



Boca Raton Airport
Boca Raton, Florida

Addendum No.: 2
Solicitation Title: Taxiway Geometry Improvements and Runway 5 Aircraft Holding Bay Rehabilitation
Addendum Date: March 30, 2026

THE FOLLOWING ITEMS ARE MADE AND HEREBY BECOME A PART OF THIS SOLICITATION:

BID NO.: 2026-BRAA-001

QUESTIONS RECEIVED FROM POTENTIAL BIDDERS:

Q1) The limits for variable depth milling (P-101-5.3) are not clearly defined in the bid set, and the legend does not correspond to a defined work area; please identify the exact limits and locations of variable depth milling.

A1) The demolition plan has been updated and included with this addendum. The "Variable Depth Bituminous Pavement Milling (P-101-5.3)" hatching has been updated on sheets C21 – C23 to match the limits show on the Demolition plan view.

Q2) The existing conditions sheets show the access path in phase 1 as broken asphalt, while the demolition plan limits do not align with the legend-defined work areas; please confirm whether the existing asphalt access path is to be removed or if millings are to be placed over the existing surface. What pay Item should the cost be included in?

A2) The broken asphalt path is to be removed, under the Clearing and Grubbing, P-151 Specification. The area shall be regraded and per Sheets C33 and C36 and receive compacted millings per Sheet C28. The cost for the clearing and grubbing of areas to receive compacted millings shall be included in the cost for placement of compacted millings (Items P-101-5.4 and P-101-5.5). Specification P-101 has been updated and included with this addendum.

Q3) Section 60-05 requires a field office; given the anticipated project duration, please confirm whether a field office is required.

A3) A field office will not be required. Section 60-05 has been updated and included with this addendum.

Q4) The specifications indicate that vacuum sweepers, not broom sweepers, are required for debris removal in object-free areas; please confirm this requirement and if they are required at all times during construction.

A4) Yes, vacuum sweepers will be required at all times due to Taxiway B being used as a haul route and reopened to traffic at the end of each shift. Broom sweepers may be used to assist the vacuum sweepers however, they cannot be used in lieu of the vacuum sweepers.

Q5) Please confirm whether escorts are required within the closed work area and for travel between the staging area and each phase of construction.

A5) Yes. The closed work area is inside the AOA. Any contractor or subcontractor employees inside AOA fence must be badged or escorted.

Q6) Per Specification P-608, millings placed within the limits shown in the plans require a seal coat; please confirm that a seal coat is required for both planned milling areas.

A6) Seal coat will only be used on the areas where airfield pavement markings have been removed. Sheet C29 has been updated to remove "APPLY SEAL COAT" from the access path construction detail.

Q7) Per demolition sheet C20, 2-inch bituminous pavement milling is shown referencing Specification P-101-5.2, but no associated pay item is provided; please confirm where the cost for this work should be included.

A7) Bid Item P-101-5.2 is listed under Base Bid 2 – Holding Bay Rehabilitation. Item P-101-5.2 not listed under Base Bid 1 since it is not required for Base Bid 1.

Q8) As discussed in the pre-bid meeting, please provide the geotechnical information indicating existing asphalt thicknesses.

A8) Geotechnical information was provided in Addendum #1.

Q9) Please confirm whether the maximum allowable drop-off height after each work shift for all phases of construction including milling is 1.5 inches based on the detail provided.

A9) The maximum edge drop off at the end of each work shift is 2 inches.

CONTRACT PROJECT MANUAL AND SPECIFICATIONS:

Remove and Replace Section 60 Control of Materials with attached Section 60 Control of Materials in its entirety.

- *Removed requirement for field office.*

Remove and Replace P-101 Preparation of Existing Pavements with attached P-101 Preparation/Removal of Existing Pavements in its entirety.

- *Updated 101-4.8, Method of Measurement for Asphalt Millings, to include clearing and grubbing in areas to receive compacted millings.*

CONTRACT DRAWINGS:

Remove and Replace the Demolition Plans (Sheets C20 through C23) with the attached Demolition Plans (Sheets C20 through C23).

Remove and Replace Typical Sections and Pavement Geometry Coordinates (Sheet C29) with the attached Typical Sections and Pavement Geometry Coordinates (Sheet C29)

ATTACHMENTS:

- Section 60, Control of Materials
- P-101, Preparation of Existing Pavements
- Sheets C20, C21, C22, and C23 – Demolition Plan
- Sheet C29 – Typical Sections and Pavement Geometry Coordinates

End of Addendum #2

SECTION 60 CONTROL OF MATERIALS

60-01 Source of supply and quality requirements. The materials used in the work shall conform to the requirements of the contract, plans, and specifications. Unless otherwise specified, such materials that are manufactured or processed shall be new (as compared to used or reprocessed).

In order to expedite the inspection and testing of materials, the Contractor shall furnish documentation to the RPR as to the origin, composition, and manufacture of all materials to be used in the work. Documentation shall be furnished promptly after execution of the contract but, in all cases, prior to delivery of such materials.

Contractor shall supply steel and manufactured products that conform to the Buy American provisions established under 49 USC Section 50101 as follows: "Steel products must be 100% U.S. domestic product. Preference shall be given to products that are 100% manufactured and assembled in the U.S. Manufactured products not meeting the 100% U.S. domestic preference may only be used on the project if the FAA has officially granted a permissible waiver to Buy American Preferences. Submittals for all manufactured products must include certification of compliance with Buy American requirements as established under 49 USC Section 50101. Submittal must include sufficient information to confirm compliance or submittal will be returned with no action."

At the RPR's option, materials may be approved at the source of supply before delivery. If it is found after trial that sources of supply for previously approved materials do not produce specified products, the Contractor shall furnish materials from other sources.

The Contractor shall furnish airport lighting equipment that meets the requirements of the specifications; and is listed in AC 150/5345-53, *Airport Lighting Equipment Certification Program* and *Addendum*, that is in effect on the date of advertisement.

60-02 Samples, tests, and cited specifications. All materials used in the work shall be inspected, tested, and approved by the RPR before incorporation in the work unless otherwise designated. Any work in which untested materials are used without approval or written permission of the RPR shall be performed at the Contractor's risk. Materials found to be unacceptable and unauthorized will not be paid for and, if directed by the RPR, shall be removed at the Contractor's expense.

Unless otherwise designated, quality assurance tests will be made by and at the expense of the Owner in accordance with the cited standard methods of ASTM, American Association of State Highway and Transportation Officials (AASHTO), federal specifications, Commercial Item Descriptions, and all other cited methods, which are current on the date of advertisement for bids.

The testing organizations performing on-site quality assurance field tests shall have copies of all referenced standards on the construction site for use by all technicians and other personnel. Unless otherwise designated, samples for quality assurance will be taken by a qualified representative of the RPR. All materials being used are subject to inspection, test, or rejection at any time prior to or during incorporation into the work. Copies of all tests will be furnished to the Contractor's representative at their request after review and approval of the RPR. ***In the event that any tests show a failure to meet the requirements of the Contract Documents, the expense of retesting, after substitution or modification, shall be paid by the Contractor.***

The Contractor shall furnish the required samples without charge and shall give sufficient notification of the placing of orders for materials to permit testing.

A copy of all Contractor QC test data shall be provided to the RPR daily, along with printed reports, in an approved format, on a weekly basis. After completion of the project, and prior to final payment, the Contractor shall submit a final report to the RPR showing all test data reports, plus an analysis of all results showing ranges, averages, and corrective action taken on all failing tests.

The Contractor shall employ a Quality Control (QC) testing organization to perform all Contractor required QC tests in accordance with Item C-100 Contractor Quality Control Program (CQCP). ***The final quality control report, signed and sealed by an engineer registered in Florida, shall be delivered in hard copy.***

60-03 Certification of compliance/analysis (COC/COA). The RPR may permit the use, prior to sampling and testing, of certain materials or assemblies when accompanied by manufacturer's COC stating that such materials or assemblies fully comply with the requirements of the contract. The certificate shall be signed by the manufacturer. Each lot of such materials or assemblies delivered to the work must be accompanied by a certificate of compliance in which the lot is clearly identified. The COA is the manufacturer's COC and includes all applicable test results. ***Certification alone will not relieve the Contractor from his responsibility to provide materials that comply fully with the provisions of these specifications and that acceptable to the Engineer.***

Materials or assemblies used on the basis of certificates of compliance may be sampled and tested at any time and if found not to be in conformity with contract requirements will be subject to rejection whether in place or not.

The form and distribution of certificates of compliance shall be as approved by the RPR.

When a material or assembly is specified by "brand name or equal" and the Contractor elects to furnish the specified "or equal," the Contractor shall be required to furnish the manufacturer's certificate of compliance for each lot of such material or assembly delivered to the work. Such certificate of compliance shall clearly identify each lot delivered and shall certify as to:

- a. Conformance to the specified performance, testing, quality or dimensional requirements; and,
- b. Suitability of the material or assembly for the use intended in the contract work.

The RPR shall be the sole judge as to whether the proposed "or equal" is suitable for use in the work.

The RPR reserves the right to refuse permission for use of materials or assemblies on the basis of certificates of compliance.

60-04 Plant inspection. The RPR or their authorized representative may inspect, at its source, any specified material or assembly to be used in the work. Manufacturing plants may be inspected from time to time for the purpose of determining compliance with specified manufacturing methods or materials to be used in the work and to obtain samples required for acceptance of the material or assembly.

Should the RPR conduct plant inspections, the following conditions shall exist:

- a. The RPR shall have the cooperation and assistance of the Contractor and the producer with whom the Contractor has contracted for materials.

b. The RPR shall have full entry at all reasonable times to such parts of the plant that concern the manufacture or production of the materials being furnished.

c. If required by the RPR, the Contractor shall arrange for adequate office or working space that may be reasonably needed for conducting plant inspections. Place office or working space in a convenient location with respect to the plant.

It is understood and agreed that the Owner shall have the right to retest any material that has been tested and approved at the source of supply after it has been delivered to the site. The RPR shall have the right to reject only material which, when retested, does not meet the requirements of the contract, plans, or specifications.

60-05 Engineer/ Resident Project Representative (RPR) field office. *A field office is not required.* ~~The Contractor shall provide dedicated space for the use of the engineer, RPR, and inspectors, as a field office for the duration of the project. This space shall be located conveniently near the construction and shall be separate from any space used by the Contractor. The Contractor shall furnish water, sanitary facilities, heat, air conditioning, and electricity **and other amenities as described in Item M-106.**~~

60-06 Storage of materials. Materials shall be stored to assure the preservation of their quality and fitness for the work. Stored materials, even though approved before storage, may again be inspected prior to their use in the work. Stored materials shall be located to facilitate their prompt inspection. The Contractor shall coordinate the storage of all materials with the RPR. Materials to be stored on airport property shall not create an obstruction to air navigation nor shall they interfere with the free and unobstructed movement of aircraft. Unless otherwise shown on the plans and/or CSPP, the storage of materials and the location of the Contractor's plant and parked equipment or vehicles shall be as directed by the RPR. Private property shall not be used for storage purposes without written permission of the Owner or lessee of such property. The Contractor shall make all arrangements and bear all expenses for the storage of materials on private property. Upon request, the Contractor shall furnish the RPR a copy of the property Owner's permission.

All storage sites on private or airport property shall be restored to their original condition by the Contractor at their expense, except as otherwise agreed to (in writing) by the Owner or lessee of the property.

60-07 Unacceptable materials. Any material or assembly that does not conform to the requirements of the contract, plans, or specifications shall be considered unacceptable and shall be rejected. The Contractor shall remove any rejected material or assembly from the site of the work, unless otherwise instructed by the RPR.

Rejected material or assembly, the defects of which have been corrected by the Contractor, shall not be returned to the site of the work until such time as the RPR has approved its use in the work.

60-08 Owner furnished materials. The Contractor shall furnish all materials required to complete the work, except those specified, if any, to be furnished by the Owner. Owner-furnished materials shall be made available to the Contractor at the location specified.

All costs of handling, transportation from the specified location to the site of work, storage, and installing Owner-furnished materials shall be included in the unit price bid for the contract item in which such Owner-furnished material is used.

After any Owner-furnished material has been delivered to the location specified, the Contractor shall be responsible for any demurrage, damage, loss, or other deficiencies that may occur during the Contractor's handling, storage, or use of such Owner-furnished material. The Owner will

deduct from any monies due or to become due the Contractor any cost incurred by the Owner in making good such loss due to the Contractor's handling, storage, or use of Owner-furnished materials.

END OF SECTION 60

ITEM P-101 PREPARATION/REMOVAL OF EXISTING PAVEMENTS

DESCRIPTION

101-1 This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, removal of existing pavement, *hauling and disposal and stockpiling of demolished material* and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

The Owner reserves the right to retain any materials removed by the Contractor during the course of the work. The Contractor is to coordinate with the airport where to stockpile the removed materials on site or in an off site location if requested by the Owner. The hauling and stockpiling process is to be incidental to the unit price of the removal of the material and is to be conducted at no additional cost to the Owner. If the Owner rejects retaining removed material, the Contractor shall dispose of the material properly offsite.

EQUIPMENT AND MATERIALS

101-2 All equipment and materials shall be specified here and in the following paragraphs or approved by the Resident Project Representative (RPR). The equipment shall not cause damage to the pavement to remain in place.

CONSTRUCTION

101-3.1 Removal of existing pavement.

The Contractor's removal operation shall be controlled to not damage adjacent pavement structure, and base material, cables, utility ducts, pipelines, or drainage structures which are to remain under the pavement.

~~**a. Concrete pavement removal.** Full depth saw cuts shall be made perpendicular to the slab surface. The Contractor shall saw through the full depth of the slab including any dowels at the joint, removing the pavement and installing new dowels as shown on the plans and per the specifications. Where the perimeter of the removal limits is not located on the joint and there are no dowels present, the perimeter shall be saw cut the full depth of the pavement. The pavement inside the saw cut shall be removed by methods which will not cause distress in the pavement which is to remain in place. If the material is to be wasted on the airport site, it shall be reduced to a maximum size of **one cubic foot**. Concrete slabs that are damaged by under breaking shall be repaired or removed and replaced as directed by the RPR.~~

~~The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Spall and underbreak repair shall be in accordance with the plans. Any underlying material that is to remain in place, shall be recompacted and/or replaced as shown on the plans. Adjacent areas damaged during repair shall be repaired or replaced at the Contractor's expense.~~

b. Asphalt pavement removal. Asphalt pavement to be removed shall be cut to the **depths at the locations shown on the plans. The underlying material adjacent to the edge of and under the existing pavement which is to remain in place shall be protected from damage or disturbance during removal operations and until placement of new pavement or shaped as shown on the drawings or as directed by the RPR. Any material under the portion of the pavement to remain in place, which is disturbed or loses its compaction shall be carefully removed and replaced with P-610 Structural Portland Cement Concrete at no additional cost to the Owner. The Contractor's removal operation shall not cause damage to cables, utility ducts, pipelines, or drainage structures under the pavement. Any damage shall be repaired at the Contractor's expense.** ~~full depth of the asphalt pavement around the perimeter of the area to be removed.~~ If the material is to be wasted on the airport site it shall be broken to a maximum size of 3 inches(~~mm~~).

c. Repair or removal of Base, Subbase, and/or Subgrade. All failed material including surface, base course, subbase course, and subgrade shall be removed and repaired as shown on the plans or as directed by the RPR. Materials and methods of construction shall comply with the applicable sections of these specifications. Any damage caused by Contractor's removal process shall be repaired at the Contractor's expense.

d. General. In all cases of full depth pavement removal, the Contractor shall protect and preserve the existing utilities that are to remain. There shall be no additional cost for protecting and preserving the existing utilities to remain.

101-3.2 Preparation of joints and cracks prior to overlay/surface treatment. Remove all vegetation and debris from cracks to a minimum depth of 1 inch (~~25 mm~~). If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the RPR. Fill all cracks greater than 1/4 inch (~~6 mm~~) wide) with a crack sealant per ASTM D6690. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch (~~3 mm~~), not to exceed 1/4 inch (~~6 mm~~). Any excess joint or crack sealer shall be removed from the pavement surface. **There will be no separate payment for crack sealant, all crack sealant will be incidental to the Pavement Milling Pay Item.**

101-3.3 Removal of Foreign Substances/contaminates prior to overlay or remarking . Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, **refer to Item P-620 for paint removal** ~~at least 90% of paint,~~ and other foreign substances from the surface of the pavement. Areas that require removal are designated on the plans and as directed by the RPR in the field during construction.

~~Rotary grinding water may be used~~ **is the only acceptable method for removing foreign substances/contaminates.** ~~If chemicals are used, they shall comply with the state's environmental protection regulations.~~ **The use of chemicals will not be permitted to be used to remove foreign substances/contaminates.** Removal methods used shall not cause major damage to the pavement, or to any structure or utility within or adjacent to the work area. Major damage is defined as changing the properties of the pavement, removal of asphalt causing the aggregate to ravel, or removing pavement over 1/8 inch (~~3 mm~~) deep. If it is deemed by the RPR that damage to the existing pavement is caused by operational error, such as permitting the application method to dwell in one location for too long, the Contractor shall repair the damaged area without compensation and as directed by the RPR.

Removal of foreign substances shall not proceed until approved by the RPR. ~~Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense.~~ **High-pressure water or water blasting will not be permitted to be used to remove foreign substances/contaminates.** No material shall be deposited on the pavement shoulders. All wastes shall be disposed of **off site** in areas indicated in this specification or shown on the plans.

101-3.4 Concrete spall or failed asphaltic concrete pavement repair.

~~a. Repair of concrete spalls in areas to be overlaid with asphalt.~~ The Contractor shall repair all spalled concrete as shown on the plans or as directed by the RPR. The perimeter of the repair shall be saw cut a minimum of 2 inches (50 mm) outside the affected area and 2 inches (50 mm) deep. The deteriorated material shall be removed to a depth where the existing material is firm or cannot be easily removed with a geologist pick. The removed area shall be filled with asphalt mixture with aggregate sized appropriately for the depth of the patch. The material shall be compacted with equipment approved by the RPR until the material is dense and no movement or marks are visible. The material shall not be placed in lifts over 4 inches (100 mm) in depth. This method of repair applies only to pavement to be overlaid.

b. Asphalt pavement repair. The Contractor shall repair all spalled **asphalt** concrete as shown on the plans or as directed by the RPR. The failed areas shall be removed as specified in paragraph 101-3.1b. All failed material including surface, base course, subbase course, and subgrade shall be removed. Materials and methods of construction shall comply with the applicable sections of these specifications.

101-3.5 Cold milling. Milling shall be performed with a power-operated milling machine or grinder, capable of producing a uniform finished surface. The milling machine or grinder shall operate without tearing or gouging the underlying surface. The milling machine or grinder shall be equipped with grade and slope controls, and a positive means of dust control. All millings shall be removed and disposed off Airport. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material removed with new material at the Contractor's Expense. **All existing utility structures within the milling area shall be preserved and protected throughout construction. Any damage to the existing utility structures shall be repaired at the cost of the Contractor. Where the limits of milled pavements abut pavement to remain, the contractor shall neatly sawcut, vertically to the specified depth of overlay in accordance with the details on the plans. In areas that become overmilled due to poor quality control, the Contractor fill with P-401 at no additional cost to the Owner.**

a. Patching. The milling machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the remaining pavement and it shall have a positive method of controlling the depth of cut. ~~The RPR shall layout the area to be milled with a straightedge in increments of 1-foot (30 cm) widths. The area to be milled shall cover only the failed area.~~ Any excessive area that is milled because the Contractor doesn't have the appropriate milling machine, or areas that are damaged because of his negligence, shall be repaired by the Contractor at the Contractor's Expense.

b. Profiling, grade correction, or surface correction. The milling machine shall have a minimum width of 7 feet ~~([2] m)~~ and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch ~~(+0 mm and -6mm)~~ of the specified grade. The machine must cut vertical edges and have a positive method of dust control. The machine must have the ability to

remove the millings or cuttings from the pavement and load them into a truck. All millings shall be removed and disposed of off the airport, ***unless otherwise noted.***

At the completion of milling, the RPR shall review the milled surface for scabbing or excessive smoothness. Such areas shall be scarified or re-mill to a slightly deeper depth to produce a sound and textured surface at no additional expense.

c. Clean-up. The Contractor shall sweep the milled surface daily and immediately after the milling until all residual materials are removed from the pavement surface. Prior to paving, the Contractor shall wet down the milled pavement and thoroughly sweep and/or blow the surface to remove loose residual material. Waste materials shall be collected and removed from the pavement surface and adjacent areas by sweeping or vacuuming. Waste materials shall be removed and disposed off Airport property

101-3.6. Preparation of asphalt pavement surfaces prior to surface treatment. Existing asphalt pavements to be treated with a surface treatment shall be prepared as follows:

a. Patch asphalt pavement surfaces that have been softened by petroleum derivatives or have failed due to any other cause. Remove damaged pavement to the full depth of the damage and replace with new asphalt pavement similar to that of the existing pavement in accordance with paragraph 101-3.4b.

b. Repair joints and cracks in accordance with paragraph 101-3.2.

c. Remove oil or grease that has not penetrated the asphalt pavement by scrubbing with a detergent and washing thoroughly with clean water. After cleaning, treat these areas with an oil spot primer.

d. Clean pavement surface immediately prior to placing the surface treatment so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.

101-3.7 Maintenance. The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the RPR. The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

~~**101-3.8 Preparation of Joints in Rigid Pavement prior to resealing.** Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the joint and does not damage the joint.~~

~~**101-3.8.1 Removal of Existing Joint Sealant.** All existing joint sealants will be removed by plowing or use of hand tools. Any remaining sealant and or debris will be removed by use of wire brushes or other tools as necessary. Resaw joints removing no more than 1/16 inch (2 mm) from each joint face. Immediately after sawing, flush out joint with water and other tools as necessary to completely remove the slurry.~~

~~**101-3.8.2 Cleaning prior to sealing.** Immediately before sealing, joints shall be cleaned by removing any remaining laitance and other foreign material. Allow sufficient time to dry out joints prior to sealing. Joint surfaces will be surface dry prior to installation of sealant.~~

~~**101-3.8.3 Joint sealant.** Joint material and installation will be in accordance with Item P-605~~

~~**101-3.9 Preparation of Cracks in Flexible Pavement prior to sealing.** Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound,~~

~~moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the cracks and does not damage the pavement.~~

~~**101-3.9.1 Preparation of Crack.** Widen crack with router random by removing a minimum of 1/16 inch (2 mm) from each side of crack. Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air.~~

~~**101-3.9.2 Removal of Existing Crack Sealant.** Existing sealants will be removed by routing. Following routing any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.~~

~~**101-3.9.3 Crack Sealant.** Crack sealant material and installation will be in accordance with [Item P-605].~~

~~**101-3.9.4 Removal of Pipe and other Buried Structures.**~~

~~**a. Removal of Existing Pipe Material.** Remove the types of pipe as indicated on the plans. The pipe material shall be legally disposed of off-site in a timely manner following removal. Trenches shall be backfilled with material equal to or better in quality than adjacent embankment. Trenches under paved areas must be compacted to 95% of ASTM D1557 D698.~~

~~**b. Removal of Inlets/Manholes.** Where indicated on the plans or as directed by the RPR, inlets and/or manholes shall be removed and legally disposed of off-site in a timely fashion after removal. Excavations after removal shall be backfilled with material equal or better in quality than adjacent embankment. When under paved areas must be compacted to 95% of ASTM D1557, when outside of paved areas must be compacted to 95% of ASTM D698.~~

Method of Measurement

~~[**101-4.1 Lump sum.** No separate measurement for payment will be made. The work covered by this section shall be considered as a subsidiary obligation of the Contractor and covered under the other contract items.]~~

~~**101-4.1 Pavement removal.** The unit of measurement for *full depth* pavement removal shall be the number of square yards (square meters) removed by the Contractor. Any pavement removed outside the limits of removal because the pavement was damaged by negligence on the part of the Contractor shall not be included in the measurement for payment. No direct measurement or payment shall be made for saw cutting. Saw cutting shall be incidental to pavement removal. Dowel bar installation shall be incidental to pavement removal.~~

~~**101-4.2 Joint and crack repair.** The unit of measurement for joint and crack repair shall be the linear foot (meter) of joint *or crack*.~~

~~**101-4.3 Removal of Foreign Substances/contaminates.** The unit of measurement for foreign Substances/contaminates removal shall be the square foot (meter).~~

~~**101-4.4 Spalled and failed asphalt pavement repair.** The unit of measure for failed asphalt pavement repair shall be square foot (square meter).~~

~~**101-4.5 Concrete Spall Repair.** The unit of measure for concrete spall repair shall be the number of square feet (square meter). The location and average depth of the patch shall be determined and agreed upon by the RPR and the Contractor.~~

~~**101-4.6 Cold milling.** The unit of measure for cold milling shall be *specified depth* inches of milling per square yard (square meter). The location and average depth of the cold milling shall~~

be as shown on the plans **and confirmed in the field by the RPR prior to the work beginning**. If the initial cut does not correct the condition, the Contractor shall re-mill the area and will be paid for the total depth of milling. **At the completion of milling, the RPR and Engineer shall review the milled surface for scabbing or excessive smoothness. Such areas shall be re-mill to a slightly deeper depth to produce a sound and textured surface at no additional expense.**

~~101-4.7 Removal of Pipe Material and other Buried Structures.~~ Remove the types of pipe as indicated on the plans. The pipe material shall be legally disposed of off-site in a timely manner following removal. Trenches shall be backfilled with material equal to or better in quality than adjacent embankment. Trenches under paved areas must be compacted to 95% of ASTM D1557.

101-4.8 Asphalt Millings. The unit of measurement for the placement of asphalt millings shall be the number of square yards at the depth specified on the plans. The millings shall be placed neatly to the limits as defined in the plans. The contractor shall compact the millings after placement and apply P-608 seal coat. This item includes the clearing and grubbing of the area to receive asphalt millings, stockpiling of milled material, hauling, placement, compaction, application of seal coat (P-608) and any labor or materials necessary to complete the item.

BASIS OF PAYMENT

101-5.1 Payment. Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item. **Full depth pavement removal thicknesses is as shown on the plans. Actual thickness may vary. The Contractor shall account for varying full depths in the unit cost of the bid. No additional compensation shall be made to the Contractor for full depth pavement removal for pavements having thicknesses greater than shown on the plans. Pavement tie-ins as shown on the contract drawings are considered incidental to full depth pavement removal.**

101-5.2 Bituminous Pavement Cold Milling. Payment shall be made at contract unit price per square yard of bituminous pavement milling. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item including off-site disposal of materials.

An As-Built survey taken by a Professionally Licensed Surveyor of the milled surface must be provided after the milling is completed to receive payment for the milling.

101-5.3 Bituminous pavement milling, variable depth.

101-5.4 Sawcutting. All sawcutting alongside areas to be milled or fully removed is to be considered incidental to those pay items. There will be no additional payment for sawcutting.

101-5.5 Asphalt Millings. Payment shall be made at contract unit price for the unit of measurement as specified above. The price shall be full compensation for furnishing all

materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P-101-5.1	Full Depth Pavement Removal – per Square Yard
Item P-101-5.2	Bituminous Pavement Milling, (2” Depth) – per Square Yard
Item P-101-5.3	Bituminous Pavement Milling, Variable Depth – per Square Yard
Item P-101-5.4	4” Depth Asphalt Millings for Access Path – per Square Yard
Item P-101-5.5	2” Depth Asphalt Millings for Erosion Control – 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.

Advisory Circulars (AC)

AC 150/5380-6 Guidelines and Procedures for Maintenance of Airport Pavements.

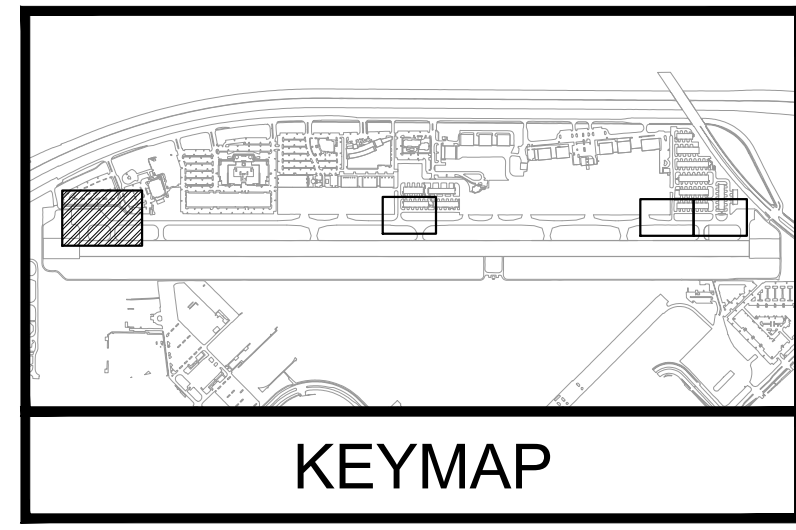
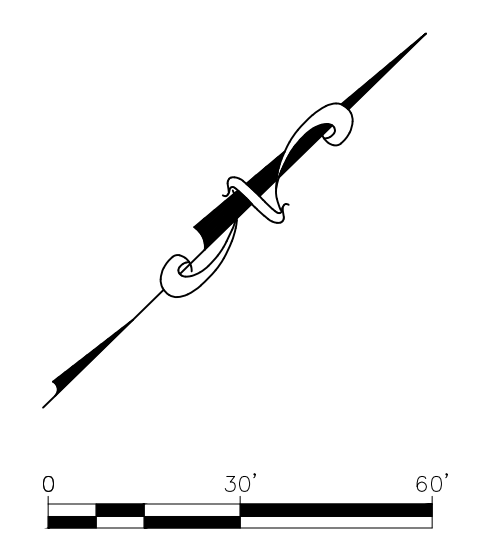
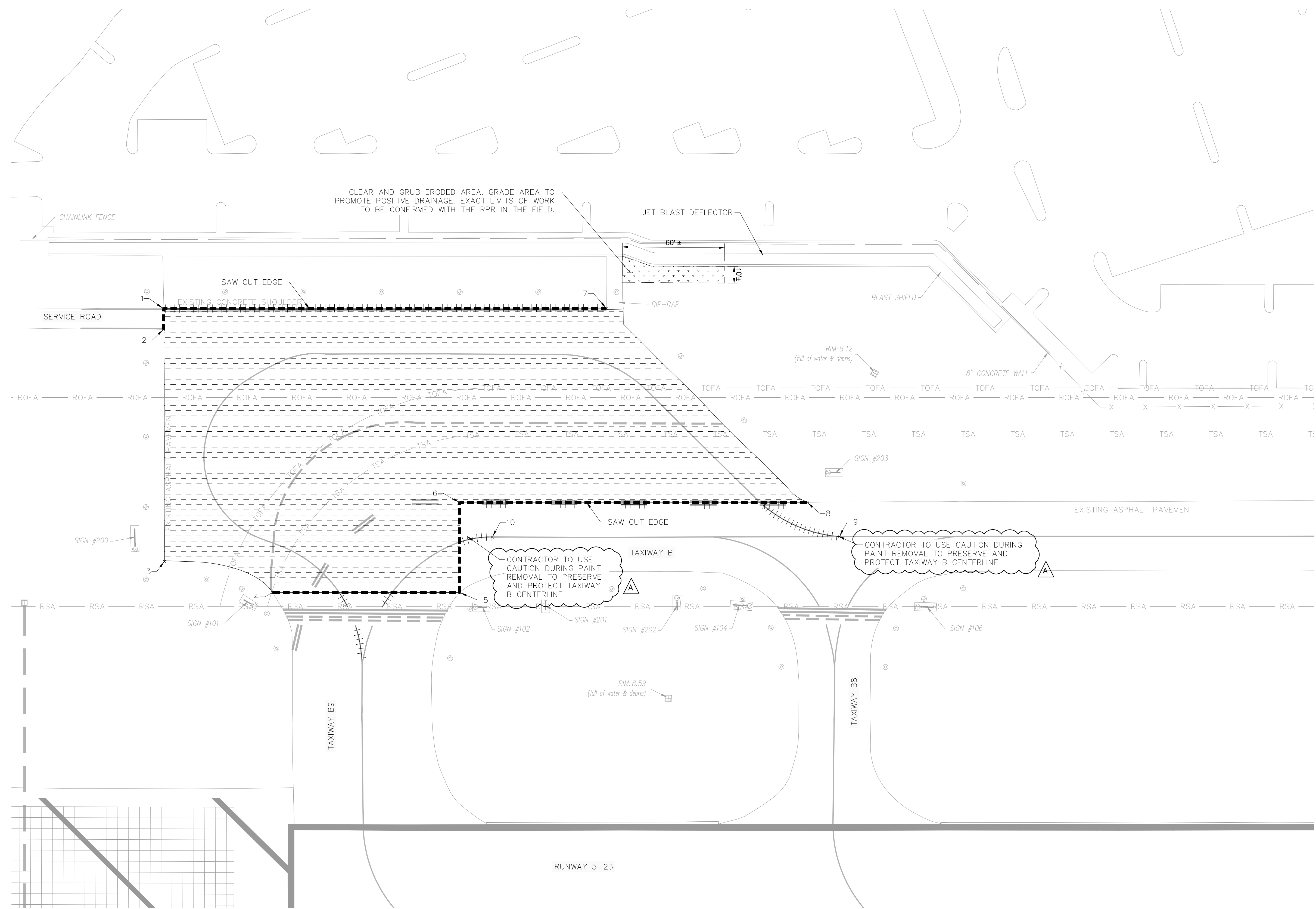
ASTM International (ASTM)

ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

END OF ITEM P-101

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K:\FL_AVIATION\040018055_BCT TO 5 TW GEOMETRY IMPROVEMENTS\CAD\PLANSHEETS\18055-MULTI-DEMO.DWG



NOTES

1. UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR TO OBTAIN UNDERGROUND UTILITY LOCATION AS REQUIRED BY LAW. SEE GENERAL NOTES SHEET C01. ALL FACILITIES ARE TO REMAIN EXCEPT WHERE OTHERWISE SHOWN. DURING CONSTRUCTION CONTRACTOR IS TO AVOID DAMAGE TO EXISTING ABOVE GROUND AND UNDERGROUND FACILITIES. CONTRACTOR SHALL UTILIZE SOFT DIGS IN AREAS WHERE UNDERGROUND FACILITIES ARE LOCATED.
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8. REFER TO DEMOLITION LOCATION COORDINATES SHEET C24 FOR DEMOLITION POINT COORDINATES.

LEGEND (WORK)

- 2" DEPTH BITUMINOUS PAVEMENT MILLING. SEE DEMO DETAIL 3, SHEET C24 (P-101-5.2).
- CLEARING, GRUBBING (P-151) AND REGRADING (P-152).
- SAWCUT EXISTING PAVEMENT (P-101).
- REMOVE EXISTING PAVEMENT MARKING AND APPLY SEAL COAT (P-620-5.6).

LEGEND (LINE TYPE)

- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

LEGEND (SYMBOL)

- AIRPORT SIGN ON CONCRETE PAD
- CATCH BASIN
- TAXIWAY LIGHT
- CANNISTER

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 WWW.KIMLEY-HORN.COM REGISTRY NO. 52104

ENGINEER:
 THOMAS F. O'DONNELL
 LIC. NO. 65476
 DATE:

DRAWN BY: AEK
 DESIGNED BY: KDH
 CHECKED BY: TFO
 FIELD BOOK:

BOCA RATON AIRPORT AUTHORITY

903 NW 35th Street, Boca Raton, FL 33431

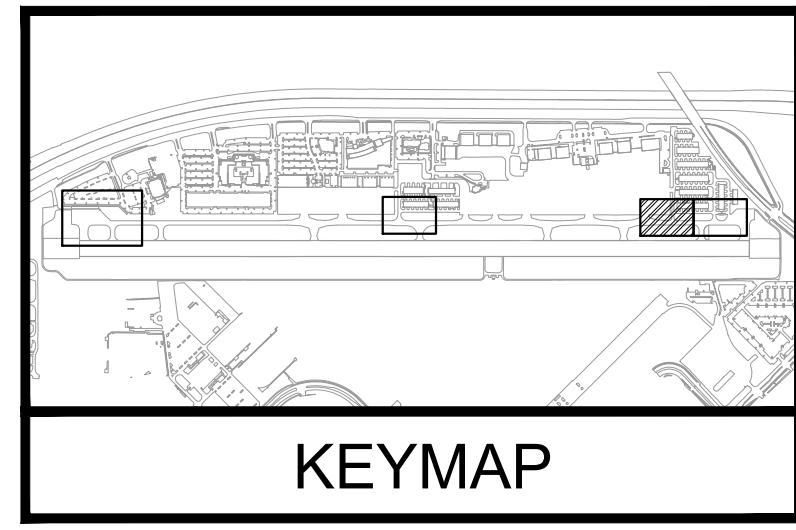
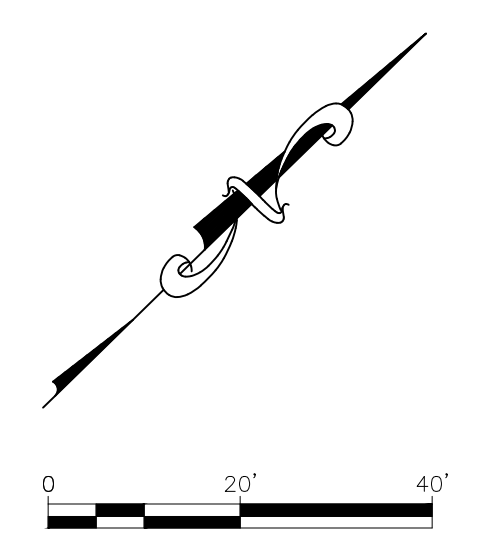
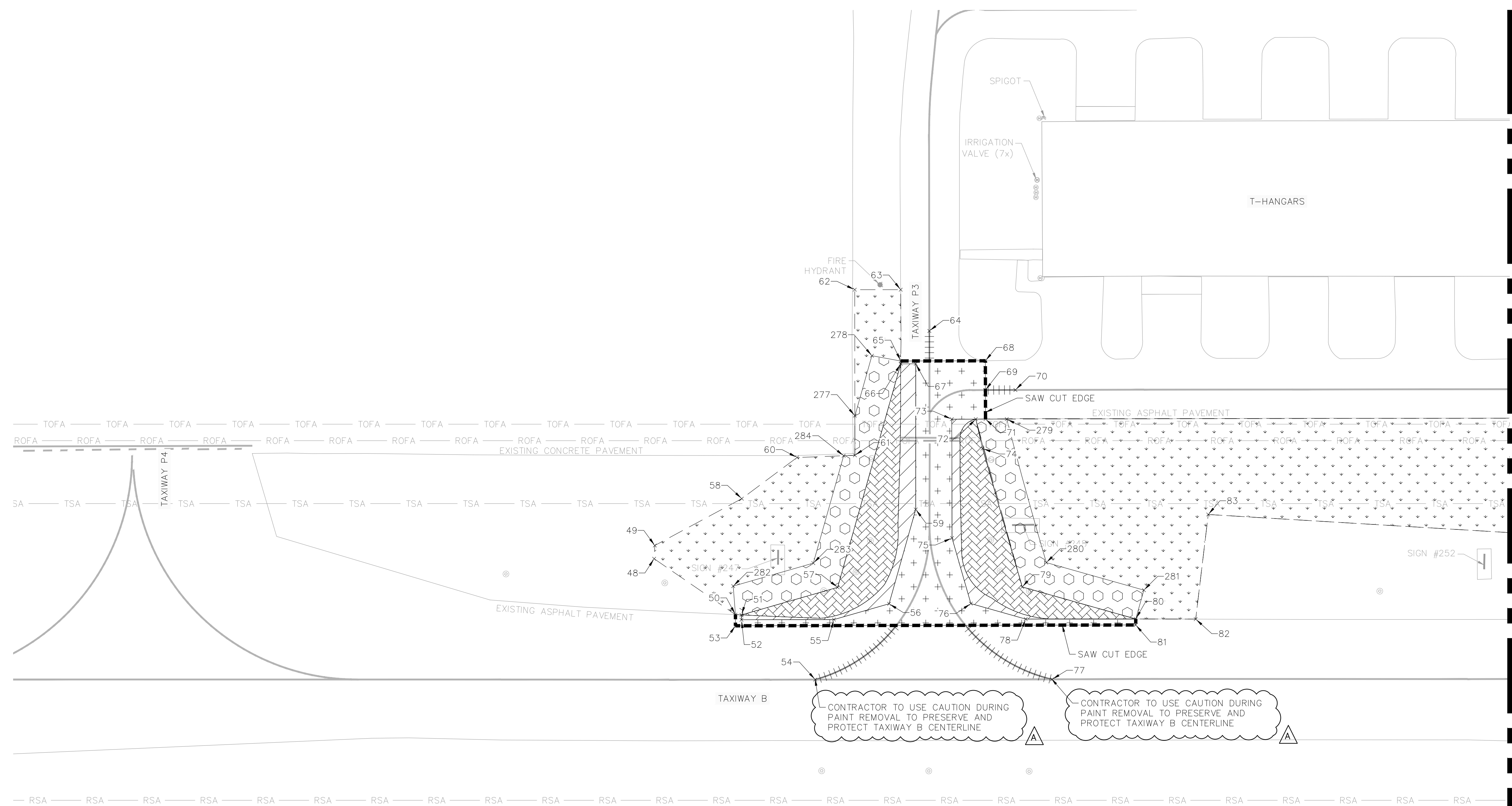
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1	03/30/2026	JCC	ADDENDUM #2

PROJECT # 2026-BRAA-001
 TAXIWAY GEOMETRY IMPROVEMENTS
 AND RUNWAY 5 AIRCRAFT HOLDING
 BAY REHABILITATION
 DEMOLITION PLAN

SHEET NO. C20 OF 42

TOTAL: 42
 CAD FILE: 18055-MULTI-DEMO
 DRAWING FILE NO.

100% DESIGN



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MATCH LINE SHEET C23

LEGEND (WORK)

- VARIABLE DEPTH BITUMINOUS PAVEMENT MILLING (P-101-5.3).
- CLEARING, GRUBBING (P-151) AND REGRADING (P-152).
- FULL DEPTH ASPHALT PAVEMENT REMOVAL (P-101-5.1). REFER TO DEMO DETAIL 1, SHEET C24.
- FULL DEPTH EXCAVATION (P-152-4.1) FOR NEW FULL DEPTH CONSTRUCTION REFER TO TYPICAL SECTION DETAIL NO. 1, SEE SHEET C29 FOR THICKNESS.
- FULL DEPTH EXCAVATION (P-152-4.1) FOR NEW STABILIZED SHOULDER CONSTRUCTION REFER TO TYPICAL SECTION DETAIL NO. 1, SEE SHEET C29 FOR THICKNESS.
- SAWCUT EXISTING PAVEMENT (P-101).
- REMOVE EXISTING PAVEMENT MARKING AND APPLY SEAL COAT (P-620-5.6).

LEGEND (LINE TYPE)

- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- TAXIWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA

LEGEND (SYMBOL)

- AIRPORT SIGN ON CONCRETE PAD
- CATCH BASIN
- TAXIWAY LIGHT
- CANNISTER

ENGINEER:
THOMAS F. O'DONNELL
DATE: 02/27/2026
DRAWN BY: AEK
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PROJECT # 2026-BRAA-001
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BAY REHABILITATION
DEMOLITION PLAN

SHEET NO. OF
C22 42

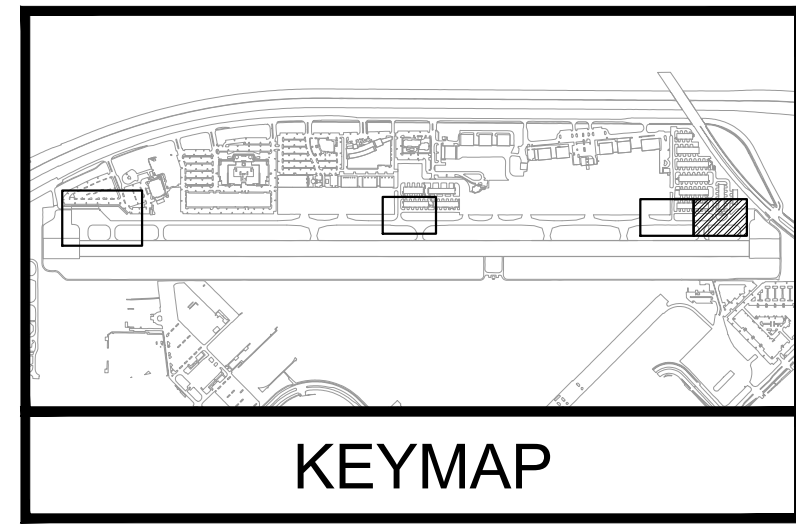
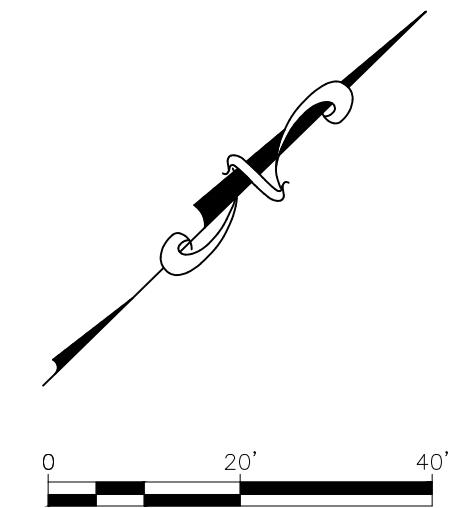
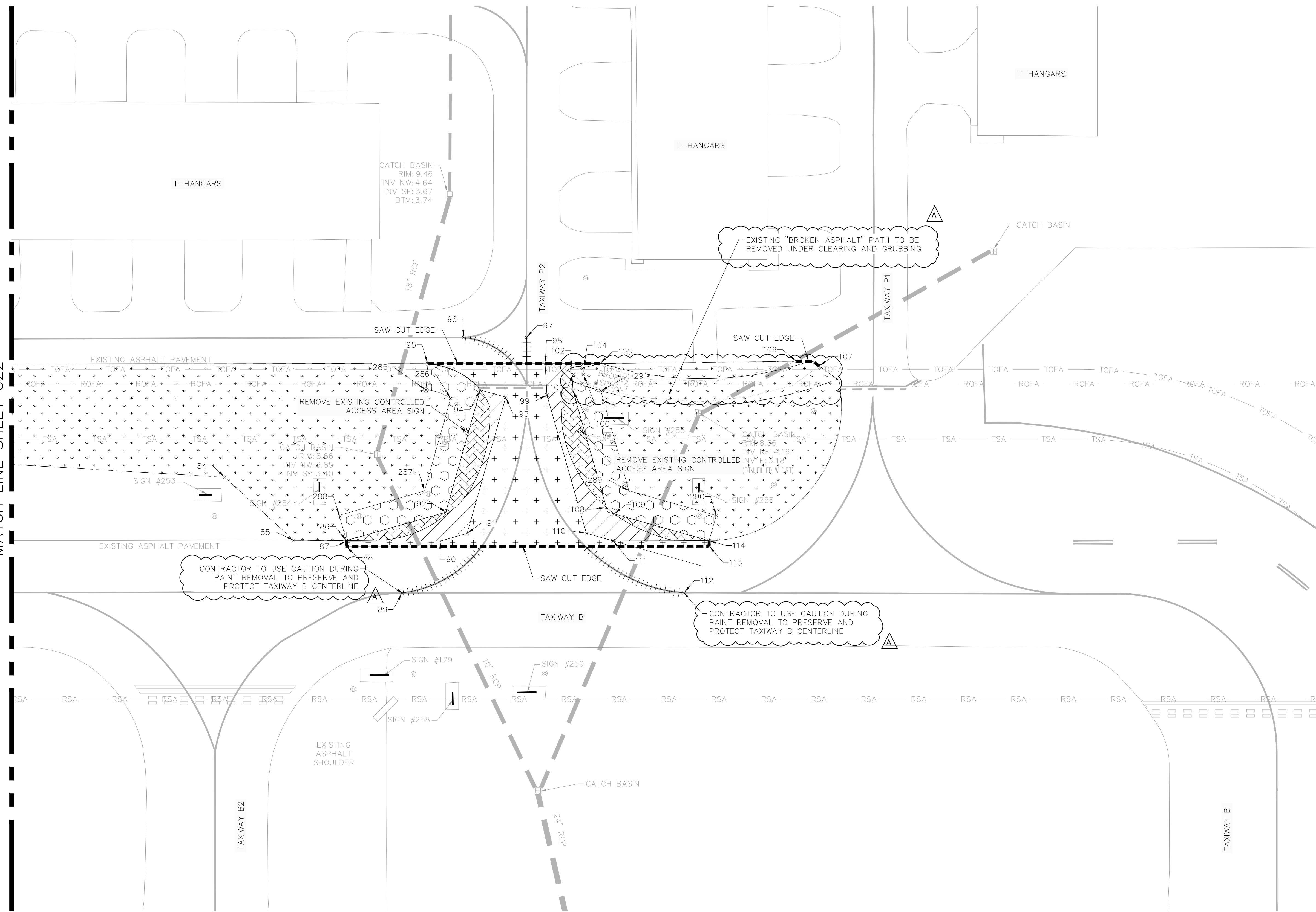
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PROJECT # 2026-BRAA-001
 TAXIWAY GEOMETRY IMPROVEMENTS
 AND RUNWAY 5 AIRCRAFT HOLDING
 BAY REHABILITATION
 DEMOLITION PLAN

SHEET NO. OF
C23 42

TOTAL: 42
 CAD FILE: 18055-MULTI-DEMO
 DRAWING FILE NO.

ENGINEER: THOMAS F. O'DONNELL
 DATE: 02/27/2026
 DRAWN BY: AEK
 DESIGNED BY: SCALE: AS NOTED
 CHECKED BY: KDH
 IFO
 FIELD BOOK:

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NO.	DATE	BY	CHK'D	DESCRIPTION
1	03/30/2026	JCC		ADDENDUM #2

PROJECT # 2026-BRAA-001
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AND RUNWAY 5 AIRCRAFT HOLDING
BAY REHABILITATION TYPICAL SECTIONS
AND PAVEMENT GEOMETRY COORDINATES

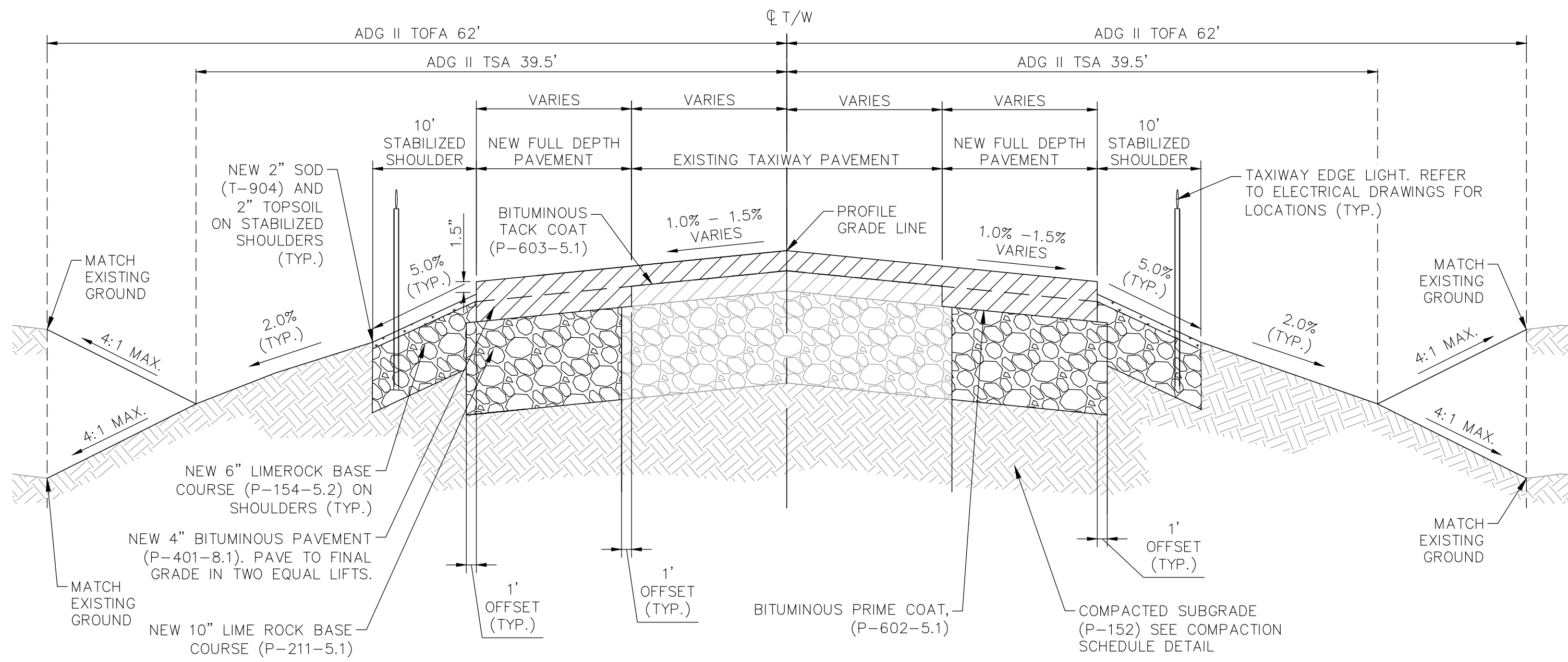
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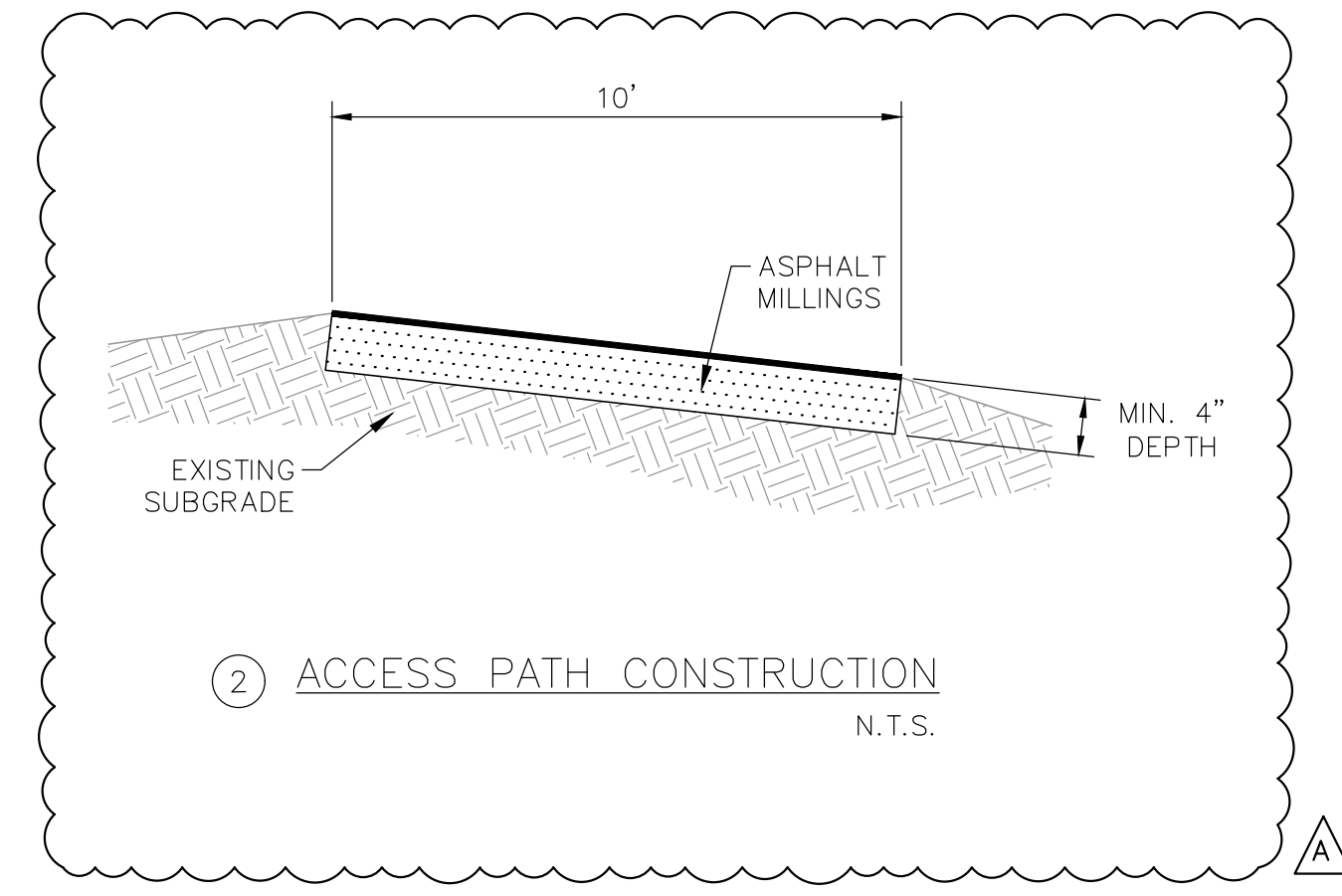
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PHONE: 561-333-0100 FAX: 561-333-0447
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1 FULL DEPTH TAXIWAY CONSTRUCTION
N.T.S.



2 ACCESS PATH CONSTRUCTION
N.T.S.

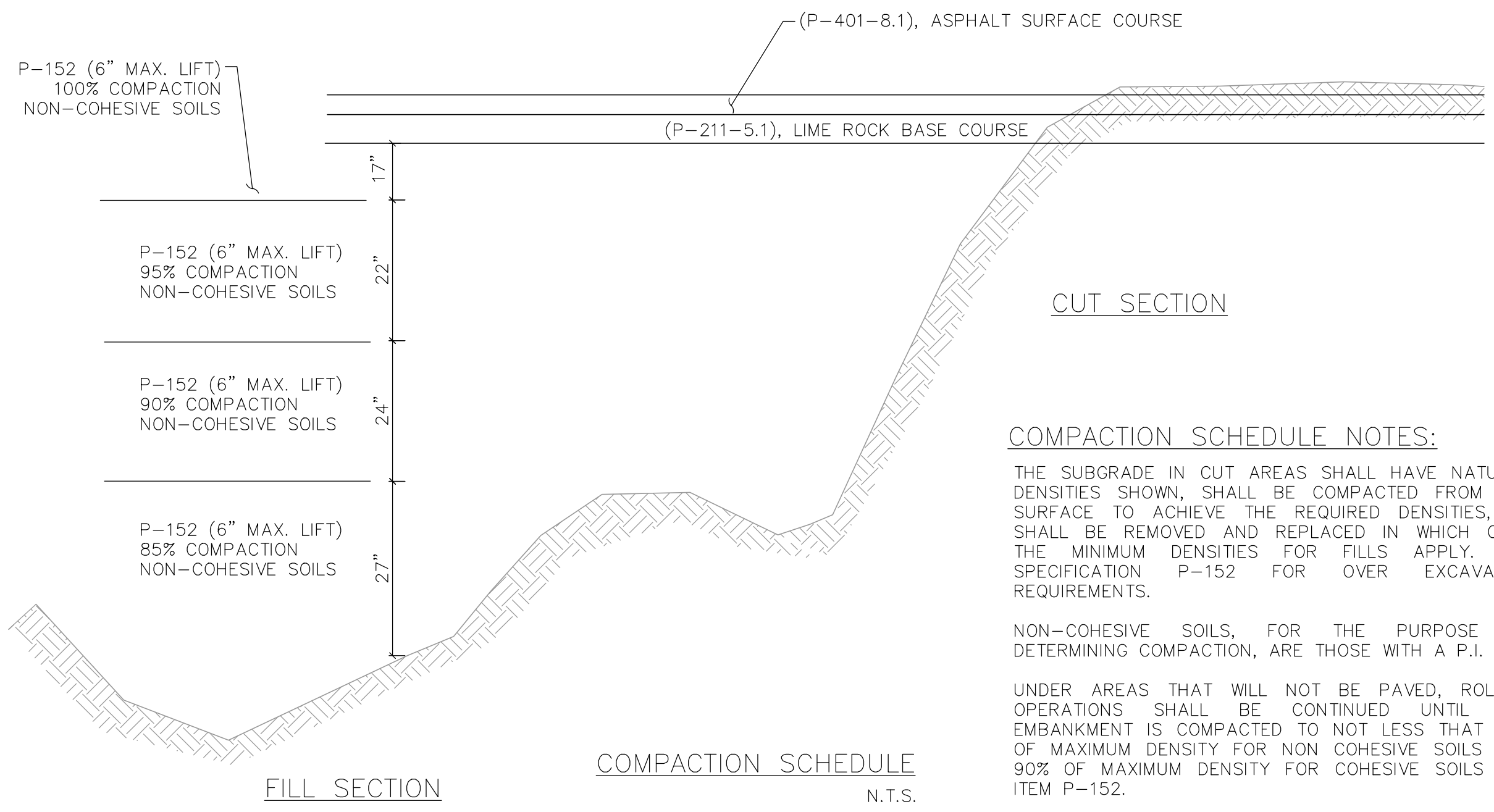
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3	742256.87	946006.88
4	742400.72	946145.53
5	742395.81	945998.39
6	742401.31	945992.57
7	742211.32	945809.26
8	742111.55	945913.23
9	744355.84	947945.26
10	744348.48	947939.00
13	744319.41	947941.96
14	744313.73	947942.93
15	744289.20	947964.56
16	744287.73	947966.07
17	744296.21	947971.47
18	744322.52	947996.84
19	744331.18	948001.46
20	744330.97	947990.01
22	744379.43	947973.42
23	744393.17	947959.43
24	744389.57	947955.96
25	744391.98	947953.51
26	744377.53	947922.72
27	744400.62	947944.44
28	744429.36	947989.70
29	744436.53	947997.15
30	744403.50	947983.87
31	744396.30	947976.93
32	744390.55	947982.90
33	744397.90	947990.36

Point #	Northing	Easting
34	744437.61	948018.32
35	744429.12	948090.32
36	744375.29	948032.74
37	744363.84	948032.95
38	744368.77	948041.44
39	744395.09	948066.81
40	744424.81	948094.72
41	744415.16	948086.12
42	744413.75	948087.58
43	746143.94	949718.30
44	746140.71	949721.32
45	746147.30	949753.57
46	746144.72	949756.25
47	746147.55	949756.19
48	746148.67	949755.02
49	746169.79	949777.55
50	746186.70	949786.52
51	746178.16	949770.67
52	746175.68	949727.17
53	746214.94	949770.02
54	746198.47	949730.07
55	746212.87	949742.93
56	746251.18	949703.11
58	746262.22	949713.74
59	746245.73	949730.89
60	746245.06	949731.57
61	746248.67	949735.03
62	746266.09	949750.43
64	746252.64	949764.44
65	746250.38	949762.30

POINT TABLE

Point #	Northing	Easting
66	746244.50	949756.69
67	746257.72	949769.38
68	746217.05	949785.30
69	746206.38	949805.40
70	746215.97	949821.81
71	746222.57	949813.29
73	746242.41	949847.25
74	746241.02	949848.69
75	746256.78	949861.16
76	746284.02	949838.93
77	746407.20	949972.85
78	746409.51	950008.42
79	746423.84	950022.37
80	746423.70	950022.52
81	746422.31	950023.97
82	746449.50	950047.34
83	746458.81	950052.29
84	746458.58	950040.85
88	746492.87	949995.43
89	746500.30	950016.45
90	746506.08	950024.73
91	746517.20	950035.42
92	746525.03	950026.36
93	746532.24	950033.29
94	746527.83	950038.41
95	746525.51	950041.10
96	746540.51	950041.24
97	746598.32	950095.64
98	746598.92	950096.21
99	746600.96	950107.74

Point #	Northing	Easting
103	746502.95	950083.52
104	746491.51	950083.74
105	746496.81	950092.84
106	746521.78	950119.62
107	746523.16	950118.18
167	744422.85	947997.28
168	744408.84	947992.99
169	744386.73	948032.53
170	744403.03	948060.57
171	744422.09	948078.91
172	744330.77	947978.57
173	744296.42	947957.64
174	744384.75	947946.60
175	746233.99	949813.01
176	746251.05	949842.20
177	746153.36	949746.19
178	746177.92	949759.22
179	746210.08	949740.44
180	746240.02	949722.94
181	746533.12	950048.48
182	746514.40	950083.30
183	746531.80	950113.15
184	746428.53	950013.55
185	746458.35	950029.40
186	746489.96	950010.92
187	746485.40	950002.16



COMPACTION SCHEDULE NOTES:

THE SUBGRADE IN CUT AREAS SHALL HAVE NATURAL DENSITIES SHOWN, SHALL BE COMPACTED FROM THE SURFACE TO ACHIEVE THE REQUIRED DENSITIES, OR SHALL BE REMOVED AND REPLACED IN WHICH CASE THE MINIMUM DENSITIES FOR FILLS APPLY. SEE SPECIFICATION P-152 FOR OVER EXCAVATION REQUIREMENTS.

NON-COHESIVE SOILS, FOR THE PURPOSE OF DETERMINING COMPACTION, ARE THOSE WITH A P.I. < 3.

UNDER AREAS THAT WILL NOT BE PAVED, ROLLING OPERATIONS SHALL BE CONTINUED UNTIL THE EMBANKMENT IS COMPACTED TO NOT LESS THAN 95% OF MAXIMUM DENSITY FOR NON COHESIVE SOILS AND 90% OF MAXIMUM DENSITY FOR COHESIVE SOILS PER ITEM P-152.

K:\FL_AVIAION\040018055_BCT TO 5W GEOMETRY IMPROVEMENTS\CAD\PLANSHEETS\18055-MULTI-GEOM.DWG