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Invitation to Bid (ITB) No. 20-101257 – Addendum No. 2

**May 29, 2020**

**TO:** All Bidders under Invitation to Bid (ITB) No. 20-101257

**FROM:** Department of Purchasing and Contracting, DeKalb County, Georgia

**ADDENDUM NO. # 2**

ITB No. 20-101257 Runway Incursion Mitigation – PDK 11 – Taxiway Improvements, DeKalb County here by amends the following:

**Section A.** The following questions were submitted and received pertaining to this ITB; the County's responses are as follows:

1. Since we are foregoing the Dekalb Co LSBE requirements for this project, are we to assume that this project will use GDOT Certified DBE Subcontractor and Suppliers?

**Response:** Contractors are to meet the DBE requirement of 13.18% for this project. A GDOT certified DBE subcontractor or supplier must be used to be counted towards the DBE goal. As a reminder, DBE suppliers only count as 60% towards the overall DBE percentage requirement.

2. The AC grade specified for both the P-401 and the P-403 mixtures show either PG67-22 or PG64-22. The documents are also requiring that the AC meet an Elastic Recovery of 75% which is typical for a PG76-22, however neither a PG67-22 nor PG64-22 would be able to meet this.

Would consideration be given to waving this requirement?

**Response:** This requirement will be removed. A revised specification has been issued [HERE](#).

3. As noted in Note 3 of Table 1. Asphalt Design Criteria of the FAA Guide Specification (AC 150/5370-10H), we request that the engineer allow the use of the Hamburg Wheel Test in place of the APA listed.

The Hamburg Wheel Test has replaced the APA test for GDOT work and not all designers have the APA equipment available.

**Response:** Hamburg Wheel Test is acceptable.

4. Will the use of a milling machine for the cutting of the longitudinal joint be acceptable? This should be much more cost effective compared to requiring saw cutting the longitudinal joint.

**Response:** Milling for cutting will not be allowed. According to contract documents, Sawcut is recommended.

5. Would the use of Performance Graded (PG) materials to be used for Tack rather than emulsified bituminous materials be acceptable? This is the standard with GDOT work, and it can be unsafe to swap back and forth.

**Response:** Yes, that would be acceptable.

6. Is smoothness testing for acceptance a necessity for the P-403 Base Layer? Any issues that arise would be addressed with the surface.

**Response:** Smoothness testing for acceptance is not a necessity for the P-403 Base Layer; however, it is the contractor's responsibility to ensure the final surface smoothness is accepted.

7. In Item P-403-6.1.d.(1), please verify that it is the responsibility of the contractor to sample the cores. (That is how it was written in the P-401).

**Response:** Per 403-5.4 - SAMPLING. When directed by the RPR, the Contractor shall sample and test any material that appears inconsistent with similar material being sampled, unless such material is voluntarily removed and replaced, or deficiencies corrected by the Contractor. All sampling shall be in accordance with standard procedures specified.

8. In the plans on the Safety & Phasing Plan sheets, 4 of the 5 phases designate utilizing night time closures of runways to complete the work in that phase. However, General Note C-15 states that construction and demolition activities shall not be performed at night.

Would the county please clarify this?

**Response:** All work is to be completed during daylight hours. When there is a runway closure needed in order to perform any work inside the Runway Safety Areas or work along the runway (example: the asphalt sawcut joints)- the contractor is to coordinate a closure with the Airport Tower to avoid any impact to operations. The contractor and Airport Tower have the ability to determine if that closure will be during daylight or night hours.

9. In the plans on sheet PSPD-1, it states the P-401 and P-209 materials for the temporary haul road are incidental to the project. It also states the haul road shall be removed and graded and sodded.

Will the sod be paid for under the sodding pay item, or will this too be an incidental item to the project?

**Response:** All work required for the haul road installation and removal shall be considered incidental- the haul road detail has been removed and the contractor is now instructed to use millings from the existing taxiway removal to construct the temporary haul road as needed.

10. Please clarify that the County does want the topping layer for the temporary haul road to be P-401 asphalt.

**Response:** The contractor shall use millings from the existing asphalt taxiway removal to construct the temporary haul road as needed. Sheets PSPP-3 and PSPD-1 have been revised and can be viewed [HERE](#).

11. In the plans on the Safety & Phasing Plan sheets, 3 of the 5 phases designate the use of escorts by airport operations. Can the contractor get an “E” badge and be allowed to escort?

If not, is there a separate rate for utilizing airport operations for escorting? And if so, what is that rate?

**Response:** PDK Airport does not provide or use a badging system. If the awarded contractor is not familiar with communicating with the airport tower, then the contractor will incur the cost of hiring a PDK escort (\$35/hour).

12. How many gates will the contractor have to secure and maintain?

**Response:** The contractor will have to secure and maintain as many gates as they request to utilize. Currently, the plans show the use of two gates, if needed, but one primary gate location.

13. Will the contractor be required to have any training/badging before working on the airfield? If so, what are the associated costs?

**Response:** No badging is required for this project. All necessary details for accessing the airport during construction will be addressed with the awarded contractor at the pre-construction/ notice to proceed conference.

14. There is a question regarding the new regulator for Vault Equipment Bid Item L-109-7.1. As shown, the new regulator is replacing an existing regulator only. This is signified by Vault Equipment Schedule Item No. 8 & 9 from Drawing LVP-1. This would make sense as Vault Equipment Schedule Item No. 8 is shown directly over Vault Equipment Schedule Item No. 9 (existing over new). Please advise regulator only is being replaced with all existing controls remaining.

**Response:** Vault equipment schedule item number 9 is a new constant current regulator that will serve new circuit 8B. The contractor shall furnish and install a new constant current regulator with circuit breaker, power wiring, control wiring and conduits, as well as program the airfield lighting control system for the new regulator. See the “Constant Current Regulator Schedule” and the “Power Wiring Diagram – 7.5KW Regulator for Taxiway “C” “F” “N” Circuit 8B” detail on Drawing Number LVP-1. All work is to paid for in a lump sum pay item as indicated in Vault Equipment Plan Note LV1 on Drawing Number LVP-1.

15. For the asphalt paving:

Can 25MM be used in lieu of P-403?

Can 12.5MM be used in lieu of P-401?

**Response:** No, 25MM cannot be used in lieu of P-403 and 12.5MM cannot be used in lieu of P-401.

16. What kind of prequalification’s are required for subcontractors?

**Response:** Contractor to refer to the requirements outlined in the contract documents for the contractor and the subcontractors.

17. Do minorities from GC count towards required goal?

**Response:** Contractor to follow the FAA requirements, outlined in the contract, of 49 CFR Part 26 for completing the DBE percentage requirement of 13.8%.

18. Are there any security badge requirements that should be considered in the estimate? Online trainings? Security background checks? Etc.

**Response:** No badging is required for this project. All necessary details for accessing the airport during construction will be addressed with the awarded contractor at the pre-construction conference.

19. What bid item is the one supposed to be used to place backfill in lieu of the demolished taxiways? At what elevations should that backfill be done?

**Response:** The existing pavement and base on the taxiways will be removed. Based on historical data this is estimated to be 14” total of material that will be hauled off site with the exception of millings to be used on the temporary haul road. 10” will be compacted soil per P-152 and 4” will be topsoil. The soil can be acquired from the SW quadrant of the airport. The quantity for P-152-4.1 will be increased to account for this material. Revised demolition sheet plans and specs will be included as part of this Addendum.

20. Can demolition materials be piled up in staging area for further disposal? If so, for how long?

**Response:** The Owner will allow for stockpiling of some material dependent on the material but for the purposes of this bid the Contractor should assume all material will be hauled off site and not stockpiled.

21. Is each phase supposed to be fully completed in the time allowed? i.e.: Is sodding supposed to be installed at the end of each phase? Or, can it be installed in just one time at the end of the project?

**Response:** Each phase is to be fully complete during that specific duration before moving to the next phase.

22. How lengthy would be the entry of equipment and personnel thru airport gates? Is every piece of equipment supposed to be inspected every time it goes in?

**Response:** Contractor is responsible for maintaining a secure site and will be required to maintain/secure gates that will be used for all equipment/personnel. It is the Contractor’s responsibility to ensure that equipment and personnel entering the airport site are compliant with local and Federal regulations. All personnel should be familiar with the haul routes and layout of the airport.

23. Section 20-02 of the Division 1 – FAA Gral Provisions states: “Unless otherwise specified, a bidder may submit evidence that they are prequalified with the State Highway Division and are on the current “bidder’s list” of the state in which the proposed work is located. Evidence of State Highway Division prequalification may be submitted as evidence of financial responsibility in lieu of the certified statements or reports specified above.” Does this requirement get fulfilled by providing bidder’s GDOT certification?

**Response:** Yes, submitting the bidder’s GDOT certification fulfills this requirement.

24. What is the thickness or layer structure to be considered on bid item P-101-5.1 Asphaltic Pavement Removal?

**Response:** Based on historical information the existing pavement section is approximately 6” of asphaltic pavement and 8” of GAB. It is the Contractor’s responsibility to remove 14” of material.

25. Section 01030 – Part 1 – 1.04-A-2 states: “Protection of Utilities: The Contractor shall be responsible for field marking and protecting all utilities within the construction limits.” Is this supposed to happen through regular GA811 procedures? Or, does PDK expect a different method from contractors to perform such locating?

**Response:** The Contractor is responsible for protecting all utilities through the GA811 procedures as well as any other procedures they deem necessary to ensure no utility is damaged.

26. Section 01030 – Part 1 – 1.06 states: “SECURITY REQUIREMENTS: The Contractor has the responsibility for maintaining control of the access gates or any other entrance to the AOA. The Contractor may utilize a gate guard or install an automatic operated gate controller with limited access with numeric key-pad. The Contractor's method of maintaining security shall be set forth in his Security Plan.” Are contractors supposed to set up their own guarded gates for entry / exit? Or, can contractors utilize PDK’s already in-place gates?

**Response:** Any gate the contractor maintains will be required to be secured by a gate guard or lock.

27. Is communication with Control Tower supposed to be performed by Certified AMA Escorts paid by Contractor?

**Response:** Contractor must have someone in constant communication with the control tower while providing escorts and while performing any work inside the airfield movement areas and any safety areas. Certified AMA Escorts are not required; however, knowledgeable escorts are required. The Airport will provide Contractor the ability to hire Airport maintenance or security personnel that are off duty at a rate of \$35.00 per hour as needed to assist with monitoring/communicating with the tower. Per hour rate is to be paid for by the Contractor and is considered incidental.

28. Will there be a site visit for this work?

**Response:** No, due to the current pandemic and for everyone’s safety, a site visit cannot be performed.

29. I would like to request the site video and presentation of the project that was mentioned in the pre-bid conference.

**Response:** The PowerPoint presentation with the site video embedded can be found [HERE](#).

30. Typically Dekalb Co projects take a long time to be awarded and a Notice to Proceed to be issued. What date should the Contractor expect to get a Notice to Proceed for this particular project? We assume that it will have to happen quickly since GDOT and FAA have their funds involved in the project. It is imperative that we know what the Notice to Proceed Date will be since a delay could push the work into the winter months.

**Response:** The Notice To Proceed will be conducted after an award is made by the governing authority and a fully executed contract is obtained.

31. Will we still be required to complete/fill out all of the Dekalb Co LSBE and First Source Paperwork for submission with this bid? Or these documents be deleted from this ITB?

**Response:** LSBE paperwork is not required for this project, however all First Source documents and Exhibits are still required. Bidder must include all paperwork from the ITB, First Source Exhibits IS REQUIRED and should be completed, while LSBE Exhibits should be marked with an “N/A”.

32. The Documents contain the clause regarding the Price Schedule Opening delay of 3-5 days (page 8 of 38 Paragraph 2). Will that clause be used on this project or will it be waived and the bids will be opened and read aloud on June 4, 2020 @ 3:00 pm since this is an Airport project?

**Response:** We will still adhere to the Purchasing Policy of delaying the Price Schedule Opening to 3-5 business days after the bid opening. June 4, 2020 @ 3PM est is the first public bid opening.

33. Are the First Source Jobs Acknowledgement (FSJA) forms supposed to be filled out by subcontractors too?

**Response:** No, only the Prime bidder is required to complete the First Source Jobs Acknowledgement paperwork (including all exhibits).



34. Is Exhibit 4 of the FSJA supposed to be filled out with existing employees as part of the bid package? Or, only after contract is awarded?

**Response:** The First Source section with Exhibits are required to be completed as part of the bid package and submitted with your bid. This ordinance is not for existing employees, but if you are planning on utilizing this ordinance to hire qualified DeKalb County residents to work on this project. If you do not wish to utilize this program, First Source does require to at least show good faith efforts to utilize.35. Page 34, Item 94: How strand fiber cable are we to splice? Makes a difference with cable prep work.

36. Exhibits 1, 2 and 3 of the FSJA forms state to return such forms to [firstsourcejobs@dekalbcountyga.gov](mailto:firstsourcejobs@dekalbcountyga.gov). Is this step supposed to happen before the bid opening or only after contract is awarded?

**Response:** This step is only after contract is awarded.

**Section B.** The following clarifications pertaining to this ITB have been REVISED and are as follows:

1. Plan sheet C-1 has been updated to show “Issued for Bid”. Replace sheet C-1 in its entirety with the attached.
2. Plan sheet SQ-1 has been updated to reflect the following changes:
  - a. Line Item 9: P-152-4.1 – The quantity has been increased from ‘6,960 CY’ to ‘10,263 CY’
  - b. Line Item 30: GDOT 163E – The quantity was reduced from ‘30 EACH’ to ‘1 EACH’
  - c. Line Item 32: GDOT 163G – The quantity was reduced from ‘1,045 LIN. FT.’ to ‘950 LIN. FT.’
  - d. Line Item 35: GDOT 171A – The temporary silt fence was changed from Type A to Type C
  - e. Line Item 35: GDOT 171A – The quantity was reduced from ‘176 LIN. FT.’ to ‘160 LIN. FT.’
  - f. Line Item 37: T-904-5.1 – The quantity was reduced from ‘5,830 SQ. YD.’ to ‘5,300 SQ. YD.’
  - g. Replace sheet SQ-1 in its entirety with the attached.
3. Plan sheet PSPL-1 has been updated to reflect the borrow area as well as revised runway closures. Replace sheet PSPL-1 in its entirety with the attached.



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4. Plan sheet PSPP-1 has been updated to reflect a Runway 3L-21R closure for the duration of the phase. The Runway will be open from Taxiway ‘B’ to Taxiway ‘F’ for taxiing aircraft. Replace sheet PSPP-1 and its entirety with the attached.
5. Plan sheet PSPP-3 has been updated to revise the temporary haul route note to clarify how the Contractor is to construct it as well as additional barricade locations. Replace sheet PSPP-3 in its entirety with the attached.
6. Plan sheet PSPD-1 has been updated to remove the temporary haul route detail. Contractor shall use millings from the existing asphalt taxiway pavement removal to construct the temporary haul route as needed. Replace sheet PSPD-1 in its entirety with the attached.
7. Plan sheets DP-1 and DP-2 have been updated to clarify the Contractor’s instruction after the removal of the asphalt pavement and base. Replace sheets DP-1 and DP-2 in their entirety with the attached.
8. Plan sheet ECD-5 has been updated to clarify the payment for GDOT 163B. Replace sheet ECD-5 in its entirety with the attached.
9. Technical Specifications P-401 and P-403 have been revised to remove the Asphalt Binder PG Plus Test Requirements table. Replace P-401 and P-403 Technical Specifications in their entirety with the attached.
10. Technical Specification GDOT 171 has been revised to be shown as Type C Silt Fence. Replace GDOT 171 Technical Specification in its entirety with the attached.
11. The Bidder’s Unit Price Form has been revised to reflect the changes listed under the SQ-1 sheet. Replace the Bidder’s Unit Price Form in its entirety with the attached.

**ALL REVISED DOCUMENTS CAN BE FOUND [HERE](#).**

**Section C. REVISED Bidder’s Unit Price Form:**

1. Please see the REVISED Price Form below. The REVISED Price Form below should be used and should replace all previous price schedules; please ensure that your price schedules are submitted in a separate sealed envelope.

**BIDDER'S UNIT PRICE**

**\*\*\*NEW-BID FORM MUST BE SUBMITTED IN A SEPARATE SEALED ENVELOPE OR  
BIDDER WILL BE DEEMED NON-RESPONSIVE AND WILL NOT BE CONSIDERED FOR  
AWARD\*\*\***

TO: The Governing Authority of DeKalb County, Georgia

The undersigned, as Bidder, declares that he has carefully examined **ITB No. 20-101257, Runway Incursion Mitigation –PDK 11 – Taxiway Improvements**, an annexed proposed form of Contract, the Specifications therein contained, and the Drawings therein referred to, and that he proposes and agrees that if his Bid is accepted, to provide the necessary machinery, tools, apparatus, and other means of construction, and will furnish all materials and labor specified in the Contract, or called for by the Drawings, or necessary to complete the Work in the manner therein specified within the time specified, as therein set forth for the unit prices on the form following this page. If the Bidder's Unit Price exceeds one page in length it should be completed in an excel format, typewritten, printed out and attached hereto. Handwritten Unit Prices exceeding one page in length may not be accepted and may result in the proposed Bid being deemed non-responsive.

**BIDDER'S UNIT PRICE FORM**

**BASE BID**

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	EST. QTY	UNIT	UNIT PRICE	AMOUNT
1	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1	L. SUM	\$	\$
2	C-105-6.1	MOBILIZATION	1	L. SUM	\$	\$
3	C-105-6.2	ENGINEER'S FIELD COMPLEX	1	L. SUM	\$	\$
4	P-101-5.1	ASPHALTIC PAVEMENT REMOVAL, INCLUDING BASE	9,910	SQ. YD.	\$	\$
5	P-101-5.2	MISCELLANEOUS PAVEMENT REMOVAL	50	SQ. YD.	\$	\$
6	P-101-5.3	REMOVE EXISTING PIPE (ALL SIZES)	400	LIN. FT.	\$	\$
7	P-101-5.4	REMOVE EXISTING DRAINAGE STRUCTURE	2	EACH	\$	\$
8	P-101-5.5	ABANDON PIPE IN-PLACE, FLOWABLE FILL	306	LIN. FT.	\$	\$
9	P-152-4.1	UNCLASSIFIED EXCAVATION	10,263	CU. YD.	\$	\$
10	P-152-4.2	MUCK EXCAVATION	4,014	CU. YD.	\$	\$
11	P-209-5.1	CRUSHED AGGREGATE BASE COURSE	2,284	CU. YD.	\$	\$
12	P-401-8.1	BITUMINOUS SURFACE COURSE PLACED IN TWO LIFTS	3,074	TONS	\$	\$
13	P-403-8.1	BITUMINOUS BASE COURSE PLACED IN TWO LIFTS	3,843	TONS	\$	\$
14	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	3,975	GAL.	\$	\$
15	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	3,975	GAL.	\$	\$
16	P-620-5.1	REMOVE PAVEMENT MARKINGS	1,734	LIN. FT.	\$	\$
17	P-620-5.2	PAVEMENT MARKING, YELLOW, REFLECTIVE	3,310	SQ. FT.	\$	\$
18	P-620-5.3	PAVEMENT MARKING, BLACK, NON-REFLECTIVE	6,250	SQ. FT.	\$	\$
19	D-701-5.1	15" RCP CLASS III	54	LIN. FT.	\$	\$
20	D-701-5.2	15" RCP CLASS V	129	LIN. FT.	\$	\$
21	D-701-5.3	18" RCP CLASS V	179	LIN. FT.	\$	\$
22	D-701-5.4	24" RCP CLASS III	213	LIN. FT.	\$	\$
23	D-751-5.1	INLETS	3	EACH	\$	\$

**BIDDER'S UNIT PRICE FORM**

**BASE BID**

<b>ITEM NO.</b>	<b>SPEC NO.</b>	<b>ITEM DESCRIPTION</b>	<b>EST. QTY</b>	<b>UNIT</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
24	D-752-5.1	POND OUTLET CONTROL STRUCTURE	1	EACH	\$	\$
25	D-752-5.2	WATER QUALITY STRUCTURE	1	EACH	\$	\$
26	GDOT-163A	CONSTRUCT, MAINTAIN, AND REMOVE CONSTRUCTION EXIT	2	EACH	\$	\$
27	GDOT-163B	CONSTRUCT, MAINTAIN, AND REMOVE FLOATING SURFACE SKIMMER	1	EACH	\$	\$
28	GDOT-163C	CONSTRUCT, MAINTAIN, AND REMOVE STONE RIP RAP CHECK DAM	7	EACH	\$	\$
29	GDOT-163D	CONSTRUCT, MAINTAIN, AND REMOVE INLET SEDIMENT TRAP	24	EACH	\$	\$
30	GDOT-163E	CONSTRUCT, MAINTAIN, AND REMOVE STONE FILTER RING	1	EACH	\$	\$
31	GDOT-163F	CONSTRUCT, MAINTAIN, AND REMOVE TEMPORARY SEDIMENT BASIN	1	EACH	\$	\$
32	GDOT-163G	CONSTRUCT, MAINTAIN, AND REMOVE COMPOST FILTER SOCK	950	LIN. FT.	\$	\$
33	GDOT-167A	WATER QUALITY MONITORING AND SAMPLING	2	EACH	\$	\$
34	GDOT-167B	WATER QUALITY INSPECTIONS	6	MONTH	\$	\$
35	GDOT-171A	INSTALL AND MAINTAIN TEMPORARY SILT FENCE, TYPE C	160	LIN. FT.	\$	\$
36	T-901-5.1	SEEDING	11	ACRE	\$	\$
37	T-904-5.1	SODDING	5,300	SQ. YD.	\$	\$
38	T-905-5.1	TOPSOIL (OBTAINED ON SITE)	1,448	CU. YD.	\$	\$
39	T-905-5.2	TOPSOIL (FURNISHED FROM OFF THE SITE)	4,493	CU. YD.	\$	\$
40	T-908-5.1	MULCHING	7,000	SQ. YD.	\$	\$
41	L-108-5.1	NO. 8 AWG, 5 KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	24,000	L.F.	\$	\$
42	L-108-5.2	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING GROUND RODS AND CONNECTIONS/TERMINATIONS	7,690	L.F.	\$	\$
43	L-109-7.1	INSTALLATION OF AIRPORT TRANSFORMER VAULT EQUIPMENT IN PLACE	1	L. SUM	\$	\$
44	L-110-5.1	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 4-WAY 4-INCH	465	L.F.	\$	\$

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<b>ITEM NO.</b>	<b>SPEC NO.</b>	<b>ITEM DESCRIPTION</b>	<b>EST. QTY</b>	<b>UNIT</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
45	L-110-5.2	NON-ENCASED, ELECTRICAL CONDUIT, 1-WAY 2-INCH	6,900	L.F.	\$	\$
46	L-110-5.3	CONCRETE ENCASED, ELECTRICAL CONDUIT, 1-WAY 2-INCH	325	LIN. FT.	\$	\$
47	L-110-5.4	HDPE, ELECTRICAL CONDUIT, 2-WAY 4-INCH	320	LIN. FT.	\$	\$
48	L-115-5.1	ELECTRICAL HANDHOLE, CONCRETE ENCASED, TYPE A, COMPLETE IN PLACE	12	EACH	\$	\$
49	L-115-5.2	ELECTRICAL JUNCTION STRUCTURE, L-867E BASE, CONCRETE ENCASED, USED AS HANDHOLE IN TURF AT DIRECTIONAL BORED CONDUITS	4	EACH	\$	\$
50	L-115-5.3	ELECTRICAL JUNCTION STRUCTURE, L-867D BASE, CONCRETE ENCASED, USED AS HANDHOLE/PULL BOX IN TURF	13	EACH	\$	\$
51	L-125- 5.1	L-861T, QUARTZ MEDIUM INTENSITY TAXIWAY EDGE LIGHT ON L-867B BASE IN TURF, COMPLETE IN PLACE	95	EACH	\$	\$
52	L-125- 5.2	L-861, QUARTZ MEDIUM INTENSITY RUNWAY EDGE LIGHT ON L-867B BASE IN TURF, COMPLETE IN PLACE	1	EACH	\$	\$
53	L-125- 5.3	L-852D, QUARTZ IN-PAVEMENT TAXIWAY CENTERLINE LIGHT USED AS IN-PAVEMENT MEDIUM INTENSITY RUNWAY EDGE LIGHT ON L-868B BASE IN PAVEMENT, COMPLETE IN PLACE	2	EACH	\$	\$
54	L-125- 5.4	L-862, QUARTZ HIGH INTENSITY RUNWAY EDGE LIGHT ON L-867B BASE IN TURF, COMPLETE IN PLACE	1	EACH	\$	\$
55	L-125- 5.5	L-850C, QUARTZ IN-PAVEMENT HIGH INTENSITY RUNWAY EDGE LIGHT ON L-868B BASE IN PAVEMENT, COMPLETE IN PLACE	1	EACH	\$	\$
56	L-125- 5.6	L-852G(L), LED IN-PAVEMENT RUNWAY GUARD LIGHT ON L-868B BASE IN PAVEMENT, COMPLETE IN PLACE	31	EACH	\$	\$
57	L-125- 5.7	L-858(L) LED SIGN, SIZE 1, 1-2 CHARACTERS, CONCRETE PAD, L-867B BASE, IN TURF, COMPLETE IN PLACE	10	EACH	\$	\$
58	L-125- 5.8	L-858(L) LED SIGN, SIZE 1, 3-4 CHARACTERS, CONCRETE PAD, L-867B BASE, IN TURF, COMPLETE IN PLACE	4	EACH	\$	\$

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<b>ITEM NO.</b>	<b>SPEC NO.</b>	<b>ITEM DESCRIPTION</b>	<b>EST. QTY</b>	<b>UNIT</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
59	L-125- 5.9	L-858(L) LED SIGN, SIZE 1, 5-6 CHARACTERS, CONCRETE PAD, L-867B BASE, IN TURF, COMPLETE IN PLACE	2	EACH	\$	\$
60	L-125-5.10	L-858(L) LED SIGN, SIZE 1, 7-8 CHARACTERS, CONCRETE PAD, L-867B BASE, IN TURF, COMPLETE IN PLACE	5	EACH	\$	\$
61	L-125-5.11	REMOVE EXISTING TAXIWAY LIGHT, BASE MOUNT WITH CONCRETE ENCASEMENT, IN TURF, COMPLETE	60	EACH	\$	\$
62	L-125-5.12	REMOVE EXISTING RUNWAY LIGHT, BASE MOUNT WITH CONCRETE ENCASEMENT, IN TURF, COMPLETE	3	EACH	\$	\$
63	L-125-5.13	REMOVE EXISTING L-850C IN-PAVEMENT RUNWAY LIGHT FIXTURE AND ISOLATION TRANSFORMER, ABANDON BASE IN PAVEMENT, COMPLETE	1	EACH	\$	\$
64	L-125-5.14	REMOVE EXISTING TRANSFORMER BASE WITH CONCRETE ENCASEMENT, IN TURF, COMPLETE	1	EACH	\$	\$
65	L-125-5.15	REMOVE EXISTING SIGN AND CONCRETE SIGN PAD, IN TURF, COMPLETE	19	EACH	\$	\$
66	L-125-5.16	REMOVE EXISTING L-804G ELEVATED RUNWAY GUARD LIGHT AND CONCRETE SIGN PAD, IN TURF, COMPLETE	6	EACH	\$	\$

**TOTAL BASE BID:**

\_\_\_\_\_ (State in words on the line above)

\$ \_\_\_\_\_

Invitation to Bid (ITB) No. 20-101257 – Addendum No. 2

It is the responsibility of each bidder to ensure all awareness of all addenda issued under this ITB. Please sign and return this addendum. You may call Jovan Hooper, Procurement Agent at (404) 371 - 3644 before the bids are due to confirm the number of addenda issued.

All other conditions remain in full force and effect.



Jovan Hooper  
Procurement Agent  
Department of Purchasing and Contracting





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Invitation to Bid (ITB) No. 20-101257 – Addendum No. 2

**ACKNOWLEDGMENT**

Date: \_\_\_\_\_

The above Addendum is hereby acknowledged:

\_\_\_\_\_  
(Name of Bidder)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)