

SARASOTA BRADENTON INTERNATIONAL AIRPORT
MASTER DRAINAGE IMPROVEMENTS
SMAA BID No. 03-2019-MDI

ADDENDUM NUMBER THREE

May 7, 2019

The following Addendum is hereby made a part of the Plans and Specifications and shall be included with all Contract Documents:

SPECIFICATIONS

- Item C-102 This specification item is revised with additional language and pay items for Floating Turbidity Barriers and Soil Tracking Prevention Device. (See attached)
- CSPP Page CSPP-7, under Phase 4A-Night Work, 2nd paragraph, make pen and ink change to the sheet referenced as G-107 to sheet G-108. Also add a note to Phase 4, "Maximum Equipment Height = 20 feet."

BID FORMS

- Bid Form Remove Pages 1A-4 through 1A-8 and replace with revised Pages 1A-4 through 1A-8 (attached):
- Corrected quantity for C-102-5.1a Synthetic Bales
 - Added new line item for C-102-5.1h Floating Turbidity Barriers
 - Added new line item for C-102-5.1i Soil Tracking Device
 - Corrected quantity for P-101-5.1 Pavement Removal
 - Corrected quantities for D-701-5.2b, -5.2c, -5.2d, -5.2f and -5.2g Reinforced Concrete Pipe of various size and class
 - Corrected quantities for D-752-5.2 Structural Concrete
 - Delete "Alternate to Graded Aggregate Filter, Zones 1, 2 & 3" note in D-757-7.4 Geotextile Fabric

PLANS

- G-108 Under Phase 4A-Night Work, make pen and ink change to the sheet referenced as G-107 to sheet G-108. Also note Maximum Equipment Height in Phase 4 is 20 feet.
- C131 – C141 Note 3. Make pen and ink change to the referenced notes to delete the second sentence.
- C-201 Make pen and ink change to Gabion Wall Section B-B to show only a single gabion basket, not two stacked baskets.
- C-202 Make pen and ink change to Gabion Wall Elevation – West Quad Pond #1 and West Quad Pond #2 to show only a single gabion basket, not two stacked baskets.

ADDITIONAL INFORMATION

Electronic format Bid Form for Addendum No. 3 is provided on the website, which will automatically insert item costs written in words.

QUESTIONS AND ANSWERS

- Question:** Phase 2 pond, do section A-A zones go around the entire pond?
Answer: Yes.
- Question:** What elevation does the P-152 fill zone stop at?
Answer: Refer to plan sheets C-121 through C-127 for the grading requirements.
- Question:** Are you going to provide the cut / fill quantities as you stated at the pre-bid meeting?
Answer: Yes. The total fill is 131,580 cubic yards consisting of embankment in-place 113,810 cubic yards plus 17,770 cubic yards topsoil. These are in-place, compacted measures. The total cut available on site is 106,590 cubic yards measured in-place. Be aware that no shrinkage factor has been applied to convert in-place cut to embankment in place, so the amount of off-site borrow required will be higher than the difference between in-place cut and embankment in-place and topsoil.
- Question:** In the pavement removal quantity only seems to cover the area of where the 14” base is to be restored. Was the service road removal not included in the pavement removal quantity?
Answer: Refer to the revised Bid Form in this Addendum No. 3. The revised pavement removal quantity is 7,200 square yards.

Question: Can you add a line item of floating turbidity?
Answer: Yes. Refer to the revised Bid Form and Specification C-102.

Question: Gabion baskets are listed as 1,360 EA, is the unit supposed to be LF?
Answer: No, gabion baskets are paid per each complete in place and have dimensions of 6^{ft} long x 3^{ft} wide x 3^{ft} high. The details for the north quad and west quad ponds are revised to a single gabion high for gabion wall section B-B on sheets C-201 and sheet C-202. Section A-A on Sheet C-201 is unchanged.

Question: Can the existing asphalt and base be removed and used as embankment?
Answer: Yes, within the footprint of the new service road. The asphalt and base will require mixing and pulverizing such that the maximum size of any fragments or rock will be 4-inches.

Question: Do you have any cross sections available?
Answer: No. Only the typical sections in the bid set are available.

Question: Is it possible to change to bid due time to 2pm, instead of 10am on May 13, 2019?
Answer: No.

Question: Will work in different phases be allowed to work simultaneously? Please clarify.
Answer: Phase 2 and Phase 3 work can proceed simultaneously. Phase 1 and Phase 4 work cannot be done simultaneously.

Question: What is the DBE goal for this project? Part 1, General Contract Provisions, Compliance with Federal Laws and Regulations, page 20, Disadvantaged Business Enterprises, 1st sentence states "the Authority has established a DBE participation goal of 8% for this project." Part 1A, Bid Forms, page 29 states that the DBE goal is 11%. Which is correct 8% or 11%? Please clarify.
Answer: Refer to Addendum No. 2 which states the established DBE Goal for this project is 6%

Question: Will an SBE, MBE or WMBE subcontractor accredited from Hillsborough County, the City of Tampa or the City of St. Petersburg be allowed to contribute to the DBE goal? Please clarify.
Answer: No. Refer to the Pre-Bid Meeting Minutes issued with Addendum No. 2. DBE firms must be on the FDOT DBE list or their participation does not count toward the DBE goal.

Question: Will a DBE supplier be allowed to furnish material such as the storm pipe, storm structures and road base and receive the full monetary credit towards the proposed DBE goal? Please clarify.
Answer: The answer depends on whether the DBE firm is the manufacturer, a regular dealer/supplier, or a broker. Manufacturers get 100% of the material and supply cost credited. A regular dealer/supplier, a firm that engages as its principal business the purchase and sale of the material, gets 60% of the cost of the materials and supplies credited. Brokers may get limited credit (less than 60%)

depending on their role and the fees involved. Refer 49CFR26.55 for a full description.

Question: The plans were issued in 17x11 format, but are not scalable. Hard to verify quantities. How do we quantify items that are lump sum? Can scalable plans and the CADD file be provided?

Answer: Full size plans in PDF were posted with Addendum No. 2. The CADD file will not be provided for bidding.

Question: In looking through the plans it appears that excavation will be required for Channel "D", service road construction and excavation in the ponds. There is no bid item or quantity provided to cover excavation and hauling. How are we to figure excavation quantities are and what bid item does the excavation and hauling of material cost get placed in? Excavation and Embankment quantities need to be provided per work phase to be able to calculate where fill will be needed and where there is excess fill to remove, and figure the amount of trucking that will be required per phase. Please advise.

Answer: As discussed during the pre-bid, only embankment in place is paid – there is no separate payment for excavation and the cost must be included in the embankment in-place pay item. The following table provides an estimate of the in-place quantities by Phase. Note that embankment in place is compacted. The in-place cut has no shrinkage factor applied for compaction. Also refer to the answer to the third question in this Addendum No. 3.

PHASE	EMBANKMENT-IN-PLACE cubic yards including topsoil	EXCAVATION/CUT cubic yards measured in place
2	104,935	88,064
3	4,113	15,861
4	22,532	2,665

Question: Referencing bid items 38, 39, and 40. The quantities provided do not seem to be correct for 752-5.2 Structural Concrete, 752-5.3 Reinforcing Steel and 754-5.1 Structural Concrete. Can quantities be verified? Please advise.

Answer: Refer to the revised Bid Form in this Addendum No. 3. Note that the item numbers (not the specification sections, for example D752-5.1) may be changed and D 754-5.1 has been removed.

Question: Storm Structure A4 is called out to be a 15'x6' structure. There are double barrel 60" RCP coming into and out of opposing sides. How can this structure be 15'x6'? Please clarify.

Answer: Refer to Addendum No. 2.

Question: Referencing plan sheets C-101 thru C-107. Note 1 on all sheets reference installation of a Soil Tracking Prevention Device. There is no bid item to cover this scope. How many are there to install and what bid item does the cost for the install, maintenance and removal of devices go into? Please clarify.

Answer: Refer to revised Bid Form and Specification C-102 furnished with this Addendum No. 3.

Question: Referencing the Construction Safety Phasing Plan. Phases 1, 2, and 3 have height restrictions on equipment. Is this restriction the maximum working height allowed or is this a stationary restriction? Please clarify. Phase 4 makes no mention of restricted equipment height, is this correct? Please clarify.

Answer: The height limitations are the maximum height allowed above the elevation of the closest runway pavement measured at the runway threshold. Phase 4 has a maximum height of 20 feet.

Question: Referencing the Construction Safety Phasing Plan, sheet G-108. Phase 4A Night Work notes, 2nd paragraph, 1st sentence mentions, "place lighted barricades on the connectors and aprons as shown on sheet G-107". I cannot find any work on G-107 that pertains to Phase 4A Night Work. The same statement is in Phase 4B Day Work. Please clarify what plan sheet pertains to Phase 4 work.

Answer: The reference should be sheet G-108 for lighted barricade placement.

Question: Do Access Gates require full time guards? Can the guard be an employee of the contractor? Please clarify.

Answer: Access gates must be either locked or have a full-time guard. The full-time guard may be an employee of the contractor that is badged for the area(s) being accessed.

Question: Referencing plan sheet C-503, Pipe Trench Detail for Paved areas. The detail shows P-153 CLSM being installed from the top of the bedding stone to the bottom of the proposed stabilized sub-grade. Can the CLSM be installed in lieu of the 12" stabilized sub-grade in the paved areas? Please clarify.

Answer: Yes. The P-153 can be installed in lieu of P-154, but cannot replace the P-211 or P-219 Base Course.

Question: Referencing plan sheets C-131 thru C-141, Plan and Profile Notes, note 3 states "Reinforced concrete piping underneath runway and taxiway pavement shall be class V. If we are only installing Class V RCP underneath runways and taxiways with all other pipe to be Class III as the note states, why do the bid items for D701-5.1a, 701-5.1b, 701-5.1d and 701-5.1e call out class pipe other than Class III? Please clarify.

Answer: Note 3 was not changed when the design was updated. Bid the Class and Size RCP shown on the bid form. It accounts for aircraft loads that may be imposed in unpaved, safety areas. Delete the second sentence of Note 3.

Question: Referencing the Bid Form, RCP pipe quantities, bid item 29 - 30" RCP has a quantity of 1,632' (Plan qty. = 1,655'), bid items 30 and 31 - 36" RCP has a combined qty. of 136' (Plan qty. = 143'), bid item 33 - 48" RCP has a quantity of 144' (Plan qty. = 203'). Please verify RCP quantities and what class of pipe that is to be installed.

Answer: Refer to the re-issued Bid Form with this Addendum No. 3 revised for the referenced items to match Sheet C-602. The lengths on the Bid Form are rounded up to the nearest 4-foot section. Bid Items 35 and 36 are 48" RCP of different classes and add to the correct quantity.

Question: Referencing the revised bid form issued with addendum 1. Bid items 38 - Structural Concrete and 39 - Reinforcing Steel quantities were increased to account for the 4 - 60" Double Endwalls. The Storm Structure Table on plan sheet C-601 shows that there are 2 - 48" Endwalls (N1 & P1) and 1 - 36" Endwall (E2). What bid item does the cost to install these endwalls get placed in? Please clarify.

Answer: Refer to the reissued Bid Form with this Addendum No. 3.

Question: Can excess fill from one phase be moved to another phases staging area and be stockpiled during the course of construction? Please clarify.

Answer: Yes, subject to height restrictions and the need to prevent FOD and erosion and sedimentation.

Question: Does each individual dump truck moving material on site or from phase to phase need an escort? Please clarify.

Answer: No, multiple trucks (not more than 6) can be escorted by a single badged escort. Movement from phase to phase inside the airport operations area will generally require escort from airport operations staff if the movement will take place in movement areas (refer to Section 10 and CSPP).

Question: Can a dump truck driver that has a RED badge move material on site and from phase to phase without an escort? Would this driver need a radio? Please clarify.

Answer: Refer to the previous answer for movement from phase to phase inside the air operations area.

Question: At the pre-bid meeting it was discussed that an import fill item would be introduced to the bid form. Will any import fill be required and will an import fill item be added to the bid form? Please clarify.

Answer: Imported fill will be required. However, there is not sufficient time to prepare the needed Modification to FAA Standards to add a separate pay item for embankment from off-site. The Modification must be to several specifications since the method of measure is not truck loads or loose measure tonnage, but compacted embankment in place. Embankment-in-place is the only pay item whether from on-site or off-site sources.

Question: No excavation item was added to the revised bid form. Information regarding excavation from the different phases needs to be provided to adequately quote the required excavation and movement of fill material. Please advise.

Answer: As discussed during the pre-bid conference there is no separate pay for excavation, only for embankment in place. The excavation by phase is provided in the answer to a previous question. Note that excavation is in-place measure and no factor to convert to embankment-in-place is provided.

Question: With only 21 days allotted to complete phase 1B and 21 days to complete 1C, how does the 30-day cure time come into play for the grooving of the runway asphalt and final runway and taxiway markings? Is time suspended with no LD's being assessed?

Answer: Time will be suspended for the cure time and no liquidated damages will be assessed while time is suspended. The time allowed for grooving and final marking may be dependent on the airline schedule when that work is done. If night work is done as currently envisioned, the shorter the time each night that work can be done the more days allowed. For a similar size area on a current project at the airport, 6 nights of 5 hours per night are being allowed to complete grooving and marking after the cure time. Alternatively, a two day, 24-hour round the clock may be allowed for grooving and final marking. The time will be additional to the time allowed for the phases.

Question: Referencing bid item 26, Chain Link Fence. I cannot find any locations on the plans calling out for the install or replacement of chain link fence. What is the height of chain link fence to be quoted? Please clarify.

Answer: As discussed during the pre-bid site tour, the item was included for the possible, optional gabion lining of a channel section near the Phase 3 work. While not likely to occur, it is still a possibility. Quote a 7 ft high fence. The barb wire strands are additional to this height.

Question: Referencing plan sheets C-505 and C-506. Neenah R-4475-F, Frame and Grates are called out to be cast into the top slab. The precast structure vendors are telling me that Neenah Foundry Company does not have the R-4475-F in their current catalog and with no specific dimensions provided in the plans for the frame and grate, they do not know what to furnish. More information on the required frame and grate needs to be provided asap to be able to quote. Please clarify.

Answer: For bidding purposes use the standard opening dimensions and grate from FDOT Index 234.

Question: Referencing bid item 27, Vehicle Gate. No vehicle gate is called out to be installed or replaced on the plans. What are the dimensions of the vehicle gate to be? Need to know to be able to quote. Please clarify.

Answer: Refer to the answer above. The gate, if authorized, will be a 14-foot wide, swing gate matching the existing AOA security fencing and gates.

Question: Referencing plan sheets C-101 thru C-107, Stormwater Pollution Prevention Plan. There are numerous call outs for Turbidity Barrier to be installed (1,320 LF) at various locations on the referenced plan sheets. There is no bid item for Turbidity Barrier. Consider adding a bid item to cover the cost for the install and removal of turbidity barrier, or advise where to place this cost. Please clarify.

Answer: Refer to the re-issued Bid Form and Section C-102. A pay item for turbidity barrier has been added to the Bid Form.

Question: Referencing plan sheets C-103 and C-104, Fiber Log Barrier is called out to be installed. Bid item 2, Synthetic Bales has a quantity of 2,100 LF. If this bid item is

to cover the Fiber Log Barrier the quantity falls approximately 1,155 LF short of what is shown to be installed. Please advise.

Answer: Yes, the item is intended to cover both Fiber Logs and Synthetic Bales. Refer to the re-issued Bid Form for revised quantities.

Question: Does the CLSM material only need to be install under paved areas and to a point extending 10 feet past the edge of pavement, as shown per the detail on plan sheet C-503 and will not be required in the grassed areas in between the taxiways A and C and runway 14? Please clarify.

Answer: CLSM is only needed beneath paved areas and to a point 10 feet beyond the edge of pavement.

Question: Addendum No. 2 changed the DBE goal to 6%. Can you please correct and resend Page 1A-11 to reflect the change?

Answer: Page 1A-11 is EEO and not DBE. Refer to Addendum No. 2 Meeting Minutes and Question and Answer.

Question: Referencing plan sheets C-505 and C-506, note 2 on both sheets states "Structures S-15 & S-17 Bottoms (16'Lx16'W inner dimensions) exceed FDOT Index 200 Standard Slab dimensions, and thus require a special design. Slab & wall dimensions and reinforcement shall be designed to meet HS-20 loading." The Storm Structure Table shown on plan sheet C-601 does not list structures S-15 or S-17. What structures on the Storm Structure Table does this note refer to? The note mentions that these structures meet HS-20 Loading. Are all storm structures that are to be installed on this project to meet the HS-20 loading requirement or any other loading requirements? Please Clarify.

Answer: The Sheet should refer to Structure A-4 and not to S-15 or S-17. Structures designed to FDOT "heavy wheel load" standards are acceptable for all structures.

Question: Will FDOT certified WBE, SBE and MBE subcontractors be credited towards the DBE 6% goal? Please Clarify.

Answer: FDOT certified DBE, WBE and MBE subcontractors are credited toward the DBE goal. Note the answer with this Addendum No. 3 concerning the question regarding how material suppliers are credited.

Item C-102

Temporary Air and Water Pollution, Soil Erosion, and Siltation Control

DESCRIPTION

102-1. This item shall consist of temporary control measures as shown on the plans or as ordered by the Resident Project Representative (RPR) during the life of a contract to control pollution of air and water, soil erosion, and siltation through the use of silt fences, berms, dikes, dams, sediment basins, fiber mats, gravel, mulches, grasses, slope drains, and other erosion control devices or methods.

Temporary erosion control shall be in accordance with the approved erosion control plan; the approved Construction Safety and Phasing Plan (CSPP) and AC 150/5370-2, *Operational Safety on Airports During Construction*. The temporary erosion control measures contained herein shall be coordinated with the permanent erosion control measures specified as part of this contract to the extent practical to assure economical, effective, and continuous erosion control throughout the construction period.

Temporary control may include work outside the construction limits such as borrow pit operations, equipment and material storage sites, waste areas, and temporary plant sites.

Temporary control measures shall be designed, installed and maintained to minimize the creation of wildlife attractants that have the potential to attract hazardous wildlife on or near public-use airports.

MATERIALS

102-2.1 Grass. Grass that will not compete with the grasses sown later for permanent cover per Item T-901 shall be a quick-growing species (such as ryegrass, Italian ryegrass, or cereal grasses) suitable to the area providing a temporary cover. Selected grass species shall not create a wildlife attractant.

102-2.2 Mulches. Mulches may be hay, straw, fiber mats, netting, bark, wood chips, or other suitable material reasonably clean and free of noxious weeds and deleterious materials per Item T-908. Mulches shall not create a wildlife attractant.

102-2.3 Fertilizer. Not used.

102-2.4 Slope drains. Slope drains may be constructed of pipe, fiber mats, rubble, concrete, asphalt, or other materials that will adequately control erosion.

102-2.5 Silt fence. Silt fence shall consist of polymeric filaments which are formed into a stable network such that filaments retain their relative positions. Synthetic filter fabric shall contain ultraviolet ray inhibitors and stabilizers to provide a minimum of six months of expected usable construction life. Silt fence shall meet the requirements of ASTM D6461.

102-2.6 Other. All other materials shall meet commercial grade standards and shall be approved by the RPR before being incorporated into the project.

a. Check dams (also called compost filter socks) may be constructed of photo-degradable or bio-degradable mesh netting containing graded filtration material to a maximum 3 inches on center to be staked in locations indicated.

b. Inlet protection may consist of items similar to **a.**, rock barriers or commercially available products.

c. Floating turbidity barriers shall be constructed utilizing closed cell, plastic foam floatation; and 18-ounce nylon reinforced PVC fabric (300 psi test) with wood, steel or PVC pipe posts in accordance with the project plans.

d. Soil Tracking Prevention Device shall be located at points where construction vehicles will transition between surface streets and construction site to provide improved sediment removal before vehicles leave the site. Device shall be constructed in accordance with 102-3.1.

CONSTRUCTION REQUIREMENTS

102-3.1 General. In the event of conflict between these requirements and pollution control laws, rules, or regulations of other federal, state, or local agencies, the more restrictive laws, rules, or regulations shall apply.

The RPR shall be responsible for assuring compliance to the extent that construction practices, construction operations, and construction work are involved.

Detailed information on temporary construction BMPs can be found in the Florida Erosion and Sediment Control Manual, available for download FAC reference 04227 or

<https://www.flrules.org/Gateway/reference.asp?No=Ref-04227>

102-3.2 Schedule. Prior to the start of construction, the Contractor shall submit schedules in accordance with the approved Construction Safety and Phasing Plan (CSPP) and the plans for accomplishment of temporary and permanent erosion control work for clearing and grubbing; grading; construction; paving; and structures at watercourses. The Contractor shall also submit a proposed method of erosion and dust control on haul roads and borrow pits and a plan for disposal of waste materials. Work shall not be started until the erosion control schedules and methods of operation for the applicable construction have been accepted by the RPR.

102-3.3 Construction details. The Contractor will be required to incorporate all permanent erosion control features into the project at the earliest practicable time as outlined in the plans and approved CSPP. Except where future construction operations will damage slopes, the Contractor shall perform the permanent seeding and mulching and other specified slope protection work in stages, as soon as substantial areas of exposed slopes can be made available. Temporary erosion and pollution control measures will be used to correct conditions that develop during construction that were not foreseen during the design stage; that are needed prior to installation of permanent control features; or that are needed temporarily to control erosion that develops during normal construction practices, but are not associated with permanent control features on the project.

Where erosion may be a problem, schedule and perform clearing and grubbing operations so that grading operations and permanent erosion control features can follow immediately if project conditions permit. Temporary erosion control measures are required if permanent measures cannot immediately follow grading operations. The RPR shall limit the area of clearing and grubbing, excavation, borrow, and embankment operations in progress, commensurate with the Contractor's capability and progress in keeping the finish grading, mulching, seeding, and other such permanent control measures current with the accepted schedule. If seasonal limitations make such coordination unrealistic, temporary erosion control measures shall be taken immediately to the extent feasible and justified as directed by the RPR.

The Contractor shall provide immediate permanent or temporary pollution control measures to minimize contamination of adjacent streams or other watercourses, lakes, ponds, or other areas of water impoundment as directed by the RPR. If temporary erosion and pollution control measures are required due to the Contractor's negligence, carelessness, or failure to install permanent controls as a part of the work as scheduled or directed by the RPR, the work shall be performed by the Contractor and the cost shall be incidental to this item.

The RPR may increase or decrease the area of erodible earth material that can be exposed at any time based on an analysis of project conditions.

The erosion control features installed by the Contractor shall be maintained by the Contractor during the construction period.

Provide temporary structures whenever construction equipment must cross watercourses at frequent intervals. Pollutants such as fuels, lubricants, bitumen, raw sewage, wash water from concrete mixing operations, and other harmful materials shall not be discharged into any waterways, impoundments or into natural or manmade channels.

102-3.4 Installation, maintenance and removal of silt fence. Silt fences shall extend a minimum of 16 inches (41 cm) and a maximum of 34 inches (86 cm) above the ground surface. Posts shall be set no more than 10 feet (3 m) on center. Filter fabric shall be cut from a continuous roll to the length required minimizing joints where possible. When joints are necessary, the fabric shall be spliced at a support post with a minimum 12-inch (300-mm) overlap and securely sealed. A trench shall be excavated approximately 4 inches (100 mm) deep by 4 inches (100 mm) wide on the upslope side of the silt fence. The trench shall be backfilled and the soil compacted over the silt fence fabric. The Contractor shall remove and dispose of silt that accumulates during construction and prior to establishment of permanent erosion control. The fence shall be maintained in good working condition until permanent erosion control is established. Silt fence shall be removed upon approval of the RPR.

METHOD OF MEASUREMENT

102-4.1 Temporary erosion and pollution control work required will be performed as scheduled or directed by the RPR. Completed and accepted work will be measured as follows:

- a. Temporary seeding and mulching will be measured by the square yard (square meter).
- b. Temporary slope drains will be measured by the linear foot (meter).
- c. Temporary benches, dikes, dams, and sediment basins will be measured by the cubic yard (cubic meter) of excavation performed, including necessary cleaning of sediment basins, and the cubic yard (cubic meter) of embankment placed as directed by the RPR.
- d. ~~All fertilizing will be measured by the ton (kg).~~
- e. Installation and removal of silt fence will be measured by the linear foot (meter).
- f. Check dams in ditches by each.
- g. Inlet protection devices per each
- h. Floating turbidity barriers will be measured by the linear foot (meter)
- i. Soil tracking prevention device will be measured by each

102-4.2 Control work performed for protection of construction areas outside the construction limits, such as borrow and waste areas, haul roads, equipment and material storage sites, and temporary plant sites, will not be measured and paid for directly but shall be considered as a subsidiary obligation of the Contractor.

BASIS OF PAYMENT

102-5.1 Accepted quantities of temporary water pollution, soil erosion, and siltation control work ordered by the RPR and measured as provided in paragraph 102-4.1 will be paid for under:

- Item C-102-5.1a Temporary seeding and mulching - per square yard (square meter)
- Item C-102-5.1b Temporary slope drains - per linear foot (meter)

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- Item C-102-5.1c Temporary benches, dikes, dams and sediment basins - per cubic yard (cubic meter)
- ~~Item C-102-5.1d Fertilizing per ton (kg)~~
- Item C-102-5.1e Installation and removal of silt fence per linear feet (meter)
- Item C-102-5.1f Check dams - per each
- Item C-102-5.1g Inlet protection - per each
- Item C-102-5.1h Floating turbidity barriers - per linear foot
- Item C-102-5.1i Soil tracking prevention device - per each

Where other directed work falls within the specifications for a work item that has a contract price, the units of work shall be measured and paid for at the contract unit price bid for the various items.

Temporary control features not covered by contract items that are ordered by the RPR will be paid for in accordance with Section 90, paragraph 90-05 *Payment for Extra Work*.

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 150/5200-33 *Hazardous Wildlife Attractants on or Near Airports*
- AC 150/5370-2 *Operational Safety on Airports During Construction*

ASTM International (ASTM)

- ASTM D6461 *Standard Specification for Silt Fence Materials*

United States Department of Agriculture (USDA)

- FAA/USDA Wildlife Hazard Management at Airports, A Manual for Airport Personnel
- State of Florida Erosion and Sediment Control Designer and Reviewer Manual, July 2013 or latest update

END OF ITEM C-102

BID FORM
SARASOTA BRADENTON INTERNATIONAL AIRPORT
Master Drainage Improvements
SMAA Project 03-2019-MDI

Addendum No. 3
 May 7, 2019

Item No.	Estimated Quantity	Item With Unit or Lump Sum Prices Written In Words	Unit Prices In Figures ----- Dollar/Cent	Extended Total ----- Dollar/Cent
1	C-100 1 L.S.	Contractor Quality Control ----- per lump sum.	\$ -	\$ -
2	C-102-5.1a 3,500 L.F.	Synthetic Bales ----- per linear foot.	\$ -	\$ -
3	C-102-5.1e 7,000 L.F.	Installation and Removal of Silt Fence ----- per linear foot.	\$ -	\$ -
4	C-102-5.1f 7 EA.	Check Dams ----- per each.	\$ -	\$ -
5	C-102-5.1g 5 EA.	Inlet Protection ----- per each.	\$ -	\$ -
6	C-102-5.1h 1,520 L.F.	Floating Turbidity Barriers ----- per linear foot.	\$ -	\$ -
7	C-102-5.1i 7 EA.	Soil Tracking Prevention Device ----- per each.	\$ -	\$ -
8	C-105 1 L.S.	Mobilization ----- per lump sum.	\$ -	\$ -
9	P-101-5.1 7,200 S.Y.	Pavement Removal ----- per square yard.	\$ -	\$ -
10	P-101-5.2 1 L.S.	Removal of Pipe and other Buried Structures ----- per lump sum.	\$ -	\$ -
11	P-151-4.1 44.0 Acre	Clearing ----- per acre.	\$ -	\$ -
12	P-151-4.2 16.0 Acre	Clearing and Grubbing ----- per acre.	\$ -	\$ -
13	P-152-4.1 113,810 C.Y.	Embankment in Place ----- per cubic yard.	\$ -	\$ -
14	P-154-5.1 9,450 S.Y.	Subbase Course ----- per square yard.	\$ -	\$ -
15	P-211-5.1a 6,390 S.Y.	Limerock Base Course (9-inch) ----- per square yard.	\$ -	\$ -

BID FORM
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Master Drainage Improvements
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Item No.	Estimated Quantity	Item With Unit or Lump Sum Prices Written In Words	Unit Prices In Figures ----- Dollar/Cent	Extended Total ----- Dollar/Cent
16	P-211-5.1b 3,060 S.Y.	Limerock Base Course (14-inch) per square yard.	\$ -	\$ -
		BID ONLY P-211 OR P-219, NOT BOTH		
17	P-219-6.1a 6,390 S.Y.	Recycled Concrete Aggregate Base Course (9-inch) per square yard.	\$ -	\$ -
18	P-219-6.1b 3,060 S.Y.	Recycled Concrete Aggregate Base Course (14-inch) per square yard.	\$ -	\$ -
19	P-401-8.1 860 TON	Asphalt Surface Course per ton.	\$ -	\$ -
20	P-403-8.1 1,100 TON	Asphalt Mixture Surface Course per ton.	\$ -	\$ -
21	P-602-5.1 1,890 GAL	Emulsified Asphalt Prime Coat per gallon.	\$ -	\$ -
22	P-603-5.2 190 GAL	Emulsified Asphalt Tack Coat per gallon.	\$ -	\$ -
23	P-620-5.1a 1 L.S.	Surface Preparation per lump sum.	\$ -	\$ -
24	P-620-5.1b 3,000 S.F.	Marking per square foot.	\$ -	\$ -
25	P-620-5.1c 90 LB.	Reflective Media per pound.	\$ -	\$ -
26	P-620-5.1d 900 S.F.	Temporary Runway and Taxiway Marking per square foot.	\$ -	\$ -
27	P-621-5.1 1,650 S.Y.	Grooving per square yard.	\$ -	\$ -
28	F-162-5.1 100 L.F.	Chain Link Fence per linear foot.	\$ -	\$ -
29	F-162-5.2 1 EA.	Vehicle Gate per linear foot.	\$ -	\$ -

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Addendum No. 3
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Item No.	Estimated Quantity	Item With Unit or Lump Sum Prices Written In Words	Unit Prices In Figures ----- Dollar/Cent	Extended Total ----- Dollar/Cent
30	D-701-5.1a 1,288 L.F.	24-inch RCP, Class V, Complete in-place ----- per linear foot.	\$ -	\$ -
31	D-701-5.1b 1,656 L.F.	30-inch RCP, Class V, Complete in-place ----- per linear foot.	\$ -	\$ -
32	D-701-5.1c 80 L.F.	36-inch RCP, Class III, Complete in-place ----- per linear foot.	\$ -	\$ -
33	D-701-5.1d 68 L.F.	36-inch RCP, Class V, Complete in-place ----- per linear foot.	\$ -	\$ -
34	D-701-5.1e 248 L.F.	42-inch RCP, Class IV, Complete in-place ----- per linear foot.	\$ -	\$ -
35	D-701-5.1f 140 L.F.	48-inch RCP, Class III, Complete in-place ----- per linear foot.	\$ -	\$ -
36	D-701-5.1g 64 L.F.	48-inch RCP, Class V, Complete in-place ----- per linear foot.	\$ -	\$ -
37	D-701-5.1h 2,080 L.F.	60-inch RCP, Class III, Complete in-place ----- per linear foot.	\$ -	\$ -
38	D-701-5.1i 2,456 L.F.	60-inch RCP, Class V, Complete in-place ----- per linear foot.	\$ -	\$ -
39	D-705-5.1 340 L.F.	8-inch Perforated Prewrapped PVC Pipe, Complete, Including Porous Bckfill and Filter Fabric ----- per linear foot.	\$ -	\$ -
40	D-751-5.3 17 EA.	Inlets ----- per each.	\$ -	\$ -
41	D-752-5.2 78 C.Y.	Structural Concrete ----- per cubic yard.	\$ -	\$ -
42	D-752-5.3 3,300 LB.	Reinforcing Steel ----- per pound.	\$ -	\$ -
	D-754-5.1 42 C.Y.	Structural Concrete ----- per cubic yard.	\$ -	\$ -

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43	D-755-7.1 6 EA.	Pond Dewatering <hr/> per each.	\$ -	\$ -
44	D-756-4.1 1,360 EA.	Gabion Baskets, Including Concrete Aggregate Fill, in-place <hr/> per each.	\$ -	\$ -
45	D-757-7.1 2,490 TON	Zone 1 Graded Aggregate Filter <hr/> per ton.	\$ -	\$ -
46	D-757-7.2 3,130 TON	Zone 2 Graded Aggregate Filter <hr/> per ton.	\$ -	\$ -
47	D-757-7.3 3,440 TON	Zone 3 Graded Aggregate Filter <hr/> per ton.	\$ -	\$ -
48	D-757-7.4 6,300 S.Y.	Geotextile Fabric (Alternate to Graded Aggregate Filter, Zones 1,2 & 3) <hr/> per square yard.	\$ -	\$ -
49	T-901-5.1 50 AC	Seeding <hr/> per acre	\$ -	\$ -
50	T-904-5.1 97,444 S.Y.	Sodding <hr/> per square yard.	\$ -	\$ -
51	T-905-5.1 17,770 C.Y.	Topsoil (Obtained on site or removed from stockpile) <hr/> per cubic yard.	\$ -	\$ -
52	L-108-5.1 2,400 L.F.	Cable Trenching <hr/> per linear foot.	\$ -	\$ -
53	L-108-5.2 2,400 L.F.	Cable Trenching for Counterpoise Wire <hr/> per linear foot.	\$ -	\$ -
54	L-108-5.3 2,520 L.F.	#6 Bare Counterpoise wire, Installed in Trench or Duct <hr/> per linear foot.	\$ -	\$ -
55	L-108-5.4 800 L.F.	24-Strand Multimode Fiber Optic Cable, Installed in Duct Bank or Conduit <hr/> per linear foot.	\$ -	\$ -
56	L-108-5.6 2,470 L.F.	1/C No. 8, 5kV Type C Cable, Installed in Trench or Conduit <hr/> per linear foot.	\$ -	\$ -

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Item No.	Estimated Quantity	Item With Unit or Lump Sum Prices Written In Words	Unit Prices In Figures ----- Dollar/Cent	Extended Total ----- Dollar/Cent
57	L-110-5.1 2,400 L.F.	1-1/2 inch Dia. PVC Conduit, Type 1 per linear foot.	\$ -	\$ -
TOTAL BID:				<u>\$ -</u>