEATH EXISTING FULL STRENGTH AND SHOULDER PAVEMENTS COMPLETE IN PLACE.	LF	400.00		
29	L-110-5.5	ONE FAA 4" SCHEDULE 40 PVC CONCRETE ENCASED SPLIT DUCT IN EARTH/NEW FULL STRENGTH PAVEMENT.	LF	25.00		
30	L-110-5.6	INTERCEPT EXISTING CONDUIT SYSTEM AND CONNECT TO NEW CONDUIT SYSTEM AND EXTEND CIRCUIT.	EA	10.00		
31	L-110-5.7	HAND EXCAVATE AND CONCRETE ENCASE EXISTING 1W2" CONDUIT, COMPLETE.	LF	175.00		
32	L-115-5.1	L-867 16" DIAMETER JUNCTION CAN WITH COVER INSTALLED IN EARTH.	EA	1.00		
33	L-115-5.2	L-867 16" DIAMETER 2 CAN JUNCTION CAN PLAZA INSTALLED IN EARTH.	EA	2.00		
34	L-115-5.3	REMOVAL OF EXISTING JUNCTION CAN/LIGHT BASE CAN IN EARTH, COMPLETE	EA	20.00		
35	L-115-5.4	INTERCEPT EXISTING LIGHT BASE CAN IN EARTH/EXISTING PAVEMENT AND CONNECT TO CONDUIT SYSTEM.	EA	5.00		
36	L-125-5.1	NEW L-861T(L), LED TAXIWAY ELEVATED EDGE LIGHT AND BASE CAN IN EARTH.	EA	26.00		
37	L-125-5.4	INTERCEPT EXISTING CIRCUIT CONDUCTORS IN EXISTING BASE CAN/ MANHOLE /JUNCTION CAN AND EXTEND CIRCUITS ACCORDINGLY.	EA	10.00		
38	L-125-5.5	IDENTIFICATION OF CABLES, DUCTBANKS AND LIGHTING FIXTURES PER FAA SPECIFICATIONS	LS	1.00		
39	L-126-5.1	NEW SIZE 2, 1-2 CHARACTER, LED GUIDANCE SIGN AND CONCRETE BASE INSTALLED IN EARTH COMPLETE.	EA	2.00		
40	L-126-5.2	NEW SIZE 2, 3-4 CHARACTER, LED GUIDANCE SIGN AND CONCRETE BASE INSTALLED IN EARTH COMPLETE.	EA	3.00		
41	L-126-5.3	NEW SIZE 2, 5-6 CHARACTER, LED GUIDANCE SIGN AND CONCRETE BASE INSTALLED IN EARTH COMPLETE.	EA	2.00		
42	L-126-5.4	REMOVAL OF EXISTING GUIDANCE SIGN AND CONCRETE BASE IN EARTH/EXISTING PAVEMENT, COMPLETE.	EA	6.00		

TOTAL BID AMOUNT, SCHEDULE B BASE BID = \$

BID PRICE FORM
(Attachment No. 1 To The Bid Form)

Bid Number: 2018-BRAA-05
Task Number: 55 and 56

Date: _____

SCHEDULE C BASE BID - REPLACE RUNWAY 5-23 PAPI EQUIPMENT

ITEM #	SPEC. NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
1	P-100-1	MOBILIZATION	LS	1		
2	L-108-5.1	HAND EXCAVATE MINIMUM 8" WIDE X 28" DEEP IN EARTH.	LF	50		
3	L-108-5.2	HAND EXCAVATE MINIMUM 18" WIDE X 36" DEEP IN EARTH.	LF	50		
4	L-108-5.4	3/4" X 20' GROUND RODS CONNECTED TO COUNTERPOISE.	EA	4		
5	L-108-5.5	10' ADDITIONAL GROUND ROD SECTIONS.	EA	4		
6	L-108-5.6	#6 BARE SOLID AWG COUNTERPOISE CONDUCTOR INSTALLED OVER CONDUIT SYSTEM	LF	100		
7	L-108-5.7	#8, 5KV, L-824 CONDUCTOR INSTALLED IN NEW AND EXISTING CONDUIT/DUCTBANK/MANHOLE SYSTEM	LF	1,200		
8	L-108-5.8	#8, XHHW EQUIPMENT GROUND CONDUCTOR INSTALLED IN NEW AND EXISTING CONDUIT/DUCTBANK/MANHOLE SYSTEM.	LF	400		
9	L-110-5.1	ONE 2" SCHEDULE 40 PVC CONDUIT DIRECT BURIED IN EARTH COMPLETE IN PLACE	LF	100		
10	L-110-5.6	INTERCEPT EXISTING CONDUIT SYSTEM AND CONNECT TO NEW CONDUIT SYSTEM AND EXTEND CIRCUIT.	EA	5		
11	L-115-5.4	INTERCEPT EXISTING LIGHT BASE CAN IN EARTH/EXISTING PAVEMENT AND CONNECT TO CONDUIT SYSTEM.	EA	5		
12	L-125-5.2	REMOVE EXISTING PAPI EQUIPMENT AND PEDESTALS, COMPLETE.	EA	2		
13	L-125-5.3	INSTALLATION OF ALLOWANCE ACCOUNT RUNWAY 4 BOX L-880(L), PAPI LED SYSTEM (VOLTAGE DRIVEN) ON EXISTING CONCRETE BASE WITH A NEW CONCRETE MAINTENANCE PAD, COMPLETE.	LS	2		
14	L-125-5.4	INTERCEPT EXISTING CIRCUIT CONDUCTORS IN EXISTING BASE CAN/ MANHOLE /JUNCTION CAN AND EXTEND CIRCUITS ACCORDINGLY.	EA	5		
15	L-125-5.5	IDENTIFICATION OF CABLES, DUCTBANKS AND LIGHTING FIXTURES PER FAA SPECIFICATIONS	LS	1		
16	L-125-5.8	ALLOWANCE ACCOUNT: TWO NEW RUNWAY 4 BOX L-880(L), STYLE A, PAPI LED SYSTEM (VOLTAGE DRIVEN), COMPLETE.	ALL	1	\$40,000.00	\$40,000.00

TOTAL BID AMOUNT, SCHEDULE C BASE BID = \$

BID PRICE FORM
(Attachment No. 1 To The Bid Form)

Bid Number: 2018-BRAA-05
Task Number: 55 and 56

Date: _____

SCHEDULE D BASE BID - REJUVENATE AND REMARK RUNWAY 5-23

ITEM #	SPEC. NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
1	P-100-1	MOBILIZATION	LS	1		
2	P-608-1	ASPHALT SURFACE TREATMENT	SY	105,000		
3	P-608-2	RUNWAY AND HIGH SPEED EXIT TAXIWAY FRICTION TESTING	LS	1		
4	P-620-1	RUBBER REMOVAL	SF	112,000		
5	P-620-2	PAVEMENT MARKING REMOVAL	SF	136,800		
6	P-620-3	NON-REFLECTIVE (BLACK) RUNWAY MARKING (100% APPLICATION)	SF	38,000		
7	P-620-4	REFLECTIVE (WHITE) RUNWAY MARKING (100% APPLICATION)	SF	93,800		
8	P-620-5	NON-REFLECTIVE (BLACK) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	3,300		
9	P-620-6	REFLECTIVE (YELLOW) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	1,700		
10	P-620-11	TEMPORARY (WHITE) RUNWAY MARKING (30% APPLICATION)	SF	93,800		
11	P-620-12	TEMPORARY (YELLOW) TAXIWAY AND APRON MARKING (30% APPLICATION)	SF	1,700		

TOTAL BID AMOUNT, SCHEDULE D BASE BID =	\$
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BID PRICE FORM
(Attachment No. 1 To The Bid Form)

Bid Number: 2018-BRAA-05
Task Number: 55 and 56

Date: _____

ADDITIVE BID 1 - RELOCATE CONNECTOR TAXIWAY C

ITEM #	SPEC. NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
1	P-100-1	MOBILIZATION	LS	1		
2	P-101-1	BITUMINOUS PAVEMENT DEMOLITION	SY	950		
3	P-101-2	2" NOMINAL DEPTH COLD MILLING	SY	150		
4	P-151-1	4" TURF STRIPPING	SY	5,210		
5	P-152-1	UNCLASSIFIED EXCAVATION - DISPOSAL OFFSITE	CY	405		
6	P-152-2	UNCLASSIFIED EXCAVATION - ONSITE	CY	1,185		
7	P-156-1	TEMPORARY STORMWATER POLLUTION, PREVENTION, EROSION AND SILTATION CONTROL	LS	1		
8	P-211-1	LIMEROCK BASE COURSE, 12" THICK	SY	1,850		
9	P-401-1	BITUMINOUS SURFACE COURSE	TON	470		
10	P-602-1	BITUMINOUS PRIME COAT	GAL	540		
11	P-603-1	BITUMINOUS TACK COAT	GAL	200		
12	P-608-3	ASPHALT SURFACE TREATMENT (REMOVED FROM SCHEDULE D FOR EXISTING TAXIWAY C WORK)	SY	-950		
13	P-620-5	NON-REFLECTIVE (BLACK) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	1,550		
14	P-620-6	REFLECTIVE (YELLOW) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	840		
15	P-620-7	NON-REFLECTIVE (BLACK) TAXIWAY AND APRON MARKING (100% APPLICATION) (REMOVED FROM SCHEDULE D FOR EXISTING TAXIWAY C WORK)	SF	-1,150		
16	P-620-8	REFLECTIVE (YELLOW) TAXIWAY AND APRON MARKING (100% APPLICATION) (REMOVED FROM SCHEDULE D FOR EXISTING TAXIWAY C WORK)-	SF	-720		
17	P-620-9	PAVEMENT MARKING REMOVAL (REMOVED FROM SCHEDULE D FOR EXISTING TAXIWAY C WORK)	SF	-1,870		
18	P-620-12	TEMPORARY (YELLOW) TAXIWAY AND APRON MARKING (30% APPLICATION)	SF	840		
19	T-904-1	SODDING	SY	4,500		
20	T-905-1	ONSITE TOPSOIL FROM TURF STRIPPING'S PROCESSING AND PLACEMENT	CY	380		
21	T-905-2	TURF STRIPPING - OFFSITE DISPOSAL	CY	200		
22	L-108-5.1	HAND EXCAVATE MINIMUM 8" WIDE X 28" DEEP IN EARTH.	LF	100		
23	L-108-5.2	HAND EXCAVATE MINIMUM 18" WIDE X 36" DEEP IN EARTH.	LF	100		
24	L-108-5.3	SAW CUT AND HAND EXCAVATE MINIMUM 8" WIDE X 28" DEEP IN EXISTING FULL STRENGTH PAVEMENT.	LF	100		
25	L-108-5.4	3/4" X 20' GROUND RODS CONNECTED TO COUNTERPOISE.	EA	10		
26	L-108-5.5	10' ADDITIONAL GROUND ROD SECTIONS.	EA	10		

BID PRICE FORM
(Attachment No. 1 To The Bid Form)

Bid Number: 2018-BRAA-05
Task Number: 55 and 56

Date: _____

ADDITIVE BID 2 - REJUVENATE AND REMARK TAXIWAY P AND CONNECTORS

ITEM #	SPEC. NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
1	P-100-1	MOBILIZATION	LS	1		
2	P-608-1	ASPHALT SURFACE TREATMENT	SY	50,800		
3	P-620-2	PAVEMENT MARKING REMOVAL	SF	28,930		
4	P-620-5	NON-REFLECTIVE (BLACK) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	18,850		
5	P-620-6	REFLECTIVE (YELLOW) TAXIWAY AND APRON MARKING (100% APPLICATION)	SF	9,800		
6	P-620-10	REFLECTIVE (WHITE) ROADWAY MARKING (100% APPLICATION)	SF	280		
7	P-620-12	TEMPORARY (YELLOW) TAXIWAY AND APRON MARKING (30% APPLICATION)	SF	9,800		

TOTAL BID AMOUNT, ADDITIVE BID 2 = \$
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TOTAL BID AMOUNT, SCHEDULE A BASE BID + SCHEDULE B BASE BID + SCHEDULE C BASE BID + SCHEDULE D BASE BID + ADDITIVE BID 1 + ADDITIVE BID 2 = \$

Name of Bidder/Contractor

Signature of Officer

Provide, in the appropriate spaces of the Bid Price Form, the unit price(s) and lump sum prices(s), based on the description indicated for that item, the Total Amount of each item in numerical figures and the Total Amount Bid for the entire work.

The Bid includes the work as described in the plan sheets and specifications for the **2018 Airfield Improvements Project**, and shall include all costs to complete the project in accordance with the contract documents.

BID PRICE FORM
(Attachment No. 1 To The Bid Form)

27	L-108-5.6	#6 BARE SOLID AWG COUNTERPOISE CONDUCTOR INSTALLED OVER CONDUIT SYSTEM	LF	1,800		
28	L-108-5.7	#8, 5KV, L-824 CONDUCTOR INSTALLED IN NEW AND EXISTING CONDUIT/DUCTBANK/MANHOLE SYSTEM	LF	3,000		
29	L-110-5.1	ONE 2" SCHEDULE 40 PVC CONDUIT DIRECT BURIED IN EARTH COMPLETE IN PLACE	LF	1,700		
30	L-110-5.2	ONE 2" SCHEDULE 40 PVC CONDUIT INSTALLED IN NEW FULL STRENGTH PAVEMENT COMPLETE IN PLACE.	LF	50		
31	L-110-5.3	ONE 2" SCHEDULE 40 PVC CONDUIT INSTALLED IN EXISTING FULL STRENGTH PAVEMENT COMPLETE IN PLACE.	LF	50		
32	L-110-5.4	ONE 2" HDPE CONDUIT DIRECTIONAL BORED 48" DEEP BENEATH EXISTING FULL STRENGTH AND SHOULDER PAVEMENTS COMPLETE IN PLACE.	LF	400		
33	L-110-5.5	ONE FAA 4" SCHEDULE 40 PVC CONCRETE ENCASED SPLIT DUCT IN EARTH/NEW FULL STRENGTH PAVEMENT.	LF	25		
34	L-110-5.6	INTERCEPT EXISTING CONDUIT SYSTEM AND CONNECT TO NEW CONDUIT SYSTEM AND EXTEND CIRCUIT.	EA	10		
35	L-110-5.7	HAND EXCAVATE AND CONCRETE ENCASE EXISTING 1W2" CONDUIT, COMPLETE.	LF	175		
36	L-115-5.1	L-867 16" DIAMETER JUNCTION CAN WITH COVER INSTALLED IN EARTH.	EA	1		
37	L-115-5.2	L-867 16" DIAMETER 2 CAN JUNCTION CAN PLAZA INSTALLED IN EARTH.	EA	2		
38	L-115-5.3	REMOVAL OF EXISTING JUNCTION CAN/LIGHT BASE CAN IN EARTH, COMPLETE	EA	19		
39	L-115-5.4	INTERCEPT EXISTING LIGHT BASE CAN IN EARTH/EXISTING PAVEMENT AND CONNECT TO CONDUIT SYSTEM.	EA	5		
40	L-125-5.1	NEW L-861T(L), LED TAXIWAY ELEVATED EDGE LIGHT AND BASE CAN IN EARTH.	EA	23		
41	L-125-5.4	INTERCEPT EXISTING CIRCUIT CONDUCTORS IN EXISTING BASE CAN/ MANHOLE /JUNCTION CAN AND EXTEND CIRCUITS ACCORDINGLY.	EA	10		
42	L-125-5.5	IDENTIFICATION OF CABLES, DUCTBANKS AND LIGHTING FIXTURES PER FAA SPECIFICATIONS	LS	1		
43	L-126-5.1	NEW SIZE 2, 1-2 CHARACTER, LED GUIDANCE SIGN AND CONCRETE BASE INSTALLED IN EARTH COMPLETE.	EA	2		
44	L-126-5.2	NEW SIZE 2, 3-4 CHARACTER, LED GUIDANCE SIGN AND CONCRETE BASE INSTALLED IN EARTH COMPLETE.	EA	2		
45	L-126-5.3	NEW SIZE 2, 5-6 CHARACTER, LED GUIDANCE SIGN AND CONCRETE BASE INSTALLED IN EARTH COMPLETE.	EA	2		
46	L-126-5.4	REMOVAL OF EXISTING GUIDANCE SIGN AND CONCRETE BASE IN EARTH/EXISTING PAVEMENT, COMPLETE.	EA	6		

TOTAL BID AMOUNT, ADDITIVE BID 1 = \$	
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**BID PRICE FORM
(Attachment No. 1 To The Bid Form)**

THIS PAGE MUST ACCOMPANY THE BID FORM IN THE MANNER SPECIFIED BELOW, AND EACH SPACE MUST BE COMPLETED.

Below, BIDDER shall indicate the Total Amount Bid ~~for the entire work~~ by Schedule. If the Contract Documents provide a Schedule of Values for the Work, then BIDDER shall total the quantities and amounts bid on its Schedule of Values and indicate such total below.

Schedule A Bid: \$ _____ In words: _____

Schedule B Base Bid: \$ _____ In words: _____

Schedule C Bid: \$ _____ In words: _____

Schedule D Base Bid: \$ _____ In words: _____

Additive Bid 1: \$ _____ In words: _____

Additive Bid 2: \$ _____ In words: _____

The Basis of Award will be the lowest responsive and responsible bid for Schedules chosen by BRAA based on available funding. BRAA at a minimum, intends to authorize Schedule A, Schedule B Base Bid, Schedule C and Schedule D Base Bid. However, this intended minimum is not guaranteed and BRAA reserves the right to select any combination of schedules for award.

Project Alternatives (If Applicable)

~~It is the intent of the BRAA to award the Contract on the Base Bid plus the optimum combination of Alternate Bid(s) which available funding will allow. If a contract is to be awarded, it will be awarded to the lowest responsive and responsible Bidder of whichever combination of Base and Alternate Bid(s) BRAA chooses.~~

Alternative Bid No. 1: \$ _____ In words: _____

**CONTRACT TIME AND LIQUIDATED DAMAGES DISCLOSURE
(Attachment No. 2 To The Bid Form)**

PROJECT NAME: _____

THIS FORM MUST ACCOMPANY BID FORM AND MUST BE COMPLETED AS APPLICABLE.

The Contractor may not proceed with the Work without prior written authorization from the BRAA. This authorization shall be called the **CONSTRUCTION NOTICE TO PROCEED**.

As detailed in Section 3.2 of the Contract:

COMPLETION TYPE	CALENDAR DAYS	LIQUIDATED DAMAGES FOR DELAY
Administrative Period	20 days from issuance of Administrative Notice To Proceed	
	Daily Taxiway Opening	\$500 per hour
	Daily Runway-Opening*	\$500 every 15 minutes or portion thereof thereafter
	Reschedule FAA PAPI Flight Check due to New Equipment Failure	\$25,000 per occurrence
Substantial Completion**	120 days from issuance of the Construction Notice to Proceed	\$500 per day
Final Completion	10 days from achievement of Substantial Completion	\$250 per day

* Example Daily Runway-Opening Liquidated Damages: 18-minute delay in opening will result in \$1,000 in Liquidated Damages being assessed. Delays will be measured using an Owner/ Resident Project Representative provided clock. Contractor may inspect the clock at the beginning of each work period for accuracy. The Contractor shall accept the time provided by the clock regardless of Contractors inspection.

** Substantial Completion shall be the Completion of all work except final pavement markings.

Due to the BRAA’s constraints and overall project completion requirements, the Contractor shall complete the work within the calendar day durations specified above from the date of issuance of the Construction Notice to Proceed. Should the Contractor fail to complete the time-limited work by the timeframes specified, the BRAA will suffer damages and will be entitled to liquidated damages as set forth above.

(Name of Bidding Firm)

By: _____

**PRIME CONTRACTOR WORK
(Attachment No. 3 To The Bid Form)**

PROJECT NAME: _____

THIS FORM MUST ACCOMPANY BID FORM AND MUST BE COMPLETED AS APPLICABLE.

The Contractor shall perform a minimum of 35% of the work with his own direct hire forces. That portion of the work which will be performed by the General Contractor is as follows:

Item	Description Of Work	Contract Amount
1.		\$
2		\$
3		\$
4.		\$
5.		\$
6.		\$
7.		\$
8.		\$
<u>TOTAL DOLLAR VALUE OF CONTRACTOR WORK:</u>		\$
<u>PERCENT OF WORK TO BE PERFORMED BY CONTRACTOR:</u>		%

Name of Bidder: _____

BIDDERS LICENSE NUMBER: _____ MONETARY LIMIT: _____

BIDDERS CERTIFICATION NUMBER: _____ CLASSIFICATION: _____

**DESIGNATION OF SUBCONTRACTORS
(Attachment No. 4 To The Bid Form)**

PROJECT: _____

THIS FORM MUST ACCOMPANY BID FORM AND MUST BE COMPLETED AS APPLICABLE.

The Contractor shall perform a minimum of 35% of the work with his own direct hire forces. That portion of the Work which will be performed by Subcontractors (Electrical, Plumbing, HVAC, etc.) which require Licensing or Certification by the City of Boca Raton, Palm Beach County, the State of Florida or FAA as applicable shall be listed below.

*The Prime Contractor shall sub-contract with a designated, licensed "Security Sub-contractor (below)"

Name, Address and Telephone Number of Subcontractor	Type and Description of Work to be Performed	Subcontractor's License or Certification Number*	Contract Amount
1.	*Security Sub-contractor		\$
2.			\$
3.			\$
4.			\$
5.			\$
6.			\$
7.			\$
8.			\$
<u>TOTAL DOLLAR VALUE OF SUBCONTRACTOR PARTICIPATION:</u>			\$
<u>PERCENT SUBCONTRACTOR PARTICIPATION:</u>			%

*Subcontractor's Certification Number Must Be Provided.

Name of Bidder: _____

**BID OR PROPOSAL BOND
(Attachment No. 5 To The Bid Form)**



KNOW ALL MEN BY THESE PRESENTS: That we, _____, as Principal (Bidder), and _____, as Surety, are held and firmly bound unto the Boca Raton Airport Authority (the "Obligee"), in full and just sum of FIVE PERCENT (5%) of the actual total of the Bid referred to herein, in lawful money of the United States of America, to be paid to the Obligee, to which payment will and truly to be made we bind ourselves, our heirs, executors, administrators, successors and assignees, jointly and severally and firmly be these presents:

WHEREAS, the said Principal is herewith submitting a Bid to the Obligee in response to _____ Invitation to Bid No. _____ - _____ (the "Invitation to Bid").

NOW, THEREFORE, THE CONDITION OF THE ABOVE OBLIGATION IS SUCH, that if the said Principal shall execute a contract and give bond for the faithful performance thereof within the time period as stipulated by the project specifications after being notified in writing of the award of such contract to Principal, or if the Surety shall pay the Obligee the full amount of this bond, then this obligation shall be void; otherwise it shall remain in full force and effect.

SIGNED, SEALED AND DATED THIS _____ day of _____, 20____.

NAME OF SURETY: _____

By: _____
Florida Licensed Insurance Agent or Attorney-in-Fact
Type/Print

Countersigned:

**BID OR PROPOSAL BOND Cont.
(Attachment No. 5 To The Bid Form)**

By: _____
Florida Licensed Insurance Agent _____ Type/Print

The following statement to be completed regarding the Florida Licensed Insurance Agent:

State of _____
County of _____

Before me, the above signed authority, personally appeared _____, who is personally known to me or has produced _____ (type of identification) identification and is duly sworn, deposes and says that he/she is a duly authorized insurance agent properly licensed under the laws of the State of Florida to represent _____ of _____, a company authorized to make corporate Surety Bonds under the laws of Florida and acceptable as Surety on Federal Bonds and that he has signed or countersigned the above bond on their behalf.

Sworn, and subscribed to before me this _____ day of _____, 20____.

**BID GUARANTY – UNCONDITIONAL LETTER OF CREDIT
(Attachment No. 6 To The Bid Form)**

BRAA BID NUMBER: Task 55 and 56

DATE: _____

<p><u>Beneficiary:</u> Boca Raton Airport Authority through its Executive Director, Clara Bennett 903 NW 35th Street Boca Raton, Florida 33431</p> <p><u>Applicant:</u> _____ _____ _____ _____</p>	<p>Date of Issuance: _____</p> <p>Issuing Bank No. _____</p> <p>Amount: _____ In United States Funds</p> <p>Expiration Date: _____</p> <p>Date of LOC: _____</p> <p>Bid Number: _____</p>
---	---

We hereby authorize you to draw on _____
(Bank name) at _____
(Branch address) by order of and for the account of _____
_____ (Applicant) up to an aggregate amount, in United States Funds, of
_____ available by your drafts at sight, accompanied
by:

A signed statement from the Boca Raton Airport Authority's Executive Director,
countersigned by Airport Legal Counsel, that the drawing is due to default in
performance of obligations on the part of _____ [Applicant]
incurred as a respondent to Invitation to Bid No. _____ - _____
_____.

Drafts must be drawn and negotiated not later than _____
[90 days from date of bid opening].

**BID GUARANTY – UNCONDITIONAL LETTER OF CREDIT Cont.
(Attachment No. 6 To The Bid Form)**

Drafts must bear the clause: “Drawn under Letter of Credit No. _____ of _____
_____, 20____.” (Bank name) dated _____

This Letter of Credit sets forth in full terms of our undertaking, and such undertaking shall not in any way be modified, amended, or amplified by reference to any documents, instrument, or agreement referred to herein or to which this Letter of Credit is referred or this Letter of Credit relates, and any such reference shall not be deemed to incorporate herein by reference any document, instrument or agreement.

We hereby agree with the drawers, endorsers, and bona fide holders of all drafts drawn under and in compliance with the terms of this Letter of Credit that such drafts will be duly honored upon presentation to the drawee.

The execution of the Contract and the submission of any Performance Guaranty and Insurance Policies and Endorsements by the Applicant shall be a release of all obligations.

This Letter of Credit is subject to the “Uniform Customs and Practice for Documentary Credits,” International Chamber of Commerce (2007 revision), Publication No. 600 and to the provisions of Florida Law. If a conflict between the Uniform Customs and Practice for Documentary Credits and Florida law should arise, Florida law shall prevail. If a conflict between the law of another state or country and Florida law should arise, Florida law shall prevail.

Authorized Signature

Print Name: _____

Title: _____

**SCHEDULE 1
LIST OF PROPOSED DBE SUBCONTRACTORS
(Attachment No. 7A1 To The Bid Form) -Base Bid**

PROJECT NAME:	_____	PROJECT NO:	_____
NAME OF PRIME BIDDER:	_____	PHONE NO.:	_____
CONTACT PERSON:	_____	FAX NO:	_____
BID DATE:	_____	DEPARTMENT:	_____

Name, Address and Phone Number of DBE Subcontractor	Type of Work to be performed	DBE Subcontractor Amount			
		Black	Hispanic	Women	Other (Please Specify)
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
	Total:	\$	\$	\$	\$
Total Bid Price:	\$	Total Value of DBE Participation:		\$	

Note: The amounts listed on this form must be supported by the Subcontractors prices included on Schedule 2 in order to be counted toward goal attainment. GOALS STATED IN THE BID REQUIREMENTS ARE MINIMUMS AND NO ROUNDING WILL BE ACCEPTED.

**SCHEDULE 3
STATEMENT OF GOOD FAITH EFFORTS
(Attachment No. 7A3 To The Bid Form)-Base Bid**

Project/Bid No.: 2018-BRAA-005

Date: _____

Project Name: 2018 Airfield Improvements

Bidder Name: _____

The undersigned Bidder intends to satisfy the requirements of the Invitation to Bid related to Disadvantaged Business Enterprise (DBE) utilization in the following manner:

_____ The Bidder has committed to a minimum of _____ %¹ DBE utilization on this Project.
(Complete blank – if the percentage will equal or exceed the DBE goal.)

_____ If unable to meet the DBE goal of _____ %, the Bidder has committed to a minimum of _____ %¹ DBE utilization on this Project and will demonstrate its good faith efforts to achieve the DBE goal. *(Complete blank – if percentage is less than the DBE goal.)*

By: _____
Signature

Print Name/Title: _____

¹ The percentage committed to on this form must be supported by the dollar amounts listed on Schedules 1 and 2. Errors in calculating the DBE percentage may result in a correction of the DBE percentage pursuant to the Instructions to Bidders. In the event the DBE goal is not achieved, failure to submit evidence of good faith efforts shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

THE REMAINDER OF THIS FORM MUST BE COMPLETED IF THE BIDDER HAS BEEN UNABLE TO ACHIEVE THE DBE GOAL.

In the event Bidder is unable to achieve the DBE goal, the Bidder is required to demonstrate that the Bidder took all necessary and reasonable steps to secure participation by certified DBE firms by their scope, intensity and appropriateness to the objective. Mere pro forma efforts such as blanket mailings or e-mails requesting quotes without further efforts will not be considered a good faith effort. The quality, quantity and intensity of the Bidder’s efforts will be considered in determining good faith efforts. Actions constituting evidence of good faith efforts are described in Appendix A to 49 CFR Part 26. Such actions include, but are not limited to, the actions identified in this form. Schedule 3 is not intended to be an exhaustive list of the actions that may be taken in an effort to achieve the DBE goal.

Failure to complete Schedule 3 in its entirety and submit information as required by this Schedule 3 shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid when the DBE goal has not been achieved; however, completion of the form alone will not necessarily result in a finding of good faith efforts. The purpose of Schedule 3 is to provide detailed information to the Owner regarding the scope, intensity and appropriateness of the steps taken by each Bidder to achieve the DBE goal. Determinations of good faith efforts are intrinsically fact-specific and are made taking into consideration the evidence provided by each Bidder as to its efforts. Failure to provide sufficient evidence of good faith efforts shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid when the DBE goal has not been achieved.

1. **CONTACT LOG.** The Bidder shall provide a contact log with Schedule 3 that contains the following information: (1) the name of each DBE firm contacted, (2) the initial date each DBE firm was solicited, (3) how each DBE firm was solicited (i.e., correspondence, e-mail, fax, telephone, etc...), (4) dates of follow up efforts; (5) a summary of the follow up efforts (i.e., correspondence, e-mail, fax, telephone conversations, meetings, etc...), and (6) the general results of Bidder's efforts. The efforts employed by the Bidder must be those that one could reasonably expect the Bidder to take if the Bidder were actively and aggressively trying to obtain DBE participation to meet the goal. Direct communication is the most effective means of securing DBE participation. The Bidder may use the contact log form attached to Schedule 3 or may provide a separate contact log with the information required by this paragraph. Failure to provide the required contact log or submission of a materially incomplete contact log shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid. The contact log is utilized to assist the Owner in determining the quality, quantity and intensity of the efforts made by each of Bidder to achieve the DBE goal.
 - A. The Bidder should provide backup documentation supporting the statements contained in the contact log, including copies of solicitation letters, e-mails, faxes, and telephone logs, with Schedule 3; however, supporting documentation shall not be accepted in lieu of a contact log. The Owner may request copies of supporting documentation listed in the contact log to clarify information included in the contact log if not included or incomplete. It shall be the responsibility of the Bidder to submit the requested information within the timeframe specified by the Owner (normally within two (2) business days). Failure of the Bidder to provide the requested information within the timeframe specified by the Owner shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.
 - B. The number and location of DBE firms contacted by the Bidder will be considered in determining good faith efforts. Contacting available DBE firms that specialize in the work desired and that are located in the area or surrounding areas of the Project will be considered further evidence in support of a finding of good faith efforts. Focusing efforts exclusively or primarily outside the area or surrounding areas of the Project without a reasonable explanation raises the question of whether the Bidder made good faith efforts.
 - C. The timing of solicitation of DBE firms by the Bidder will be considered in determining good faith efforts. Soliciting DBE firms as early in the process as practicable to allow DBE firms a sufficient time to respond to the solicitation and submit a timely quote will be considered further evidence in support of a finding of good faith efforts. Failing to provide sufficient time for DBE firms to respond to the Bidder's solicitation raises the question of whether the Bidder made good faith efforts.
 - D. Follow up efforts will be considered in determining good faith efforts as such efforts are relevant to the quality and intensity of the efforts made by the Bidder. The contact log must detail the efforts the Bidder took to follow up with DBE firms following initial solicitation efforts. Follow up efforts should be tracked and documented, including the name of individuals contacted with each DBE firm and the relevant contact information. Blanket e-mails or mailings to DBE firms requesting quotes alone are not sufficient to satisfy good faith efforts. Failing to make reasonable follow up efforts raises the question of whether the Bidder made good faith efforts.
 - E. DBE firms listed in the contact log may be contacted by the Owner to verify information contained in the contact log. Failure to provide information that is accurate in all material respects shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

2. **ADVERTISING.** The Bidder shall list all advertisements soliciting DBE participation on the Project below. Proof of publication or copies of advertisements must be provided with Schedule 3 in order to be considered as evidence of Bidder’s good faith efforts. Advertising in minority/women publications and through minority/women organizations and business assistance offices in addition to traditional newspaper advertising may increase the likelihood the DBE goal will be achieved and is strongly encouraged. Advertising alone is not sufficient to satisfy good faith efforts; however, advertising in conjunction with other efforts will be considered further evidence in support of a finding of good faith efforts; provided that such efforts are targeted to increasing participation by DBE firms in the Project.

Name of Publication/Website/Newsletter	Publication Date(s)

3. **SUBCONTRACTING CATEGORIES.** Selecting portions of the work to be performed by DBE firms can increase the likelihood that the DBE goal will be achieved. This includes, where appropriate, breaking portions of the work into economically feasible units to facilitate DBE participation. The Bidder shall detail specific subcontracting categories made available to DBE firms and how DBE firms were solicited in each category below.

It is the Bidder’s responsibility to make a portion of the work available to DBE firms and to select those portions of the work and/or material needs consistent with available DBE firms to facilitate DBE participation. The ability or desire of the Bidder to perform the work with its own organization shall not relieve the Bidder of responsibility to make good faith efforts.

Selecting portions of work where few or no DBE firms are available to perform the work, selecting categories that are not included in the Project or limiting the categories of work to those that will not cumulatively result in achievement of the DBE goal raises the question of whether the Bidder made good faith efforts.

Subcontracting Category	Methods of Soliciting DBE Firms in Subcontracting Category (i.e., direct contact, advertising, attending matchmaker meetings, working directly with minority/women organizations to identify DBE firms, etc....)

4. **NEGOTIATION EFFORTS.** For each DBE firm that was not selected to perform work on the Project, the Bidder shall list the name of the DBE firm and the dollar amount of the DBE firm’s quote below. If the DBE firm providing the quote was not selected, the Bidder shall list the name of the successful subcontractor and the dollar amount quoted by the successful subcontractor below. If the Bidder has elected to self-perform the work, the Bidder shall list “Bidder” and the Bidder’s bid amount for the work below. **When a non-DBE subcontractor’s quote is selected over a DBE subcontractor’s quote, the Bidder shall attach copies of the quotes submitted to the Bidder.** Failure to provide the required quotes shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

Name of DBE Firm	DBE Firm’s Quote (Dollar Amount)	Name of non-DBE Subcontractor Selected	Non-DBE Subcontractor’s Quote/Bidder (Dollar Amount)	Difference between DBE Quote & Non-DBE Quote (Dollar Amount)
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$

The Bidder shall provide a statement explaining why the quotes submitted by DBE firms were not accepted. The Bidder’s failure to negotiate in good faith with interested DBE firms qualified to perform the work shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

In addition, the fact that there may be additional costs involved in finding and using DBE firms is not a sufficient reason for the Bidder’s failure to meet the DBE goal. Rejecting a DBE firm because the quotation for the work was not the lowest received shall not be considered a good faith effort; however, Bidder is not required to accept a higher quote if the difference is excessive or unreasonable.

Prior to determining that a DBE firm’s quote is excessive or unreasonable, the Bidder should make reasonable efforts to inquire as to the reasons for the difference between the DBE and non-DBE quotes. Factors to take into consideration when determining whether a DBE firm’s quote is excessive or unreasonable include the following: (1) the difference in the dollar amount between the DBE firm’s quote and the non-DBE subcontractor quote received by the Bidder; (2) the percentage difference between the DBE firm’s quote and the non-DBE subcontractor’s quote; (3) the percentage that the DBE firm’s quote represents of the overall contract amount (i.e., a higher DBE price may not be excessive or unreasonable if the difference is a very small part of the overall contract amount); and (4) whether the scope of work described in the DBE firm’s quote and non-DBE subcontractor’s quote (or portions thereof) submitted for review is the same or comparable. General statements that DBE quotes were higher than non-DBE quotes without additional explanation or information raises the question of whether the Bidder made good faith efforts.

5. **QUALIFICATIONS.** The Bidder shall provide a list of DBE subcontractors that the Bidder deemed unqualified, if any, and an explanation for the conclusion reached. A DBE firm’s standing within its industry, membership in specific groups, organizations or associations and political or social affiliations are not legitimate reasons for rejecting a DBE firm. Rejecting DBE firms without sound reasons based on a thorough investigation of the DBE firm’s capabilities shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

Name of DBE Firm	Explanation

6. **PLAN ASSISTANCE.** The Bidder should list all DBE firms that the Bidder provided assistance to in reviewing contract plans and specifications, if such assistance was provided. Providing interested DBE firms with adequate information about the plans, specifications and requirements of the Project to assist them in responding to a solicitation will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

7. **BONDING ASSISTANCE.** The Bidder should list all interested DBE firms that the Bidder offered to assist in obtaining required bonds, lines of credit or insurance, if such assistance was provided. Making efforts to assist interested DBE firms in obtaining bonding, lines of credit or insurance as required by the Owner will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

8. **OTHER ASSISTANCE SERVICES.** The Bidder should list any other assistance services offered to interested DBE firms, if such assistance was provided, including assistance in obtaining necessary equipment, supplies, materials, or related services. Providing assistance services to interested DBE firms will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

9. **OTHER EFFORTS.** The Bidder should describe in detail any additional efforts or circumstances that may assist the County in determining good faith efforts such as utilizing the services of minority/women organizations, attending pre-bid meetings and/or other recruitment efforts.

10. **EXPLANATION.** The Bidder shall provide a statement explaining why the DBE goal could not be achieved. Statements should be well reasoned, verifiable and supported by the documentation provided as a part of Schedule 3.

*Additional sheets may be added as necessary.

**SCHEDULE 6
DBE SUBCONTRACTOR AND SUPPLIER SOLICITATION SHEET
(Attachment No. 8A To the Bid Form) -Base Bid**

Project: _____

BIDDER: _____

Failure to complete this solicitation sheet and submit it with the bid may be sufficient cause for rejection of the bid. Submit information in each column. Failure to complete an area may result in a determination the bid is NOT RESPONSIVE.

Project Name: 2018 Airfield Improvements Telephone: _____

Firm Name: _____

Address: _____

Construction Bond Waived: Yes _____ No _____

DBE Firm:

Company Name and Contact Person _____

Address and Zip Code _____

Telephone Number and Area Code _____

DBE Certification MBE _____ WBE _____ DBE _____

Type of Subcontract or Materials _____

Date Contacted (cert. mail, fax, phone) _____

Quote Received YES _____ NO _____

Dollar Amount \$ _____

**SCHEDULE 6 Cont.
DBE SUBCONTRACTOR AND SUPPLIER SOLICITATION SHEET
(Attachment No. 8A To The Bid Form) -Base Bid**

Reasons for **Not** using this Firm

Contractor's contact with the solicited Subcontractors and Suppliers should be at least fifteen (15) calendar days prior to the bid to ensure that the solicited firms have sufficient time to adequately prepare their bid.

PLEASE SUPPLY ANY OTHER INFORMATION WHICH MAY POSITIVELY IMPACT ON THE DETERMINATION OF YOUR FIRM AS A RESPONSIVE BIDDER ON ADDITIONAL SHEETS.

Signature: _____
(Authorized Representative)

COMPLETE ONE FORM FOR EACH SOLICITATION OF SUBCONTRACTOR OR SUPPLIER:

NAME OF BIDDER: _____

**SCHEDULE 1
LIST OF PROPOSED DBE SUBCONTRACTORS
(Attachment No. 7B1 To The Bid Form) -Additive Bid 1**

PROJECT NAME: _____	PROJECT NO: _____
NAME OF PRIME BIDDER: _____	PHONE NO.: _____
CONTACT PERSON: _____	FAX NO: _____
BID DATE: _____	DEPARTMENT: _____

Name, Address and Phone Number of DBE Subcontractor	Type of Work to be performed	DBE Subcontractor Amount			
		Black	Hispanic	Women	Other (Please Specify)
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
	Total:	\$	\$	\$	\$
Total Bid Price:	\$	Total Value of DBE Participation:		\$	

Note: The amounts listed on this form must be supported by the Subcontractors prices included on Schedule 2 in order to be counted toward goal attainment. GOALS STATED IN THE BID REQUIREMENTS ARE MINIMUMS AND NO ROUNDING WILL BE ACCEPTED.

**SCHEDULE 3
STATEMENT OF GOOD FAITH EFFORTS
(Attachment No. 7B3 To The Bid Form)- Additive Bid 1**

Project/Bid No.: 2018-BRAA-005

Date: _____

Project Name: 2018 Airfield Improvements

Bidder Name: _____

The undersigned Bidder intends to satisfy the requirements of the Invitation to Bid related to Disadvantaged Business Enterprise (DBE) utilization in the following manner:

_____ The Bidder has committed to a minimum of _____ %¹ DBE utilization on this Project.
(Complete blank – if the percentage will equal or exceed the DBE goal.)

_____ If unable to meet the DBE goal of _____ %, the Bidder has committed to a minimum of _____ %¹ DBE utilization on this Project and will demonstrate its good faith efforts to achieve the DBE goal. *(Complete blank – if percentage is less than the DBE goal.)*

By: _____
Signature

Print Name/Title: _____

¹ The percentage committed to on this form must be supported by the dollar amounts listed on Schedules 1 and 2. Errors in calculating the DBE percentage may result in a correction of the DBE percentage pursuant to the Instructions to Bidders. In the event the DBE goal is not achieved, failure to submit evidence of good faith efforts shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

THE REMAINDER OF THIS FORM MUST BE COMPLETED IF THE BIDDER HAS BEEN UNABLE TO ACHIEVE THE DBE GOAL.

In the event Bidder is unable to achieve the DBE goal, the Bidder is required to demonstrate that the Bidder took all necessary and reasonable steps to secure participation by certified DBE firms by their scope, intensity and appropriateness to the objective. Mere pro forma efforts such as blanket mailings or e-mails requesting quotes without further efforts will not be considered a good faith effort. The quality, quantity and intensity of the Bidder’s efforts will be considered in determining good faith efforts. Actions constituting evidence of good faith efforts are described in Appendix A to 49 CFR Part 26. Such actions include, but are not limited to, the actions identified in this form. Schedule 3 is not intended to be an exhaustive list of the actions that may be taken in an effort to achieve the DBE goal.

Failure to complete Schedule 3 in its entirety and submit information as required by this Schedule 3 shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid when the DBE goal has not been achieved; however, completion of the form alone will not necessarily result in a finding of good faith efforts. The purpose of Schedule 3 is to provide detailed information to the Owner regarding the scope, intensity and appropriateness of the steps taken by each Bidder to achieve the DBE goal. Determinations of good faith efforts are intrinsically fact-specific and are made taking into consideration the evidence provided by each Bidder as to its efforts. Failure to provide sufficient evidence of good faith efforts shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid when the DBE goal has not been achieved.

1. **CONTACT LOG.** The Bidder shall provide a contact log with Schedule 3 that contains the following information: (1) the name of each DBE firm contacted, (2) the initial date each DBE firm was solicited, (3) how each DBE firm was solicited (i.e., correspondence, e-mail, fax, telephone, etc...), (4) dates of follow up efforts; (5) a summary of the follow up efforts (i.e., correspondence, e-mail, fax, telephone conversations, meetings, etc...), and (6) the general results of Bidder's efforts. The efforts employed by the Bidder must be those that one could reasonably expect the Bidder to take if the Bidder were actively and aggressively trying to obtain DBE participation to meet the goal. Direct communication is the most effective means of securing DBE participation. The Bidder may use the contact log form attached to Schedule 3 or may provide a separate contact log with the information required by this paragraph. Failure to provide the required contact log or submission of a materially incomplete contact log shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid. The contact log is utilized to assist the Owner in determining the quality, quantity and intensity of the efforts made by each of Bidder to achieve the DBE goal.
 - A. The Bidder should provide backup documentation supporting the statements contained in the contact log, including copies of solicitation letters, e-mails, faxes, and telephone logs, with Schedule 3; however, supporting documentation shall not be accepted in lieu of a contact log. The Owner may request copies of supporting documentation listed in the contact log to clarify information included in the contact log if not included or incomplete. It shall be the responsibility of the Bidder to submit the requested information within the timeframe specified by the Owner (normally within two (2) business days). Failure of the Bidder to provide the requested information within the timeframe specified by the Owner shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.
 - B. The number and location of DBE firms contacted by the Bidder will be considered in determining good faith efforts. Contacting available DBE firms that specialize in the work desired and that are located in the area or surrounding areas of the Project will be considered further evidence in support of a finding of good faith efforts. Focusing efforts exclusively or primarily outside the area or surrounding areas of the Project without a reasonable explanation raises the question of whether the Bidder made good faith efforts.
 - C. The timing of solicitation of DBE firms by the Bidder will be considered in determining good faith efforts. Soliciting DBE firms as early in the process as practicable to allow DBE firms a sufficient time to respond to the solicitation and submit a timely quote will be considered further evidence in support of a finding of good faith efforts. Failing to provide sufficient time for DBE firms to respond to the Bidder's solicitation raises the question of whether the Bidder made good faith efforts.
 - D. Follow up efforts will be considered in determining good faith efforts as such efforts are relevant to the quality and intensity of the efforts made by the Bidder. The contact log must detail the efforts the Bidder took to follow up with DBE firms following initial solicitation efforts. Follow up efforts should be tracked and documented, including the name of individuals contacted with each DBE firm and the relevant contact information. Blanket e-mails or mailings to DBE firms requesting quotes alone are not sufficient to satisfy good faith efforts. Failing to make reasonable follow up efforts raises the question of whether the Bidder made good faith efforts.
 - E. DBE firms listed in the contact log may be contacted by the Owner to verify information contained in the contact log. Failure to provide information that is accurate in all material respects shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

2. **ADVERTISING.** The Bidder shall list all advertisements soliciting DBE participation on the Project below. Proof of publication or copies of advertisements must be provided with Schedule 3 in order to be considered as evidence of Bidder’s good faith efforts. Advertising in minority/women publications and through minority/women organizations and business assistance offices in addition to traditional newspaper advertising may increase the likelihood the DBE goal will be achieved and is strongly encouraged. Advertising alone is not sufficient to satisfy good faith efforts; however, advertising in conjunction with other efforts will be considered further evidence in support of a finding of good faith efforts; provided that such efforts are targeted to increasing participation by DBE firms in the Project.

Name of Publication/Website/Newsletter	Publication Date(s)

3. **SUBCONTRACTING CATEGORIES.** Selecting portions of the work to be performed by DBE firms can increase the likelihood that the DBE goal will be achieved. This includes, where appropriate, breaking portions of the work into economically feasible units to facilitate DBE participation. The Bidder shall detail specific subcontracting categories made available to DBE firms and how DBE firms were solicited in each category below.

It is the Bidder’s responsibility to make a portion of the work available to DBE firms and to select those portions of the work and/or material needs consistent with available DBE firms to facilitate DBE participation. The ability or desire of the Bidder to perform the work with its own organization shall not relieve the Bidder of responsibility to make good faith efforts.

Selecting portions of work where few or no DBE firms are available to perform the work, selecting categories that are not included in the Project or limiting the categories of work to those that will not cumulatively result in achievement of the DBE goal raises the question of whether the Bidder made good faith efforts.

Subcontracting Category	Methods of Soliciting DBE Firms in Subcontracting Category (i.e., direct contact, advertising, attending matchmaker meetings, working directly with minority/women organizations to identify DBE firms, etc....)

4. **NEGOTIATION EFFORTS.** For each DBE firm that was not selected to perform work on the Project, the Bidder shall list the name of the DBE firm and the dollar amount of the DBE firm’s quote below. If the DBE firm providing the quote was not selected, the Bidder shall list the name of the successful subcontractor and the dollar amount quoted by the successful subcontractor below. If the Bidder has elected to self-perform the work, the Bidder shall list “Bidder” and the Bidder’s bid amount for the work below. When a non-DBE subcontractor’s quote is selected over a DBE subcontractor’s quote, the Bidder shall attach copies of the quotes submitted to the Bidder. Failure to provide the required quotes shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

Name of DBE Firm	DBE Firm’s Quote (Dollar Amount)	Name of non-DBE Subcontractor Selected	Non-DBE Subcontractor’s Quote/Bidder (Dollar Amount)	Difference between DBE Quote & Non-DBE Quote (Dollar Amount)
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$

The Bidder shall provide a statement explaining why the quotes submitted by DBE firms were not accepted. The Bidder’s failure to negotiate in good faith with interested DBE firms qualified to perform the work shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

In addition, the fact that there may be additional costs involved in finding and using DBE firms is not a sufficient reason for the Bidder’s failure to meet the DBE goal. Rejecting a DBE firm because the quotation for the work was not the lowest received shall not be considered a good faith effort; however, Bidder is not required to accept a higher quote if the difference is excessive or unreasonable.

Prior to determining that a DBE firm’s quote is excessive or unreasonable, the Bidder should make reasonable efforts to inquire as to the reasons for the difference between the DBE and non-DBE quotes. Factors to take into consideration when determining whether a DBE firm’s quote is excessive or unreasonable include the following: (1) the difference in the dollar amount between the DBE firm’s quote and the non-DBE subcontractor quote received by the Bidder; (2) the percentage difference between the DBE firm’s quote and the non-DBE subcontractor’s quote; (3) the percentage that the DBE firm’s quote represents of the overall contract amount (i.e., a higher DBE price may not be excessive or unreasonable if the difference is a very small part of the overall contract amount); and (4) whether the scope of work described in the DBE firm’s quote and non-DBE subcontractor’s quote (or portions thereof) submitted for review is the same or comparable. General statements that DBE quotes were higher than non-DBE quotes without additional explanation or information raises the question of whether the Bidder made good faith efforts.

5. **QUALIFICATIONS.** The Bidder shall provide a list of DBE subcontractors that the Bidder deemed unqualified, if any, and an explanation for the conclusion reached. A DBE firm’s standing within its industry, membership in specific groups, organizations or associations and political or social affiliations are not legitimate reasons for rejecting a DBE firm. Rejecting DBE firms without sound reasons based on a thorough investigation of the DBE firm’s capabilities shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

Name of DBE Firm	Explanation

6. **PLAN ASSISTANCE.** The Bidder should list all DBE firms that the Bidder provided assistance to in reviewing contract plans and specifications, if such assistance was provided. Providing interested DBE firms with adequate information about the plans, specifications and requirements of the Project to assist them in responding to a solicitation will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

7. **BONDING ASSISTANCE.** The Bidder should list all interested DBE firms that the Bidder offered to assist in obtaining required bonds, lines of credit or insurance, if such assistance was provided. Making efforts to assist interested DBE firms in obtaining bonding, lines of credit or insurance as required by the Owner will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

8. **OTHER ASSISTANCE SERVICES.** The Bidder should list any other assistance services offered to interested DBE firms, if such assistance was provided, including assistance in obtaining necessary equipment, supplies, materials, or related services. Providing assistance services to interested DBE firms will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

9. **OTHER EFFORTS.** The Bidder should describe in detail any additional efforts or circumstances that may assist the County in determining good faith efforts such as utilizing the services of minority/women organizations, attending pre-bid meetings and/or other recruitment efforts.

10. **EXPLANATION.** The Bidder shall provide a statement explaining why the DBE goal could not be achieved. Statements should be well reasoned, verifiable and supported by the documentation provided as a part of Schedule 3.

*Additional sheets may be added as necessary.

**SCHEDULE 6
DBE SUBCONTRACTOR AND SUPPLIER SOLICITATION SHEET
(Attachment No. 8B To the Bid Form) - Additive Bid 1**

Project: _____

BIDDER: _____

Failure to complete this solicitation sheet and submit it with the bid may be sufficient cause for rejection of the bid. Submit information in each column. Failure to complete an area may result in a determination the bid is NOT RESPONSIVE.

Project Name: **2018 Airfield Improvements** Telephone: _____

Firm Name: _____

Address: _____

Construction Bond Waived: Yes _____ No _____

DBE Firm:

Company Name and Contact Person _____

Address and Zip Code _____

Telephone Number and Area Code _____

DBE Certification MBE _____ WBE _____ DBE _____

Type of Subcontract or Materials _____

Date Contacted (cert. mail, fax, phone) _____

Quote Received YES _____ NO _____

Dollar Amount \$ _____

**SCHEDULE 6 Cont.
DBE SUBCONTRACTOR AND SUPPLIER SOLICITATION SHEET
(Attachment No. 8B To The Bid Form) - Additive Bid 1**

Reasons for **Not** using this Firm

Contractor's contact with the solicited Subcontractors and Suppliers should be at least fifteen (15) calendar days prior to the bid to ensure that the solicited firms have sufficient time to adequately prepare their bid.

PLEASE SUPPLY ANY OTHER INFORMATION WHICH MAY POSITIVELY IMPACT ON THE DETERMINATION OF YOUR FIRM AS A RESPONSIVE BIDDER ON ADDITIONAL SHEETS.

Signature: _____
(Authorized Representative)

COMPLETE ONE FORM FOR EACH SOLICITATION OF SUBCONTRACTOR OR SUPPLIER:

NAME OF BIDDER: _____

**SCHEDULE 1
LIST OF PROPOSED DBE SUBCONTRACTORS
(Attachment No. 7C1 To The Bid Form) -Additive Bid 2**

PROJECT NAME: _____	PROJECT NO: _____
NAME OF PRIME BIDDER: _____	PHONE NO.: _____
CONTACT PERSON: _____	FAX NO: _____
BID DATE: _____	DEPARTMENT: _____

Name, Address and Phone Number of DBE Subcontractor	Type of Work to be performed	DBE Subcontractor Amount			
		Black	Hispanic	Women	Other (Please Specify)
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
		\$	\$	\$	\$
	Total:	\$	\$	\$	\$
Total Bid Price:	\$	Total Value of DBE Participation:		\$	

Note: The amounts listed on this form must be supported by the Subcontractors prices included on Schedule 2 in order to be counted toward goal attainment. GOALS STATED IN THE BID REQUIREMENTS ARE MINIMUMS AND NO ROUNDING WILL BE ACCEPTED.

**SCHEDULE 2
LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR
(Attachment No. 7C2 To The Bid Form) -Additive Bid 2**

Project/Bid No.: 2018-BRAA-005 Project/Bid Name: 2018 Airfield Improvements

Change Order/Task /Amendment No. (if applicable): _____

Name of Prime Bidder: _____

Name of DBE Firm: _____

The undersigned is certified as a Disadvantaged Business Enterprise by Palm Beach County or the State of Florida's Unified Certification Program. Check one or more classifications as applicable:

- Black Hispanic Women Other (Please Specify) _____
- Prime Contractor Subcontractor Manufacturer Supplier

The undersigned is prepared to perform the following described work in connection with the above-referenced project (specify in detail the particular work and/or parts thereof to be performed):

Additional Sheets may be used as necessary.

Line Item/Lot No.	Item Description	Qty/Units	Unit Price	Total Price
			\$	\$
			\$	\$
			\$	\$
			\$	\$

at the following price¹ _____
(Subcontractor/Supplier's Quote)

and will enter into a formal agreement for work with you conditioned upon your execution of a contract with BRAA.

If the undersigned intends to subcontract any portion of the work described above to another subcontractor, please complete the following:

_____ \$ _____ DBE Certified
 (Name of Subcontractor) (Amount of Subcontract) Non-DBE

_____ \$ _____ DBE Certified
 (Name of Subcontractor) (Amount of Subcontract) Non-DBE

The undersigned affirms that it has the resources necessary to perform the work described above without subcontracting the work to another subcontractor, except as noted above. The undersigned subcontractor/supplier understands that the provision of this form to the Prime Bidder does not prevent the subcontractor from providing quotations to other bidders.

Printed Name of DBE Subcontractor

By: _____
Signature

¹ Do not reduce supplier's quote on this Schedule. Adjustments for purposes of determining the value of a supplier's participation should be reflected on Schedule 1 only. See "Note 3" on Schedule 1. Amounts for materials and supplies should be broken out in the table above.

**SCHEDULE 3
STATEMENT OF GOOD FAITH EFFORTS
(Attachment No. 7C3 To The Bid Form) -Additive Bid 2**

Project/Bid No.: 2018-BRAA-005

Date: _____

Project Name: 2018 Airfield Improvements

Bidder Name: _____

The undersigned Bidder intends to satisfy the requirements of the Invitation to Bid related to Disadvantaged Business Enterprise (DBE) utilization in the following manner:

_____ The Bidder has committed to a minimum of _____ %¹ DBE utilization on this Project.
(Complete blank – if the percentage will equal or exceed the DBE goal.)

_____ If unable to meet the DBE goal of _____ %, the Bidder has committed to a minimum of _____ %¹ DBE utilization on this Project and will demonstrate its good faith efforts to achieve the DBE goal. *(Complete blank – if percentage is less than the DBE goal.)*

By: _____
Signature

Print Name/Title: _____

¹ The percentage committed to on this form must be supported by the dollar amounts listed on Schedules 1 and 2. Errors in calculating the DBE percentage may result in a correction of the DBE percentage pursuant to the Instructions to Bidders. In the event the DBE goal is not achieved, failure to submit evidence of good faith efforts shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

THE REMAINDER OF THIS FORM MUST BE COMPLETED IF THE BIDDER HAS BEEN UNABLE TO ACHIEVE THE DBE GOAL.

In the event Bidder is unable to achieve the DBE goal, the Bidder is required to demonstrate that the Bidder took all necessary and reasonable steps to secure participation by certified DBE firms by their scope, intensity and appropriateness to the objective. Mere pro forma efforts such as blanket mailings or e-mails requesting quotes without further efforts will not be considered a good faith effort. The quality, quantity and intensity of the Bidder’s efforts will be considered in determining good faith efforts. Actions constituting evidence of good faith efforts are described in Appendix A to 49 CFR Part 26. Such actions include, but are not limited to, the actions identified in this form. Schedule 3 is not intended to be an exhaustive list of the actions that may be taken in an effort to achieve the DBE goal.

Failure to complete Schedule 3 in its entirety and submit information as required by this Schedule 3 shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid when the DBE goal has not been achieved; however, completion of the form alone will not necessarily result in a finding of good faith efforts. The purpose of Schedule 3 is to provide detailed information to the Owner regarding the scope, intensity and appropriateness of the steps taken by each Bidder to achieve the DBE goal. Determinations of good faith efforts are intrinsically fact-specific and are made taking into consideration the evidence provided by each Bidder as to its efforts. Failure to provide sufficient evidence of good faith efforts shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid when the DBE goal has not been achieved.

1. **CONTACT LOG.** The Bidder shall provide a contact log with Schedule 3 that contains the following information: (1) the name of each DBE firm contacted, (2) the initial date each DBE firm was solicited, (3) how each DBE firm was solicited (i.e., correspondence, e-mail, fax, telephone, etc...), (4) dates of follow up efforts; (5) a summary of the follow up efforts (i.e., correspondence, e-mail, fax, telephone conversations, meetings, etc...), and (6) the general results of Bidder's efforts. The efforts employed by the Bidder must be those that one could reasonably expect the Bidder to take if the Bidder were actively and aggressively trying to obtain DBE participation to meet the goal. Direct communication is the most effective means of securing DBE participation. The Bidder may use the contact log form attached to Schedule 3 or may provide a separate contact log with the information required by this paragraph. Failure to provide the required contact log or submission of a materially incomplete contact log shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid. The contact log is utilized to assist the Owner in determining the quality, quantity and intensity of the efforts made by each of Bidder to achieve the DBE goal.
 - A. The Bidder should provide backup documentation supporting the statements contained in the contact log, including copies of solicitation letters, e-mails, faxes, and telephone logs, with Schedule 3; however, supporting documentation shall not be accepted in lieu of a contact log. The Owner may request copies of supporting documentation listed in the contact log to clarify information included in the contact log if not included or incomplete. It shall be the responsibility of the Bidder to submit the requested information within the timeframe specified by the Owner (normally within two (2) business days). Failure of the Bidder to provide the requested information within the timeframe specified by the Owner shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.
 - B. The number and location of DBE firms contacted by the Bidder will be considered in determining good faith efforts. Contacting available DBE firms that specialize in the work desired and that are located in the area or surrounding areas of the Project will be considered further evidence in support of a finding of good faith efforts. Focusing efforts exclusively or primarily outside the area or surrounding areas of the Project without a reasonable explanation raises the question of whether the Bidder made good faith efforts.
 - C. The timing of solicitation of DBE firms by the Bidder will be considered in determining good faith efforts. Soliciting DBE firms as early in the process as practicable to allow DBE firms a sufficient time to respond to the solicitation and submit a timely quote will be considered further evidence in support of a finding of good faith efforts. Failing to provide sufficient time for DBE firms to respond to the Bidder's solicitation raises the question of whether the Bidder made good faith efforts.
 - D. Follow up efforts will be considered in determining good faith efforts as such efforts are relevant to the quality and intensity of the efforts made by the Bidder. The contact log must detail the efforts the Bidder took to follow up with DBE firms following initial solicitation efforts. Follow up efforts should be tracked and documented, including the name of individuals contacted with each DBE firm and the relevant contact information. Blanket e-mails or mailings to DBE firms requesting quotes alone are not sufficient to satisfy good faith efforts. Failing to make reasonable follow up efforts raises the question of whether the Bidder made good faith efforts.
 - E. DBE firms listed in the contact log may be contacted by the Owner to verify information contained in the contact log. Failure to provide information that is accurate in all material respects shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

2. **ADVERTISING.** The Bidder shall list all advertisements soliciting DBE participation on the Project below. Proof of publication or copies of advertisements must be provided with Schedule 3 in order to be considered as evidence of Bidder’s good faith efforts. Advertising in minority/women publications and through minority/women organizations and business assistance offices in addition to traditional newspaper advertising may increase the likelihood the DBE goal will be achieved and is strongly encouraged. Advertising alone is not sufficient to satisfy good faith efforts; however, advertising in conjunction with other efforts will be considered further evidence in support of a finding of good faith efforts; provided that such efforts are targeted to increasing participation by DBE firms in the Project.

Name of Publication/Website/Newsletter	Publication Date(s)

3. **SUBCONTRACTING CATEGORIES.** Selecting portions of the work to be performed by DBE firms can increase the likelihood that the DBE goal will be achieved. This includes, where appropriate, breaking portions of the work into economically feasible units to facilitate DBE participation. The Bidder shall detail specific subcontracting categories made available to DBE firms and how DBE firms were solicited in each category below.

It is the Bidder’s responsibility to make a portion of the work available to DBE firms and to select those portions of the work and/or material needs consistent with available DBE firms to facilitate DBE participation. The ability or desire of the Bidder to perform the work with its own organization shall not relieve the Bidder of responsibility to make good faith efforts.

Selecting portions of work where few or no DBE firms are available to perform the work, selecting categories that are not included in the Project or limiting the categories of work to those that will not cumulatively result in achievement of the DBE goal raises the question of whether the Bidder made good faith efforts.

Subcontracting Category	Methods of Soliciting DBE Firms in Subcontracting Category (i.e., direct contact, advertising, attending matchmaker meetings, working directly with minority/women organizations to identify DBE firms, etc....)

4. **NEGOTIATION EFFORTS.** For each DBE firm that was not selected to perform work on the Project, the Bidder shall list the name of the DBE firm and the dollar amount of the DBE firm’s quote below. If the DBE firm providing the quote was not selected, the Bidder shall list the name of the successful subcontractor and the dollar amount quoted by the successful subcontractor below. If the Bidder has elected to self-perform the work, the Bidder shall list “Bidder” and the Bidder’s bid amount for the work below. **When a non-DBE subcontractor’s quote is selected over a DBE subcontractor’s quote, the Bidder shall attach copies of the quotes submitted to the Bidder.** Failure to provide the required quotes shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

Name of DBE Firm	DBE Firm’s Quote (Dollar Amount)	Name of non-DBE Subcontractor Selected	Non-DBE Subcontractor’s Quote/Bidder (Dollar Amount)	Difference between DBE Quote & Non-DBE Quote (Dollar Amount)
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$
	\$		\$	\$

The Bidder shall provide a statement explaining why the quotes submitted by DBE firms were not accepted. The Bidder’s failure to negotiate in good faith with interested DBE firms qualified to perform the work shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

In addition, the fact that there may be additional costs involved in finding and using DBE firms is not a sufficient reason for the Bidder’s failure to meet the DBE goal. Rejecting a DBE firm because the quotation for the work was not the lowest received shall not be considered a good faith effort; however, Bidder is not required to accept a higher quote if the difference is excessive or unreasonable.

Prior to determining that a DBE firm’s quote is excessive or unreasonable, the Bidder should make reasonable efforts to inquire as to the reasons for the difference between the DBE and non-DBE quotes. Factors to take into consideration when determining whether a DBE firm’s quote is excessive or unreasonable include the following: (1) the difference in the dollar amount between the DBE firm’s quote and the non-DBE subcontractor quote received by the Bidder; (2) the percentage difference between the DBE firm’s quote and the non-DBE subcontractor’s quote; (3) the percentage that the DBE firm’s quote represents of the overall contract amount (i.e., a higher DBE price may not be excessive or unreasonable if the difference is a very small part of the overall contract amount); and (4) whether the scope of work described in the DBE firm’s quote and non-DBE subcontractor’s quote (or portions thereof) submitted for review is the same or comparable. General statements that DBE quotes were higher than non-DBE quotes without additional explanation or information raises the question of whether the Bidder made good faith efforts.

5. **QUALIFICATIONS.** The Bidder shall provide a list of DBE subcontractors that the Bidder deemed unqualified, if any, and an explanation for the conclusion reached. A DBE firm's standing within its industry, membership in specific groups, organizations or associations and political or social affiliations are not legitimate reasons for rejecting a DBE firm. Rejecting DBE firms without sound reasons based on a thorough investigation of the DBE firm's capabilities shall cause the bid submitted by the Bidder to be nonresponsive to the Invitation to Bid.

Name of DBE Firm	Explanation

6. **PLAN ASSISTANCE.** The Bidder should list all DBE firms that the Bidder provided assistance to in reviewing contract plans and specifications, if such assistance was provided. Providing interested DBE firms with adequate information about the plans, specifications and requirements of the Project to assist them in responding to a solicitation will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

7. **BONDING ASSISTANCE.** The Bidder should list all interested DBE firms that the Bidder offered to assist in obtaining required bonds, lines of credit or insurance, if such assistance was provided. Making efforts to assist interested DBE firms in obtaining bonding, lines of credit or insurance as required by the Owner will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

8. **OTHER ASSISTANCE SERVICES.** The Bidder should list any other assistance services offered to interested DBE firms, if such assistance was provided, including assistance in obtaining necessary equipment, supplies, materials, or related services. Providing assistance services to interested DBE firms will be considered further evidence of good faith efforts.

Name of DBE Firm	Nature of Assistance

9. **OTHER EFFORTS.** The Bidder should describe in detail any additional efforts or circumstances that may assist the County in determining good faith efforts such as utilizing the services of minority/women organizations, attending pre-bid meetings and/or other recruitment efforts.

10. **EXPLANATION.** The Bidder shall provide a statement explaining why the DBE goal could not be achieved. Statements should be well reasoned, verifiable and supported by the documentation provided as a part of Schedule 3.

*Additional sheets may be added as necessary.

**SCHEDULE 6
DBE SUBCONTRACTOR AND SUPPLIER SOLICITATION SHEET
(Attachment No. 8C To the Bid Form) -Additive Bid 2**

Project: _____

BIDDER: _____

Failure to complete this solicitation sheet and submit it with the bid may be sufficient cause for rejection of the bid. Submit information in each column. Failure to complete an area may result in a determination the bid is NOT RESPONSIVE.

Project Name: **2018 Airfield Improvements** Telephone: _____

Firm Name: _____

Address: _____

Construction Bond Waived: Yes _____ No _____

DBE Firm:

Company Name and Contact Person _____

Address and Zip Code _____

Telephone Number and Area Code _____

DBE Certification MBE _____ WBE _____ DBE _____

Type of Subcontract or Materials _____

Date Contacted (cert. mail, fax, phone) _____

Quote Received YES _____ NO _____

Dollar Amount \$ _____

**SCHEDULE 6 Cont.
DBE SUBCONTRACTOR AND SUPPLIER SOLICITATION SHEET
(Attachment No. 8C To The Bid Form) -Additive Bid 2**

Reasons for **Not** using this Firm

Contractor's contact with the solicited Subcontractors and Suppliers should be at least fifteen (15) calendar days prior to the bid to ensure that the solicited firms have sufficient time to adequately prepare their bid.

PLEASE SUPPLY ANY OTHER INFORMATION WHICH MAY POSITIVELY IMPACT ON THE DETERMINATION OF YOUR FIRM AS A RESPONSIVE BIDDER ON ADDITIONAL SHEETS.

Signature: _____
(Authorized Representative)

COMPLETE ONE FORM FOR EACH SOLICITATION OF SUBCONTRACTOR OR SUPPLIER:

NAME OF BIDDER: _____

**BIDDER COMPLIANCE CERTIFICATION – FAA GRANTS
(Attachment No. 9 To The Bid Form)**

Project: _____

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

This sworn statement is submitted by:

Name of BIDDER: _____

FEIN of BIDDER: _____

To the extent applicable to this Project, BIDDER hereby certifies, attests and acknowledges that it will comply with and assist BRAA in its compliance with:

- Title 49, U.S.C., subtitle VII, as amended.
- Davis-Bacon Act - 40 U.S.C. 276(a), et seq.
- Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- Hatch Act – 5 U.S.C. 1501, et seq.
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 40C U.S.C. 4601, et seq.
- National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).
- Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.
- Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
- Clean Air Act, P.L. 90-148, as amended.
- Coastal Zone Management Act, P.L. 93-205, as amended.
- Flood Disaster Protection Act of 1973 - Section 102(a) - 40C U.S.C. 4012a.
- Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
- Rehabilitation Act of 1973 - 29 U.S.C. 794.
- Title VI of the Civil Rights Act of 1964 (40C U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- Americans with Disabilities Act of 1990, as amended, (40C U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).
- Age Discrimination Act of 1975 - 40C U.S.C. 6101, et seq.
- American Indian Religious Freedom Act, P.L. 95-341, as amended.
- Architectural Barriers Act of 1968 -40C U.S.C. 4151, et seq.
- Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.
- Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.
- Copeland Anti-kickback Act - 18 U.S.C. 874.
- National Environmental Policy Act of 1969 - 40C U.S.C. 4321, et seq.
- Wild and Scenic Rivers Act, P.L. 90-540C, as amended.
- Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.
- Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.
- The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Pub. L. 110-252).

**BIDDER COMPLIANCE CERTIFICATION – FAA GRANTS Cont.
(Attachment No. 9 To The Bid Form)**

- Executive Order 11246 - Equal Employment Opportunity
- Executive Order 11990 - Protection of Wetlands
- Executive Order 11998 – Flood Plain Management
- Executive Order 12372 - Intergovernmental Review of Federal Programs
- Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction
- Executive Order 12898 - Environmental Justice
- 2 CFR Part 180 - OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [OMB Circular A-87 Cost Principles Applicable to Grants and Contracts with State and Local Governments, and OMB Circular A-133 - Audits of States, Local Governments, and Non-Profit Organizations].
- 2 CFR Part 1200 – Nonprocurement Suspension and Debarment
- 14 CFR Part 13 - Investigative and Enforcement Procedures 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- 14 CFR Part 150 - Airport noise compatibility planning.
- 28 CFR Part 35- Discrimination on the Basis of Disability in State and Local Government Services.
- 28 CFR § 50.3 - U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.
- 29 CFR Part 1 - Procedures for predetermination of wage rates.
- 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.
- 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).
- 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).
- 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.
- 49 CFR Part 20 - New restrictions on lobbying.
- 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
- 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.
- 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.
- 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
- 49 CFR Part 27 – Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.
- 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.
- 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.

**BIDDER COMPLIANCE CERTIFICATION – FAA GRANTS Cont.
(Attachment No. 9 To The Bid Form)**

- 49 CFR Part 32 – Government wide Requirements for Drug-Free Workplace (Financial Assistance)
- 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.

Certified and attested on behalf of BIDDER by: _____
on this _____ day of _____, 20__.

STATE OF _____)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__
on behalf of _____ by _____
its _____. He/she is personally known to me or has produced
_____ as identification and did () did not () take an oath.

[Seal]

NOTARY PUBLIC

**BIDDER COMPLIANCE CERTIFICATION – FDOT GRANTS
(Attachment No. 10 To The Bid Form)**

Project: _____

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

This sworn statement is submitted by:

Name of BIDDER: _____

FEIN of BIDDER: _____

To the extent applicable to this Project, BIDDER hereby certifies, attests and acknowledges that it will comply with and assist BRAA in its compliance with:

- Chapter 73C-41, FAC, Governing the Procedure for the Submittal and Review of Local Government Comprehensive Plans and Amendments
- Chapter 14-60, FAC, Airport Licensing, Registration, and Airspace Protection
- Section 62-256.300(5) FAC, Open Burning, Prohibitions, Public Airports
- Section 62-701.320(13), FAC, Solid Waste Management, Permitting, Airport Safety
- FAA AC 70/7460-1, Obstruction Marking and Lighting
- FAA AC 150/5300-13, Airport Design
- FAA AC 150/5370-2, Operational Safety on Airports During Construction
- FAA AC 150/5370-10, Standards for Specifying Construction of Airports
- Florida Building Code
- Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Commonly Referred to as the “Florida Green Book”)
- Manual on Uniform Traffic Control Devices
- Section 14-60.007, Florida Administrative Code, “Airfield Standards for Licensed Airports”
- Standard Specifications for Construction of General Aviation Airports
- Design Guidelines & Minimum Standard Requirements for T-Hangar Projects
- Chapter 73, F.S., Eminent Domain (re: Property Acquired Through Condemnation)
- Chapter 74, F.S., Proceedings Supplemental to Eminent Domain (re: Condemnation)
- Section 286.23, F.S., Public Business: Miscellaneous Provisions

Certified and attested on behalf of BIDDER by: _____
on this _____ day of _____, 20____.

STATE OF _____)
COUNTY OF _____)

**BIDDER COMPLIANCE CERTIFICATION – FDOT GRANTS Cont.
(Attachment No. 10 To The Bid Form)**

The foregoing instrument was acknowledged before me this _____ day of _____, 20__
on behalf of _____ by _____
its _____. He/she is personally known to me or has produced
_____ as identification and did () did not () take an oath.

[Seal]

NOTARY PUBLIC

**SWORN STATEMENT UNDER SECTION 287.133(3)(A), FLORIDA STATUTES
ON PUBLIC ENTITY CRIMES
(Attachment No. 11 To The Bid Form)**

Project: _____

**THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER
OFFICER AUTHORIZED TO ADMINISTER OATHS.**

This sworn statement is submitted by:

Name of BIDDER: _____

FEIN of BIDDER: _____

BIDDER hereby certifies and attests:

I understand that a “public entity crime” is defined in Paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

I understand that “convicted” or “conviction” as defined in Paragraph 287.133(1)(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry plea of guilty or nolo contendere.

I understand that an “affiliate” as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

- A predecessor or successor of a person convicted of a public entity crime: or
- An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term “affiliate” includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm’s length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

**SWORN STATEMENT UNDER SECTION 287.133(3)(A), FLORIDA STATUTES
ON PUBLIC ENTITY CRIMES Cont.
(Attachment No. 11 To The Bid Form)**

I understand that a “person” as defined in Paragraph 287.133(1)(c), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term “person” includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

The statement which I have marked below is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies.)

- Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor any affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.
- The entity submitting this sworn statement, or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989,

AND

- There has been a proceeding concerning the conviction before a hearing officer of the State of Florida, Division of Administrative Hearings, the final order entered by the hearing officer did not place the person or affiliate on the convicted vendor list. (Please attach a copy of the final order.)
- The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administration Hearings. The final order entered by the hearing officer determined that it was in the public interest to remove the person or affiliate from the convicted vendor list. (Please attach a copy of the final order.)
- The person or affiliate has not been placed on the convicted vendor list. (Please describe any action taken by or pending with the Department of General Services.)

**SWORN STATEMENT UNDER SECTION 287.133(3)(A), FLORIDA STATUTES
ON PUBLIC ENTITY CRIMES Cont.
(Attachment No. 11 To The Bid Form)**

Certified and attested on behalf of BIDDER by: _____
on this _____ day of _____, 20__.

STATE OF _____)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__
on behalf of _____ by _____
its _____. He/she is personally known to me or has produced
_____ as identification and did () did not () take an oath.

[Seal]

NOTARY PUBLIC

END OF SWORN STATEMENT - PUBLIC ENTITY CRIMES

**TRENCH SAFETY AFFIDAVIT
(Attachment No. 12 To The Bid Form)**

Project: _____

Florida Trench Safety Act, Section 553.60, Florida Statutes, incorporates the Occupational Safety & Health Administration (OSHA) excavation safety standards, 29 C.F.R Section 1926.650, as Florida's own standards. The Trench Safety Act will apply to any individual project that has trenches in excess of 5 feet deep.

The BIDDER, by virtue of the solicitation submission, affirms that the BIDDER is aware of this Act, and will comply with all applicable trench safety standards, including any special shoring requirements, if applicable. Such assurance shall be legally binding on all persons employed by the BIDDER and subcontractors.

The BIDDER is also obligated to identify the anticipated method and cost of compliance with the applicable trench safety standards. The BIDDER further identified the costs and methods summarized below:

Schedule Item	Trench Safety Measure (Slope, Trench Shield, etc.)	Cost per Linear Foot of Trench, or Per Square Foot of Shoring
		\$
		\$
		\$
		\$
		\$
	Total:	\$

Certified and attested on behalf of BIDDER by: _____
on this _____ day of _____, 20____.

STATE OF _____)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__
on behalf of _____ by _____
its _____. He/she is personally known to me or has produced
_____ as identification and did () did not () take an oath.

[Seal]

NOTARY PUBLIC

**BIDDERS INFORMATION SHEET
(Attachment No. 13 To The Bid Form)**

Project: _____

BIDDER shall complete and submit this form with its proposal.

FIRM'S NAME: _____

ADDRESS: _____

TELEPHONE: _____

FAX: _____

EMAIL ADDRESS: _____

DATE OF INCORPORATION: _____

OF YEARS IN BUSINESS: _____

FIRM'S ANNUAL GROSS RECEIPTS: \$ _____ **YEAR:** _____

CERTIFIED DBE: **YES** **NO**

NON-DBE: **YES** **NO**

**SUBCONTRACTOR INFORMATION SHEET
(Attachment No. 14 To The Bid Form)**

Project: _____

BIDDER shall submit this form with its proposal for each of its subcontractors.

FIRM'S NAME: _____

ADDRESS: _____

TELEPHONE: _____

FAX: _____

EMAIL: _____

DATE OF INCORPORATION: _____

OF YEARS IN BUSINESS: _____

FIRM'S ANNUAL GROSS RECEIPTS: \$ _____ **YEAR:** _____

CERTIFIED DBE: YES NO

NON-DBE: YES NO

SUBCONTRACTOR'S QUOTE: \$ _____

TYPE OF WORK: _____

**BUY AMERICAN CERTIFICATE (JAN 1991)
(Attachment No. 15 To The Bid Form)**

Airport Sponsor: **Boca Raton Airport Authority**

Project: _____

This solicitation and any resulting contract are subject to the Buy America requirements of 49 U.S.C. Section 50101. BIDDER certifies it and all associated subcontractors will comply with the Buy American preferences established under Title 49 U.S.C. Section 50101 as follows:

U.S.C. Section 50101 - Buying goods produced in the United States

- (a) Preference. - The Secretary of Transportation may obligate an amount that may be appropriated to carry out section 106(k), 44502(a)(2), or 44509, subchapter I of chapter 471 (except section 47127), or chapter 481 (except sections 48102(e), 48106, 48107, and 48110) of this title for a project only if steel and manufactured goods used in the project are produced in the United States.
- (b) Waiver. - The Secretary may waive subsection (a) of this section if the Secretary finds that -
 - (1) Applying subsection (a) would be inconsistent with the public interest;
 - (2) The steel and goods produced in the United States are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality;
 - (3) When procuring a facility or equipment under section 44502(a)(2) or 44509, subchapter I of chapter 471 (except section 47127), or chapter 481 (except sections 48102(e), 48106, 48107, and 48110) of this title -
 - A. The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components of the facility or equipment; and
 - B. Final assembly of the facility or equipment has occurred in the United States; or
 - (4) Including domestic material will increase the cost of the overall project by more than 25 percent.
- (c) Labor Costs. - In this section, labor costs involved in final assembly are not included in calculating the cost of components.

* * * * *

Please note that approval of waivers listed under (b) (1) & (2) above, can only be approved by the FAA Office of Airports in Washington DC and approval is rare. Waivers listed under (b) (3) & (4) may be approved by FAA Regional or District Offices. A listing of Equipment and Products that have been approved and on the national waiver list may be located at: http://www.faa.gov/airports/aip/procurement/federal_contract_provisions/media/buy_american_waiver.xls

**BUY AMERICAN CERTIFICATE (JAN 1991) Cont.
(Attachment No. 15 To The Bid Form)**

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (✓) or the letter “X”.

- Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:
- a) Only installing steel and manufactured products produced in the United States;
 - b) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing U.S. domestic product.
3. To furnish U.S. domestic product for any waiver request that the FAA rejects
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

- The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

1. To submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that supports the type of waiver being requested.
2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may result in rejection of the proposal.
3. To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver – The cost of the item components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “item”. The required documentation for a Type 3 waiver is:

- a) Listing of all product components and subcomponents that are not comprised of 100 percent U.S. domestic content (Excludes products listed on the FAA Nationwide Buy

American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).

- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.
- c) Percentage of non-domestic component and subcomponent cost as compared to total "item" component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver – Total cost of project using U.S. domestic source product exceeds the total project cost using non-domestic product by 25 percent. The required documentation for a Type 4 of waiver is:

- a) Detailed cost information for total project using U.S. domestic product
- b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Certified and attested on behalf of BIDDER by: _____
on this _____ day of _____, 20____.

STATE OF _____)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__
on behalf of _____ by _____
its _____. He/she is personally known to me or has produced
_____ as identification and did () did not () take an oath.

[Seal]

NOTARY PUBLIC

**NOTICE AND CERTIFICATION REGARDING FOREIGN PARTICIPATION
(Attachment No. 16 To The Bid Form)**

Project: _____

BIDDER: _____

You are hereby advised that no contract will be awarded to a company:

- a) 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 U.S.T.R. or
- b) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or
- c) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list; unless a waiver to these restrictions is granted by the President of the United States or the Secretary of Transportation. (Notice of the granting of a waiver will be published in the Federal Register.)

THE FOLLOWING CERTIFICATION CONCERNS A MATTER WITHIN THE JURISDICTION OF AN AGENCY OF THE UNITED STATES AND THE MAKING OF A FALSE, FICTITIOUS, OR FRAUDULENT CERTIFICATION MAY RENDER THE MAKER SUBJECT TO PROSECUTION UNDER TITLE 18, UNITED STATES CODE, SECTION 1001.

By signing below and submitting a proposal for the above-referenced Project, the BIDDER certifies that with respect to this solicitation, and any resultant contract, the BIDDER:

- Is is not a contractor of a foreign country included on the list of countries that discriminated against U.S. firms published by the Office of the United States Trade Representative (U.S.T.R.);
- Has has not entered into any contract or subcontract with a subcontractor of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.; and
- Has has not entered into any subcontract for any product to be used on the Federal public works project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

The BIDDER agrees that, if awarded a contract resulting from this solicitation, it will incorporate the certification provided in 49 C.F.R. §30.15(g) in each solicitation for subcontracts issued and subcontracts entered into under such contract.

The BIDDER shall not knowingly enter into any subcontract under this contract:

- with a subcontractor of a foreign country included on the list of countries that discriminate against U.S. firms published by the United States Trade Representative (U.S.T.R.); or
- for the supply of any product for use on the Federal Public works project under this contract that is produced or manufactured in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

**NOTICE AND CERTIFICATION REGARDING FOREIGN PARTICIPATION
Cont.
(Attachment No. 16 To The Bid Form)**

The BIDDER shall provide immediate written notice to the Contract Administrator if, at any time prior to contract award, the BIDDER learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

The BIDDER may rely upon the certification of a prospective subcontractor that it is not a subcontractor of a foreign country included on the list of countries that discriminates against U.S. firms published by the U.S.T.R. and that products supplied by such subcontractor for use on the Federal public works project under this contract are not products of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R., unless the contractor has knowledge that the certification is erroneous.

Certified and attested on behalf of BIDDER by: _____
on this _____ day of _____, 20__.

STATE OF _____)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__
on behalf of _____ by _____
its _____. He/she is personally known to me or has produced
_____ as identification and did () did not () take an oath.

[Seal]

NOTARY PUBLIC

**CONSTRUCTION CHANGE PROPOSAL
(Attachment No. 17 To The Bid Form)**

<i>Project:</i> _____	<i>Number:</i> _____
<i>To:</i> _____	<i>From:</i> _____
<i>Re:</i> _____	<i>Date:</i> _____

Keyword Description: _____
Date Quotation Required: _____

The following modification to the contract has been identified. Pursuant to the General Provisions, please provide a proposal as described in Item 1. The proposal should include an itemized breakdown of contractor and subcontractor costs, including labor, materials, rentals, approved services, overhead, and profit as required in General Provisions SP 10. This request shall not be considered authorization to proceed with the work herein described.

To be completed by Initiator of Request:

1. Scope of Work: (include list of attachments)

2. Reason(s) for Modification: Owner Unforeseen Conditions (site, weather, etc.) Other

3. Approval of Request:

Owner: _____ Date: _____
Engineer: _____ Date: _____

**CONSTRUCTION CHANGE PROPOSAL Cont.
(Attachment No. 17 To The Bid Form)**

To be completed by Contractor:

4. Total cost of modification (attach detailed breakdown) \$ _____

5. Will a modification to the contract time be required? Yes No

If so, trade(s): _____

No. of personnel: _____

Duration: _____ (calendar days)

6. Attachment identification: (list) _____

7. Quotation is in effect until: (date) _____

8. Approval of Quotation: _____

Contractor: _____ Date: _____

**CONSTRUCTION CHANGE PROPOSAL Cont.
(Attachment No. 17 To The Bid Form)**

Complete and attach Proposal Worksheet Detail for each element of Work. Enter Worksheet Information below.

***Labor shall be broken down by classification**

ADDITIONS:

Item	Sheet	Description	Material		
			Unit Qty	Unit Price	Subtotal
			Subtotal Material		
			*Labor		
		List Manhours by Class	Hours	Rate	Subtotal
			Subtotal Labor		
Subtotal:					

DEDUCTIONS:

Item	Sheet	Description	Material		
			Unit Qty	Unit Price	Subtotal
			Subtotal Material		
			*Labor		
		List Manhours by Class	Hours	Rate	Subtotal
			Subtotal Labor		
Subtotal:					

Subcontractor's Net: _____
 Subcontractor's OH&P: _____
 Subcontractor's Bond: _____
 Subcontractor's Total: \$ _____
 Contractor's OH&P: _____
 Contractor's Bond: _____
 Insurance: _____
 Tax: _____
Worksheet Total: \$ _____

**CERTIFICATE AS TO CORPORATE PRINCIPAL
(Attachment No. 18 To The Bid Form)**

I, _____, certify that I am the Secretary of the Corporation named as Principal in the foregoing BID OR PROPOSAL BOND; that _____, who signed the Bond on behalf of the Principal, was then _____ of said Corporation; that I know his/her signature thereto is genuine; and that said Bond(s) was (were) duly signed, sealed and attested to on behalf of said Corporation by authority.

[Seal]

Secretary of

Name of Corporation

Certified and attested on behalf of BIDDER by: _____

on this _____ day of _____, 20____.

STATE OF _____)

COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__

on behalf of _____ by _____

its _____. He/she is personally known to me or has produced _____ as identification and did () did not () take an oath.

[Seal]

NOTARY PUBLIC