

AIRPORT TERMINAL RAMP / APRON

# ***Final Engineering Report***

## ***Addison Airport***

### ***Customs Apron and Hangar Pavement Reconstruction***

*April 22, 2003*

*TxDOT CSJ # 0218ADDON*

***Addison***  
**Airport**

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## **1.0 INTRODUCTION**

### **1.1 Contents of this Report**

This report documents the findings of engineering studies undertaken to identify and evaluate solutions to the engineering challenges associated with the Apron and Hangar Pavement Reconstruction at Addison Airport, TxDOT CSJ No. 0218ADDON. This report documents engineering studies in the following areas:

- Airfield Design
- Pavement Design
- Drainage and Utilities
- Airfield Lighting and Signage
- Pavement Marking
- Construction Sequencing
- Engineer's Opinion of Probable Cost

These topics are discussed in detail in the following sections and attachments of this report.

### **1.2 Background**

Addison Airport (ADS) is located approximately 15 minutes north of downtown Dallas in the Town of Addison. ADS includes a single, 7,200 ft runway on a 366 acre site. ADS is one of the busiest general aviation airports in Texas and is consistently in the top 4 busiest general aviation airports in the nation with approximately 177,000 annual operations. The primary service area for ADS is the North Dallas Metro area.

Figure 1.1, on page 2, depicts the Addison Airport at its current configuration.

### **1.3 Scope of the Project**

#### **Apron Pavement Reconstruction**

The HMAC apron pavement serving the U.S. Customs facility has deteriorated to a condition to justify reconstruction. The Town of Addison desires this ramp to be reconstructed with a Portland Cement Concrete (PCC) pavement. The pavement design and geometric layout of the ramp has been completed to accommodate a single Boeing Business Jet or 737 aircraft mixed with additional general aviation aircraft. The existing apron is approximately 190 feet wide and 500 feet long with tie-downs for approximately 30 small aircraft. New aircraft tie-downs will be installed to accommodate 18 Group I Aircraft. Some of the existing 30-aircraft tie-down locations are actually inside the Runway Object Free Area (ROFA). FAA guidelines restrict parking planes inside the ROFA or a Taxiway Object Free Area. Some of these tie downs are inside the TOFA for Taxiway 'A'. Due to these restrictions, it was not possible to replace the existing 30 tie-downs in their existing locations. The tie-down layout was based on FAA AC 150/5300-13 CH 7. The spacing for the existing tie-downs was not in compliance with the current FAA advisory circular. For those reasons it was not possible to accommodate the existing 30 aircraft tie-downs on the Customs ramp.

The ramp drainage must be designed to provide positive drainage, eliminate ponding on the ramp and provide positive drainage away from the current customs building facility. The available grade on the apron was utilized to allow drainage to sheet flow off the apron into existing drainage ditches. No drainage structures were required to allow for positive drainage or to prevent ponding. Existing grade-lines were held at the edge of the proposed pavements limits. There was enough differential between the existing elevations across the apron to provide sheet flow of drainage.



PROPOSED  
PCC PAYEMENT

FIG. 1.1  
CURRENT CONFIGURATION

Special consideration will be given to safety during construction per FAA Advisory Circular 150/5370 2E, *Operational Safety on Airports during Construction*.

This project includes:

- demolition of the existing HMAC and PCC pavements,
- erosion and sedimentation controls,
- stabilization of the subgrade,
- construction of the base and PCC pavement courses,
- installation of tiedowns,
- marking of tiedowns and taxilanes,
- seeding.

Other elements associated with the project include airfield geometrics, grading, pavement design, marking, lighting, operational considerations, cost analyses and comparisons, cost center administration, construction and operational safety and construction sequencing.

### **Hangar Pavement**

There are three hangars on the airfield whose HMAC pavement adjacent to the hangar buildings has failed and is need of repair. The pavement will be replaced with PCC pavement and be designed to accommodate a Group II general aviation aircraft.

**Hangar 'A'** - The middle Hangar along Taxilane 'T' is approximately 1175-feet east of Taxiway 'A' and for this project will be called Hangar 'A'. The limits of work for this hangar will consist of two areas, one to the east and one to the west of Hangar 'A'. For the western portion, the pavement reconstruction is approximately 245'x71'. The limits are from the edge of Taxilane 'T' south 245-feet to the end of the existing pavement and from the roof line of Hangar 'A' west 71-feet to the roof line of the next adjacent hangar. The Eastern portion of the pavement reconstruction is approximately 294'x29'. The limits for the eastern portion are from the roofline of Hangar 'A' east approximately 29-feet to the end of the HMAC pavement and from the edge of Taxilane 'T' south approximately 294-feet to the end of the existing pavement. See figure 1.2.

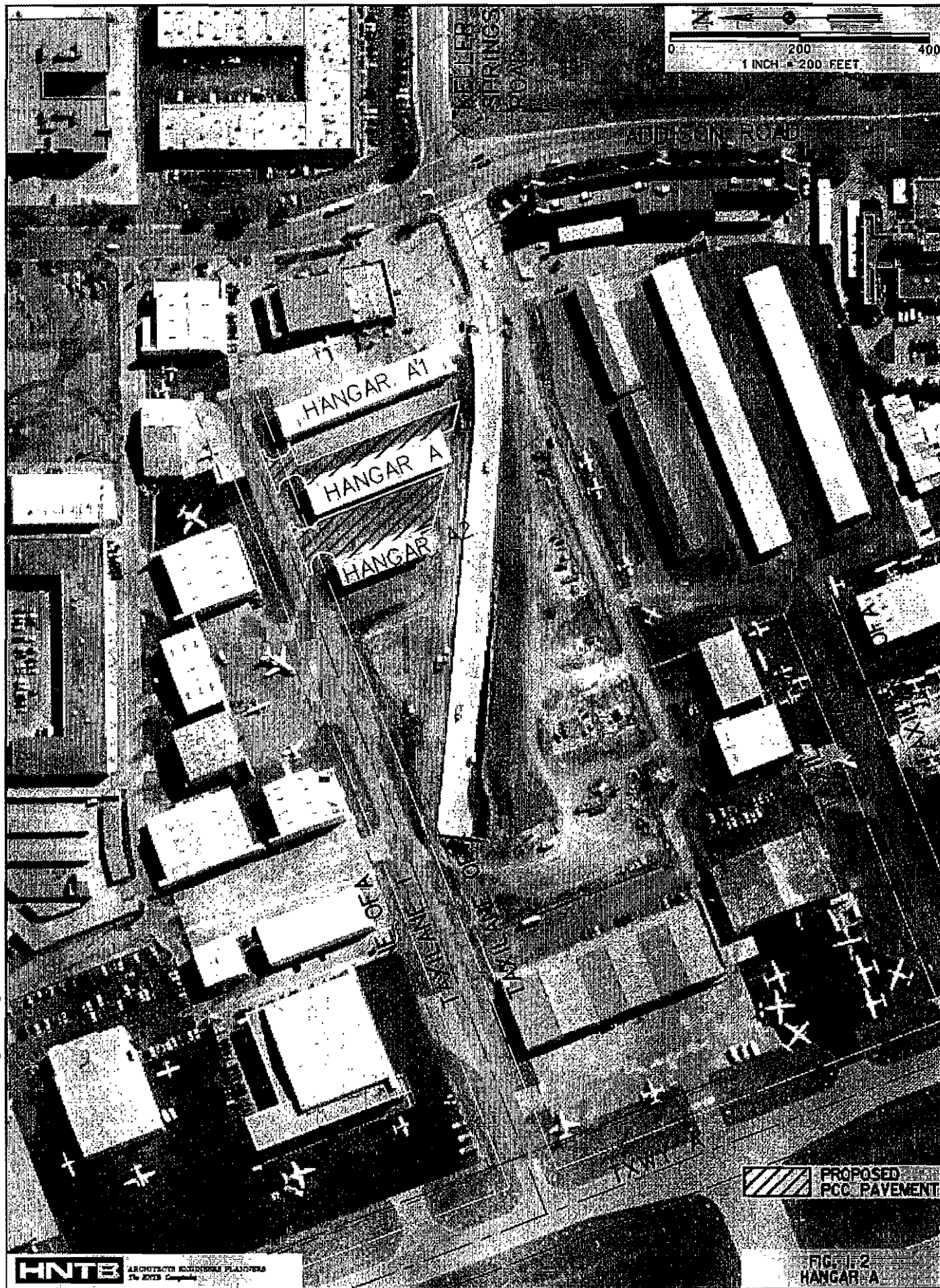
Planes in Hangar 'A', 'A1', and 'A2', see Figure 1.2, will be affected during construction. The contractor will need to coordinate with the Addison Airport to allow tenants of these hangars to move their planes to an alternate location. Adjacent hangars will be affected due to the restricted working space. Planes in the adjacent hangars will not have enough room to maneuver around the construction area and will need to be relocated during construction.

**Hangar 'B'** - The hangar directly in line with Taxilane 'S' is approximately 840-feet east of Taxiway 'A' and will be called Hangar "B" The pavement surrounding Hangar 'B' will be replaced from the roof line of Hangar 'B' out for a distance of 35-feet along the north and south side of the Hangar 'B'. Along the western edge of Hangar 'B', the limits are from the roofline of the hangar out approximately 65-feet.

As is the situation for Hangar 'A', the planes in the hangars adjacent to Hangar 'B', Hangars 'B1' and 'B2', see Figure 1.3, will need to be relocated during construction. This can be done in phases to minimize the number of planes to be relocated at one time. The contractor will be required to coordinate the phasing with the airport to make these moves as easy as possible for the tenants.



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**Hangar 'C'**- The western most hangar along Taxilane 'R' is approximately 575-feet east of Taxiway 'A' and will be called Hangar 'C.' Limits for pavement reconstruction is focused on the western and southern ends of this hangar. Approximate dimensions are 427'x 53'. The limits along the western edge are from the roof line of Hangar 'C' west approximately 53-feet to the end of the existing pavement. The limits on the southern edge of the pavement are from the roof line of the hangar to the edge of Taxilane 'R'.

Drainage for all of the hangars was evaluated to determine the need of storm drains. All the hangars had sufficient grade differential as to not require any underground drainage system. Existing grades were utilized to for allow sheet flow drainage conditions.

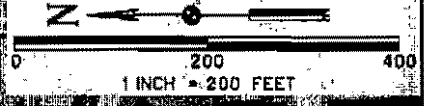
Special consideration has been given to construction phasing with regard to the hangars. All reconstruction areas will impact adjacent hangars and phasing during construction will be an issue consideration to minimize the disturbance encountered by adjacent hangar occupants. Phasing for all three hangars is discussed in detail in the Construction Sequencing Section.

Work for this project may include, in various phases:

- demolition of existing HMA and PCC pavement
- erosion and sediment controls
- installation of drainage structures
- stabilization of the subgrade
- pavement markings
- seeding

#### 1.4 Standards and References

The Addison Airport improvement project is funded and administered through the TxDOT Aviation Capital Improvements (CIP) program. TxDOT's role in implementing airport CIP projects is as the agent of the state and sponsor for the purpose of applying for, receiving, and disbursing federal airport development funds through the Federal Aviation Administration (FAA) Airport Improvement Program (AIP). Airport improvements funded by grants from the FAA are subject to the requirements contained in Part V Assurances. These prescribe that the project shall be carried out in accordance with policies, standards and specifications approved by the Secretary of Transportation, including, but not limited to, the current FAA Advisory Circulars (AC's) for AIP projects (see Appendix A). Additionally, the project shall incorporate the Town of Addison Department of Public Works Standard Specifications and the Texas Department of Transportation Standard Specifications where applicable.



ADDISON ROAD

AIRPORT DRIVE

HANGAR C

MAINTENANCE FACILITY

TAXIWAY C  
TAXIWAY B  
TAXIWAY A

RUNWAY 08  
TAXIWAY SAFETY AREA

TXWY A

RNWX 15/33

PROPOSED PCC PAVEMENT

FIG. L 4  
HANGAR C

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## 2.0 AIRFIELD DESIGN

### 2.1 Introduction

This section presents the design criteria for the development of the project airfield geometrics. The criteria used follows FAA recommendations for the design aircraft in the Airport's fleet mix.

### 2.2 Design Aircraft

Addison Airport currently serves a variety of aircraft types from single engine general aviation aircraft to the larger Boeing 737 and the Boeing Business Jet aircraft. FAA guidelines for airfield geometrics and grading are presented in *FAA Advisory Circular 150/5300-13, "Airport Design"*. The criteria used in developing the geometric layout of airfield components will be based upon the most demanding current and future aircraft, in this case the 737 and BBJ. The Advisory Circular provides recommended taxiway/taxilane/parking dimensions and other design standards based on the key aircraft wingspan dimension.

Listed below are the aircraft provided as the basis for design consideration that may use the project ramp at the present time in addition to the standard design group definitions.

#### AIRCRAFT WINGSPAN AND APPROACH CATEGORY

Aircraft	Wingspan (feet)	Approach Category
GRP III aircraft	79.0	B
B-737-300	94.8	C
Boeing Business Jet	117.42*	C

Source: AC 150/5300, Appendix 13

\*Boeing fleet documentation, internet website

#### DESIGN GROUP AND CORRESPONDING WINGSPAN

Wingspan	Design Group
Up to, but not including 49 feet	Group I
49 feet (15 m) up to, but not including 79 feet	Group II
79 feet (24 m) up to, but not including 118 feet	Group III
118 feet (36 m) up to, but not including 171 feet	Group IV
171 feet (52 m) up to, but not including 214 feet	Group V
214 feet (65 m) up to, but not including 262 feet	Group VI

The "worst case" horizontal design criteria to be applied will be for the Boeing Business Jet. A check during the preliminary design phase will be performed to assure adequate separation between the proposed Taxiway 'A' and the Taxilane (ramp) based on the requirements for independent Aircraft Design Group (ADG) - II and III operations. Taxiway 'A' will be modeled for ADG III with the ramp modeled for the defined design aircraft.



**APPLICABLE DIMENSIONAL CRITERIA**

<b>Dimension</b>	<b>Group II</b>	<b>737</b>	<b>BBJ</b>
	(In Feet)	(In Feet)	(In Feet)
<b>Wingspan Standard</b>	79.0	94.8	117.5
<b>Wingtip Clearance Standards</b>			
Taxiway Wingtip Clearance	26.0	29.0	33.5
Taxilane Wingtip Clearance	18.0	19.5	21.7
<b>Taxiway Centerline to:</b>			
Parallel Taxiway/Taxilane Centerline	105.0	123.8	150.9
Fixed or Movable Object	65.5	76.4	92.2
<b>Taxilane Centerline to:</b>			
Parallel Taxilane Centerline	97.0	114.3	139.2
Fixed or Movable Object	57.5	66.9	80.5
<b>Taxiway</b>			
Width	35.0	50.0	50.0
Shoulder Width	10.0	20.0	20.0
Safety Area Width	79.0	118.0	118.0
Taxiway Object Free Area Width	131.0	152.7	184.4
Taxilane Object Free Area Width	115.0	133.8	160.9
<b>Taxiway Fillet Dimensions</b>			
Radius of Taxilane Turn	75.0	100.0	100.0
Length of Lead-into Fillet	50.0	150.0	150.0
Fillet Radius for Tracking Centerline	55.0	55.0	55.0
Fillet Radius for Judgmental Over-Steering (Symmetrical Widening)	57.5	68.0	68.0
Fillet Radius for Judgmental Over-Steering (One Side Widening)	57.5	60.0	60.0

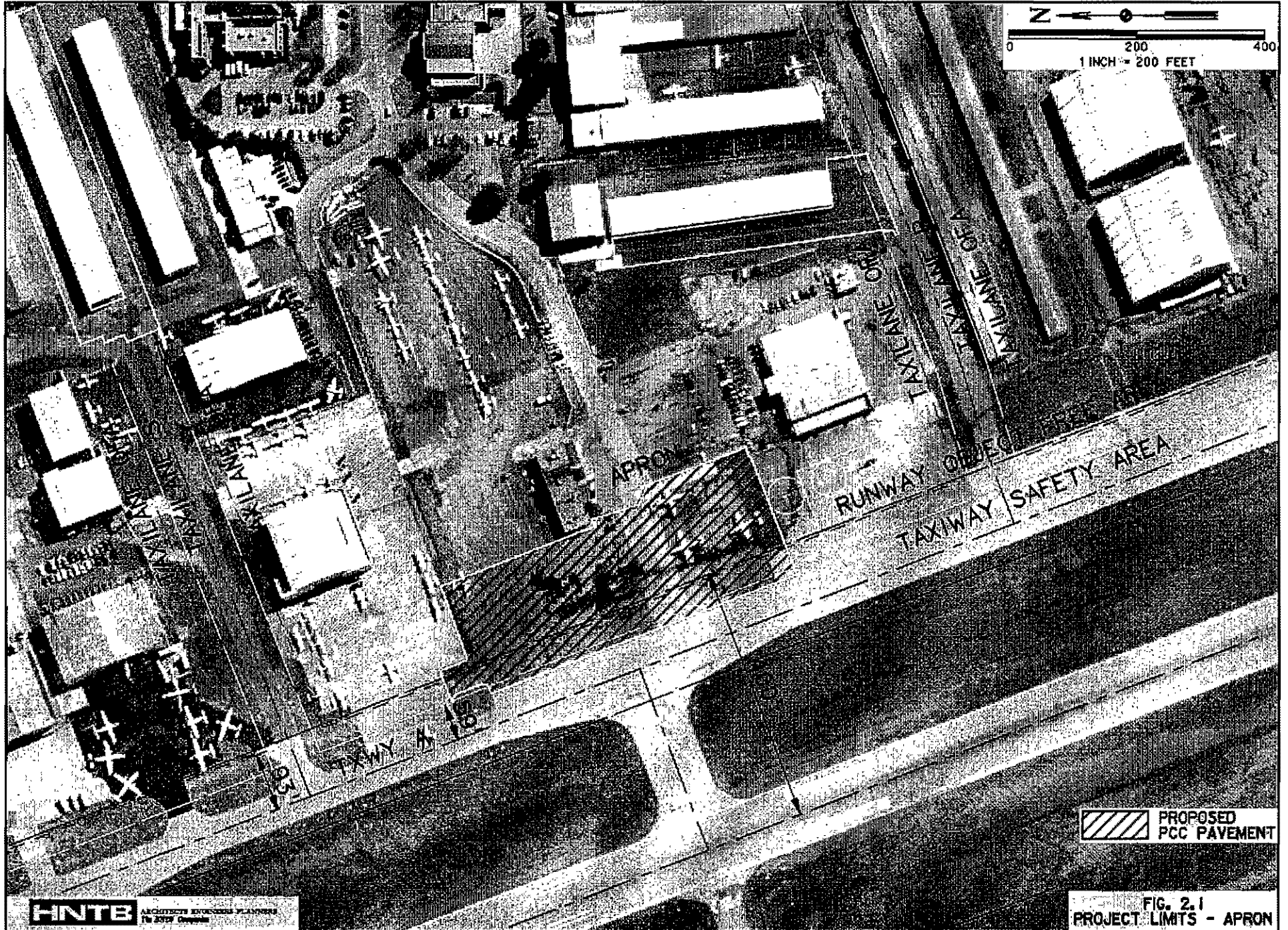
**2.3 Horizontal Geometry**

A local coordinate system will be created to provide control for the ramp and hangars. All plan dimensions and stationing will be based on this local coordinate system.

The general project limits of the apron are as shown on Figure 2.1 on the following page. Figures 1.2-1.4 show the project limits for the hangars.

**2.4 Taxiway Fillet Design**

Cockpit over centerline tracking criteria will be used to design all Taxilane to apron turning movements for the 737 aircraft. As necessary, each fillet radius design will provide for standard Group III radius, lead-out and edge safety margins as recommended by FAA. This design will accommodate all other aircraft that may use the Customs Apron.



## 2.5 Vertical Geometry

### Apron Pavement

The apron will be designed to meet the existing grades of the parallel Taxiway 'A' and potential connecting ramps at both the north and south ends of the project. A future FBO or administrative facility to replace the existing building will be anticipated to extend parallel to the ramp. The edge of pavement along the northeast corner of the ramp connects and provides access to the adjacent parking tie-downs will be constructed at a minimum of 3-inches higher than existing. This will allow for a future HMAC overlay of this parking area. All finished east side elevations may require an asphalt wedge to tie into existing grades. All apron grades and any tie-in wedges will be designed and constructed to a minimum 0.5% grade and a maximum 1.0%.

### Hangar Pavements

All three pavement area will be designed to meet existing grades of the pavement under the hangars and adjacent taxilanes. Grades will vary from 0.5% to 1.5% in order to accommodate positive drainage away from existing hangars.



### **3.0 PAVEMENT DESIGN**

#### **3.1 Introduction**

This section summarizes the design procedures to be implemented prior to design for preliminary pavement structural sections for the PCC apron pavement section.

The proposed pavement section will be reviewed and designed as information is made available, in order to address the following:

##### Apron

- 1) Updated traffic/fleet mix data to include the 737 and BBJ,
- 2) New geotechnical investigation results,
- 3) Implementation of FAA's elastic-layered design methodology, LEDFAA.

##### Hangar

- 1) Design aircraft under 30,000lbs.
- 2) New geotechnical investigation results,
- 3) Implementation of FAA's pavement design methodology, *FAA Advisory Circular 150/5320-6D, "Airport Pavement Design and Evaluation"*.

#### **3.2 Design Criteria**

The guidelines for airfield pavement design are presented in *FAA Advisory Circular 150/5320-6D, "Airport Pavement Design and Evaluation"*.

#### **3.3 Existing Subgrade Conditions**

The results of the subsurface investigations will be thoroughly documented prior to any pavement design. Mas-Tek will drill a total of 9 geotechnical borings to a depth of 10-feet. The base and subbase will be sampled to get a sampling of existing conditions.

#### **3.4 Airfield Pavement Alternatives**

The pavement design will satisfy two criteria, to ensure the durability of the pavement surface for 20 years and to minimize impacts to airport operations during construction. The ramp pavement will be designed to accommodate a daily 171,000 lb BBJ loading. FAA pavement design criteria require all pavements designed for aircraft over 100,000 lbs to be constructed with a stabilized subbase.

The hangar taxiway pavements will be designed for aircraft under 30,000 lbs. Each pavement section will be modeled using the approved FAA LEDFAA pavement design program. See Appendix 'D' for pavement design calculations.

#### **3.5 Subsurface Drainage**

Subsurface drainage systems are typically utilized in pavement design to keep water from ponding in the subgrade of the pavement, giving the water a place to go. In some areas the subsurface drainage systems are required to keep the subgrade as dry as possible to prevent damage to the pavement. Subsurface drainage systems will not be incorporated into the pavement section based on soil boring logs.

#### **3.6 Airfield Pavement Recommendations**

The recommended pavement sections will be based on the soil testing information and the pavement design advisory circular.

## **4.0 DRAINAGE AND UTILITIES**

### **4.1 Introduction**

The purpose of this section is to present the design procedures and criteria used for developing the surface drainage associated with the project.

### **4.2 Design Criteria and Standards**

FAA guidelines for the design and evaluation of the existing airport drainage systems are presented in "*Airport Drainage*", *Advisory Circular 150/5320-5B*. All storm drain collection system improvements for this project adhere to these guidelines. The FAA guidelines recommend a five-year design storm. The Town of Addison design standards require a time of concentration of 10-minutes and an intensity of a 100-yr design storm.

### **4.3 Existing Drainage Conditions**

The apron drainage system consists of ponding and surface sheet flow to adjacent open ditch channels to the north and south.

The hangar drainage system also consists of ponding and surface sheet flow of water. Hangar C has a drainage inlet that may need to be replaced. The drainage design for the hangars will consist primarily of surface sheet flow off the hangar pavement into grassed areas adjacent to the hangars.

### **4.4 Storm Drain Design**

The above mentioned standards specify the Rational Method be used for computing storm drain design volumes. A 5-year design storm of will be used to evaluate drainage on the ramp.

The grading on this project was designed to limit the need for underground storm drainage system. All storm drainage consists of surface sheet flow to existing drainage ditches or drainage structures.

## **5.0 AIRFIELD LIGHTING AND SIGNAGE**

### **5.1 Introduction**

This section presents the design procedures and criteria to be implemented in the modification of any edge lighting or ramp area lighting system modifications.

### **5.2 Existing Airfield Lighting and Signage**

There is minimal existing airfield lighting within the project limits. There is no airfield signage within the project limits.

### **5.3 Airfield Lighting Improvements**

It is not anticipated that ramp edge and/or area lights will be incorporated into the final design of this project.

### **5.4 Signage System Improvements**

It is not anticipated there will be any modifications or improvements to the airfield signage system.

## **6.0 PAVEMENT MARKING**

### **6.1 Introduction**

In order to aid pilots in guiding aircraft, airfield pavements are marked with lines and numbers. These markings are of benefit primarily during daylight and dusk.

### **6.2 Existing Apron and Taxilane Marking**

There are no markings across the apron or along any adjacent taxilanes within the project limits.

### **6.3 Taxilane Marking Improvements**

A "T" will be marked for each parking tie-down position using 6-inch yellow stripes.

## 7.0 CONSTRUCTION SEQUENCING

### 7.1 Contractor Requirements

Because of the nature and location of the work, all construction activities must be performed in a way that does not significantly hinder the operation of the airport or the safety and security of such operations. Unless otherwise noted, where taxiways, taxilanes, navigational equipment critical zones and other areas required to be open for aircraft operations, such facilities shall be fully operable under FAA requirements. This will also apply to lighting circuit continuity, and includes to the limits of the defined safety or critical areas. In scheduling and performing the work, the Contractor shall comply with the following requirements and take suggested phasing into account in scheduling his work.

#### OPERATIONAL REQUIREMENTS:

As stated above, the overall goal in the construction sequencing is to minimize the operational impacts of the airfield. As a result of that goal, a preliminary phasing plan has been established for this project and is outlined below.

#### **Phase I – Reconstruct U.S. Customs Ramp and half of Hangars ‘A’, ‘B’ and ‘C’**

Phase I will consist of the pavement reconstruction of the U.S. Customs Ramp and half of the pavement around Hangars ‘A’, ‘B’ and ‘C.’ The contractor will be required to coordinate with Addison Airport operations to relocate the planes that are parked in the effected hangars. See Figure 7.1 for an overall phasing layout.

The following assumptions were used in determining the phasing.

- 1) Access to the apron north of the U.S. Customs ramp will be prohibited and any planes currently parked in the apron will be relocated during construction.
- 2) The contractor will be able to work simultaneously on the U.S. Customs Ramp and the designated ½ of each of the hangars.
- 3) An alternate fire truck and emergency vehicle route will be established outside the limits of construction. This impacts the current gate situation on the ramp. The current gate wiring system will dictate how complicated the temporary gate situation will need to be. It is possible that the current emergency gate is hard wired to the fire station, if this is the case, the temporary gate will also need to be hard wired in the event of an emergency. At the moment, this is an unknown and details will need to be worked out as the design progresses.

Also key to this project is the timing of the ramp work with the annual Town of Addison “Kaboom Town” celebration July 3<sup>rd</sup>. The Town traditionally uses the ramp area to set off fireworks for this celebration every year. The Town has expressed concern regarding the construction of the ramp effecting the July 3<sup>rd</sup> celebration based on the design schedule in appendix C, the ramp construction cannot be completed before July 3<sup>rd</sup>, therefore the contractor will be given notice to proceed on Monday July 7, 2003 for construction in Phase I.

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LEGEND




-  NIGHT WORK
-  PHASE I
-  PHASE II

FIG. 7.1  
PHASING LAYOUT

1) Apron Conditions

- A. No equipment or materials may be stored or parked within the Runway 15-33 OFA, 400-ft. from the Runway centerline.
- B. Work within 93 ft. of the Taxiway 'A' centerline will be restricted to periods when the taxiway can be closed.
- C. Lighted timber barricades will be placed on Taxiway 'A' along the work area.
- D. An alternate route to the airfield will be used for Airport fire and emergency vehicles. The contractor will need to coordinate with the Addison Airport and the Town of Addison Fire Department during construction regarding the emergency vehicle route.

2) The work in this phase will begin on Day 1 and will be completed within 10 weeks.

Phase I Hangar 'A'– Reconstruct the connector and a portion of the existing pavement on the east side of Hangar 'A'.

1. Access to the west side of Hangar 'A1' and east side of Hangar 'A' will not be available.
2. Work will be coordinated and performed on a pullback basis to maintain aircraft movements on Taxilane T.
3. Work in this phase will begin following pavement removal in Phase I, approximately 3 weeks after Day 1, and continue for 2 weeks.

Phase I Hangar 'B'– Reconstruct a portion of the existing pavement on the north side of Hangar 'B'.

1. Access to the south side of Hangar 'B1' and the north side of Hangar 'B' will not be available.
2. Work in this phase will begin following completion of Phase IIB and continue for 2 weeks.

Phase I Hangar 'C' is to be constructed in two subphases in order to provide access to the maintenance facility north of Hangar C. All aircraft must be towed from Taxilane R to the maintenance facility during this phase.

1. Reconstruct the half of the existing pavement, approximately 25 ft. wide, adjacent to the west side of Hangar C and a portion of that south of the hangar.
2. The work will be coordinated and performed on a pullback basis in order to maintain access to the maintenance facility to the north.
3. Work in this phase will begin following completion of Phase IIIB and continue for 2 weeks.

**Phase II – Reconstruct half of Hangars 'A','B' and 'C'**

Phase II Hangar 'A' – Reconstruct the connector and existing pavement on the west side of Hangar 'A'.

1. Access to the west side of Hangar 'A' and east side of Hangar 'A2' will not be available.
2. Work will be coordinated and performed on a pullback basis to maintain aircraft movements on Taxilane T.
3. Work in this phase will begin following completion of Phase IIA and continue for 2 weeks.

Phase II Hangar 'B'– Reconstruct existing pavement on the west end and a portion of the south side of Hangar 'B'.

1. Work at the west end of Hangar 'B' will be coordinated and performed on a pullback basis to allow access to the south side of Hangar 'B'2.
2. Work in this phase will begin following completion of Phase IIIA and continue for 2 weeks.



Phase II Hangar 'C'– Reconstruct the outer half of the existing asphalt pavement on the west side of Hanger C plus the remainder of the pavement on the south side.

1. The work will be coordinated and performed on a pullback basis in order to maintain access to the maintenance facility to the north.
2. Work in this phase will begin following completion of Phase IVA and continue for 2 weeks.

## **8.0 DEVIATION FROM FAA STANDARDS**

This section of the report highlights the primary design items that do not meet recommended FAA standards. Deviations to FAA standards will be considered the last resort in the design.

The following sections will address any deviations adopted during the design phase of this project.

### **8.1 Separations**

It is not anticipated that any deviation from FAA standards will be encountered in this project.

### **8.2 Taxiway Design**

It is not anticipated that any deviation from FAA standards will be encountered in this project.

### **8.3 Specifications**

Table 9.1 will highlights any differences from the Standard FAA Specifications as published in the *FAA AC 150/5370-10A, "Standards for Specifying Construction of Airports"*.

**9.0 ENGINEER'S OPINION OF PROBABLE COST**

Included in this report is the Engineer's opinion of probable cost for the construction cost, engineering cost, construction testing and construction inspection. It is not anticipated that this project will require any additional allowances for 1) cost of land and right-of-way, 2) charges from other professional or consultants or 3) other services to be provided by others for the agent.

A Preliminary opinion of probable cost for the construction of the apron pavement is listed below:

**Engineer's Opinion of Probable Cost- Preliminary Review**

ITEM	DESCRIPTION	QUANTITIES	UNIT	TOTAL ESTIMATE	TOTAL ESTIMATE
<b>Base Bid -</b>					
M-101	MOBILIZATION	1	LS	\$76,000.00	\$76,000.00
M-102	MAINTENANCE OF TRAFFIC	1	LS	\$76,000.00	\$76,000.00
P-150-1	REMOVE BITUMINOUS PAVEMENTS	10,100	SY	\$7.00	\$70,700.00
P-150-2	REMOVE CONCRETE PAVEMENT	560	SY	\$20.00	\$11,200.00
P-152-1	UNCLASSIFIED EXCAVATION	5200	CY	\$7.00	\$36,400.00
P-155-1	LIME-TREATED SUBGRADE, 6"	11,750	SY	\$2.50	\$29,375.00
P-155-2	LIME (5%)	211	TON	\$100.00	\$21,100.00
P-157-1	SILT FENCE	600	LF	\$5.00	\$3,000.00
P-304-1	CEMENT TREATED BASE COURSE, 6"	12,200	SY	\$15.00	\$183,000.00
P-400-1	BITUMINOUS SURFACE COURSE	110	TONS	\$200.00	\$22,000.00
P-501-1	12 INCH PCC PAVEMENT, NON-REINFORCED	7,625	SY	\$45.00	\$343,125.00
P-501-2	12 INCH PCC PAVEMENT, REINFORCED	850	SY	\$48.00	\$40,800.00
P-501-3	12-15 INCH PCC PAVEMENT, NON-REINFORCED	2,250	SY	\$50.00	\$112,500.00
P-501-4	12-15 INCH PCC PAVEMENT, REINFORCED	1,075	SY	\$53.00	\$56,975.00
P-602-1	BITUMINOUS PRIME COAT	305	GAL	\$12.00	\$3,660.00
P-603-1	BITUMINOUS TACK COAT	92	GAL	\$10.00	\$920.00
P-612-1	MILLING BITUMINOUS PAVEMENT, 1 1/2 INCH DEPTH	405	SY	\$8.00	\$3,240.00
SP-21	TIE DOWNS - NEENAH R-3490-A	54	EA	\$350.00	\$18,900.00
P-620-1	PAVEMENT MARKING, NON REFLECTIVE 4" YELLOW	8,100	SF	\$2.00	\$16,200.00
T-904-1	SODDING	250	SY	\$60.00	\$15,000.00
SP-22	GATE ASSEMBLY	1	EA	\$20,000.00	\$20,000.00
				<b>Total</b>	
				<b>Base Bid</b>	<b>\$1,160,095.00</b>

The engineers opinion of probable cost for the construction of the hangar pavement is listed below:

ITEM	DESCRIPTION	QUANTITIES		UNIT ESTIMATE	TOTAL ESTIMATE
<b>Base Bid -</b>					
M-101-1	MOBILIZATION	1	LS	\$62,000.00	\$62,000.00
M-102-1	MAINTENANCE OF TRAFFIC	1	LS	\$62,000.00	\$62,000.00
P-150-1	REMOVE OF BITUMINOUS PAVEMENTS	11,300	SY	\$7.00	\$79,100.00
P-150-3	REMOVE DRAINAGE STRUCTURE	1	EA	\$2,000.00	\$2,000.00
P-152-1	UNCLASSIFIED EXCAVATION	1750	CY	\$7.00	\$12,250.00
P-157-1	SILT FENCE	1,000	LF	\$5.00	\$5,000.00
P-304-1	CEMENT TREATED BASE, 6"	10500	SY	\$15.00	\$157,500.00
P-400-1	BITUMINOUS SURFACE COURSE	165	TON	\$200.00	\$33,000.00
P-501-5	8 INCH PCC PAVEMENT, NON-REINFORCED	5,225	SY	\$40.00	\$209,000.00
P-501-6	8 INCH PCC PAVEMENT, REINFORCED	3,300	SY	\$41.00	\$135,300.00
P-501-7	8-10 INCH PCC PAVEMENT, NON-REINFORCED	1,290	SY	\$45.00	\$58,050.00
P-501-8	8-10 INCH PCC PAVEMENT, REINFORCED	550	SY	\$48.00	\$26,400.00
P-603-1	BITUMINOUS TACK COAT	155	GAL	\$10.00	\$1,550.00
D-751-1	INLET, TYPE A	1	EA	\$6,000.00	\$6,000.00
F-162-2	TEMPORARY GATE	1	EA	\$1,750.00	\$1,750.00
T-904-1	SODDING	1,500	SY	\$60.00	\$90,000.00
				<b>Total Base Bid</b>	<b>\$940,900.00</b>

It is not anticipated that the engineers cost will change from what was contracted with TxDOT. The following table is the fee that was included in the contract for this project.

**TxDOT ESTIMATE OF CONSULTANT'S FEE**

TxDOT Proj No:	0218ADDON	
Airport:	Addison	
Project Manager:	TONY KRAUSS	
Consultant:	HNTB	
TOTAL PAYROLL COSTS		\$78,204.08
TOTAL MISC. EXPENSES		\$1,150.00
SUBCONTRACT SERVICES		
	Service Charges	\$19,300.00
	Carrying Charge	1.15
	Total Subcontract Services	\$22,195.00
TOTAL BASIC SERVICES		
CONTRACT COSTS		\$101,549.73
TOTAL ENGINEERING COST		\$102,000.00

**Construction Testing**

An opinion of probable cost for construction testing is approximately \$14,000. A cost break down follows.

Materials Testing

A. Subgrade		
1.) 2 Proctors @ \$160/Ea.=		\$320.00
2.) 6 Gradations @ \$55/Ea.=		330.00
3.) 12 Field Densities @ \$17.50/Ea.=		210.00
4.) 40 Hrs. Technician Time @ \$35/Hr.=		1,400.00
B. Asphalt Base		
1.) 8 Gradations @ \$55/Ea.=		\$440.00
2.) 8 Plant Tests @ \$250/Ea.=		2,000.00
3.) 16 Core Tests @ \$22/Ea.=		352.00
4.) 20 Hrs. Technician Time @ \$55/Hr.=		1,100.00
C. Concrete Paving		
1.) 20 Air Tests @ \$25/Ea.=		\$500.00
2.) 20 Sets of 4 beams w/ slump, 80 Ea. @ \$24/Ea.=		1,920.00
3.) 110 Hrs. Technician Time @ \$40/Hr.=		4,400.00
D. Responsible Engineer, 10 Hrs. @ \$100/Hr.=		<u>1,000.00</u>
		\$13,972.00

**Construction Inspection**

Construction Inspection costs will include a full time inspector for the duration of the project.

Assuming the project goes according to the schedule provided, an inspector will need to be on the job site approximately 14 weeks, 50-hours a week for a total of 700 hours at a rate of \$25.00 an hour. This would bring the cost of an inspector \$49,000.00 for a 14-week project. Construction administration was not included in this estimate.

# APPENDIX



## Appendix A Advisory Circulars

### Advisory Circulars

1. AC 150/5370-2C, Operational Safety on Airports during Construction
2. AC 150/5300-13 CH7 , Airport Design
3. AC 150/5320-6D, Airport Pavement Design and Evaluation
4. AC 150/5320-5B, Airport Drainage
5. AC 150/5340-1G, Standards for Airport Markings
6. AC 150/5370-10A, Standards for Specifying Construction of Airports

## Appendix B Proposed Sheet Listing

### Proposed Sheet Listing

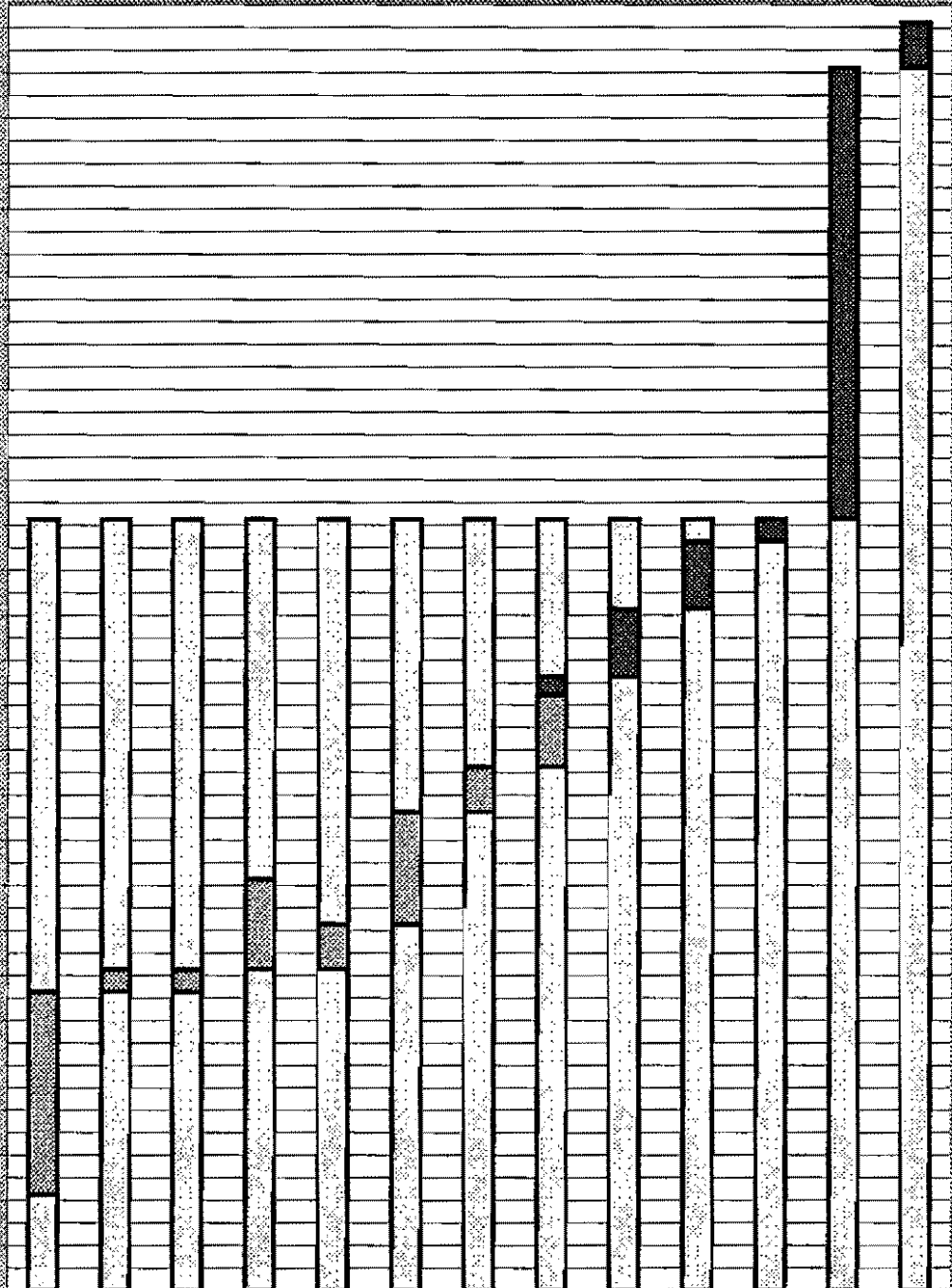
COVER SHEET / LOCATION MAP  
PROJECT LAYOUT  
GENERAL NOTES  
GENERAL NOTES  
QUANTITIES  
PROJECT PHASING PLAN  
APRON AND HANGAR TYPICAL SECTIONS  
APRON 'A' CONSTRUCTION PHASING PLAN  
APRON 'A' DEMOLITION AND BORING PLAN  
APRON 'A' PAVING AND JOINT LAYOUT PLAN  
APRON 'A' GRADING/DRAINAGE/SW3P PLAN  
APRON 'A' TIE DOWN LAYOUT PLAN  
HANGAR 'A' CONSTRUCTION PHASING PLAN  
HANGAR 'A' DEMOLITION AND BORING PLAN  
HANGAR 'A' PAVING AND JOINT LAYOUT PLAN  
HANGAR 'A' GRADING/DRAINAGE/SW3P PLAN  
HANGAR 'B' CONSTRUCTION PHASING PLAN  
HANGAR 'B' DEMOLITION AND BORING PLAN  
HANGAR 'B' PAVING AND JOINT LAYOUT PLAN  
HANGAR 'B' GRADING/DRAINAGE/SW3P PLAN  
HANGAR 'C' CONSTRUCTION PHASING PLAN  
HANGAR 'C' DEMOLITION AND BORING PLAN  
HANGAR 'C' PAVING AND JOINT LAYOUT PLAN  
HANGAR 'C' GRADING/DRAINAGE/SW3P PLAN  
BARRICADE DETAILS  
PAVING JOINT DETAILS  
PAVING DETAILS  
TYPE 'A' INLET DETAILS  
DRAINAGE AND SW3P DETAILS  
STORM WATER POLLUTION PREVENTION NOTES  
STORM WATER POLLUTION PREVENTION DETAILS  
FENCING DETAILS

## Appendix C Schedule

Time in Weeks

9/1/02  
9/15/02  
9/29/02  
10/13/02  
10/27/02  
11/10/02  
11/24/02  
12/6/02  
12/20/02  
1/5/03  
1/19/03  
2/2/03  
2/16/03  
2/28/03  
3/13/03  
3/27/03  
4/10/03  
4/24/03  
5/7/03  
5/21/03  
6/4/03  
6/18/03  
7/2/03  
7/16/03  
7/30/03  
8/13/03  
8/27/03  
9/10/03  
9/24/03

- 1) Contract Negotiations
- 2) Survey
- 3) Geotechnical Investigation
- 4) Preliminary Engineering Report
- 5) TxDOT Review
- 6) Preliminary Design
- 7) TxDot Review
- 8) Final Design
- 9) Advertise
- 10) Bid
- 11) Award
- 12) Construction
- 13) Closeout



## Appendix D Pavement Design Calculations

Program Date 10/02/02

AC Method

Date: 2/13/03

### Rigid Pavement Design For

Airport Name: Addison Airport

Associated City: Addison, Texas

Design Firm: HNTB

AIP Number: TxDOT 0218ADDON

Designer: J Nicewander

#### New Pavement Section Required

*Stabilized Subbase Is Not Required*

7.5	PCC Thickness	650 psi	New Concrete Flexural Strength
0.0	Stabilized Base		
0.0	Subbase		
0.0	Non-Frost Layer (free draining material)		

*Large Aircraft Parallel to Joints (standard design)*

#### Overlay Sections

N/A	Asphalt Overlay Thickness	N/A	Existing Slab Thickness
N/A	Unbonded PCC <b>without</b> leveling course	N/A	PCC needed for existing section
N/A	Unbonded PCC <b>with</b> leveling course	N/A	Existing Stabilized Subbase
N/A	Bonded PCC	N/A	Existing Aggregate Subbase
		N/A	Existing Slab Flexural Strength
		N/A	F- Factor used in design
		N/A	Cr Factor
		N/A	Cb Factor

#### Frost Considerations (for new pavement section)

Dry Unit Weight of Soil (lb/cf)	100	
Degree Days °F	200	
Soil Frost Code	Non-Frost	Subgrade k-value was not modified for frost
Frost Depth Penetration (in)	20.50	
k value on top of stabilized layer	100	
k value on top of subbase layer	100	
Original subgrade k value	100	

#### Design Aircraft Information

SINGLE WH-30		20	Design Life (years)
30000 lbs	Gross Aircraft Weight		
7,500	Equivalent Annual Departures		

This software is currently under development and is not officially adopted as a FAA standard. Designs developed using this program should be checked against AC 150/5320-6D to insure accuracy and conformance to existing standards

Addison Airport  
 Addison, Texas  
 HNTB

AIP Number  
 TxDOT 0218ADDON  
 J Nicewander

AC Method  
 2/13/03

INPUT VALUES										
Design Aircraft --- / --- Additional aircraft	Widebody?	Aircraft grouping ----- Gear type AC 150/5320-6D	Max Takeoff weight MTOW	Annual Departures	Gear Type (code)	% load on main g	MTOW used by design	Departures of equiv gear	Computed wheel Load of aircraft	Equiv. annual departures of design Aircraft
n		SINGLE WH-30	30,000	7,500	1	0.95	30,000	7,500	14,250	7,500
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
Equivalent Annual Departures of the SINGLE WH-30										7,500



Program Date 10/02/02

AC Method

Date: 2/6/03

### Rigid Pavement Design For

Airport Name: Addison Airport

Associated City: Addison, Texas

Design Firm: HNTB

AIP Number: TxDOT 0218ADDON

Designer: J Nicewander

#### New Pavement Section Required

*Stabilized Subbase Is Required*

11.3	PCC Thickness	650 psi	New Concrete Flexural Strength
6.0	Stabilized Base		
6.0	Subbase		
0.0	Non-Frost Layer (free draining material)		

*Large Aircraft Parallel to Joints (standard design)*

#### Overlay Sections

N/A	Asphalt Overlay Thickness	N/A	Existing Slab Thickness
N/A	Unbonded PCC <b>without</b> leveling course	N/A	PCC needed for existing section
N/A	Unbonded PCC <b>with</b> leveling course	N/A	Existing Stabilized Subbase
N/A	Bonded PCC	N/A	Existing Aggregate Subbase
		N/A	Existing Slab Flexural Strength
		N/A	F- Factor used in design
		N/A	Cr Factor
		N/A	Cb Factor

#### Frost Considerations (for new pavement section)

Dry Unit Weight of Soil (lb/cf)	100	
Degree Days °F	200	
Soil Frost Code	Non-Frost	Subgrade k-value was not modified for frost
Frost Depth Penetration (in)	20.50	
k value on top of stabilized layer	280	
k value on top of subbase layer	157	
Original subgrade k value	100	

#### Design Aircraft Information

DUAL TAN-200		20	Design Life (years)
200000 lbs	Gross Aircraft Weight		
2,505	Equivalent Annual Departures		

This software is currently under development and is not officially adopted as a FAA standard. Designs developed using this program should be checked against AC 150/5320-6D to insure accuracy and conformance to existing standards

Addison Airport

Addison, Texas

HNTB

AIP Number

TxDOT 0218ADDON

J Nicewander

AC Method

2/6/03

INPUT VALUES										
Design Aircraft Additional aircraft	Widebody?	Aircraft grouping --- Gear type AC 150/5320-6D	Max Takeoff weight MTOW	Annual Departures	Gear Type (code)	% load on main g	MTOW used by design	Departures of equiv gear	Computed wheel Load of aircraft	Equiv. annual departures of design Aircraft
n		DUAL TAN-200	200,000	365	3	0.95	200,000	365	23,750	365
n		SINGLE WH-30	30,000	3,650	1	0.95	30,000	1,825	14,250	336
n		DUAL WH-50	50,000	3,650	2	0.95	50,000	2,190	11,875	231
n		DUAL TAN-100	100,000	3,650	3	0.95	100,000	3,650	11,875	331
n		SINGLE WH-45	45,000	3,650	1	0.95	45,000	1,825	21,375	1,242
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
n		None	0	0	0	0.00	0	0	0	0
Equivalent Annual Departures of the DUAL TAN-200										2,505



October 31, 2003

Mr. Tony Krauss  
TxDOT Aviation Division  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701-2483

TXDOT CSJ # 0318 ADDON ADDISON AIRPORT

Dear Tony:

We have reviewed the bids for the referenced project. The low bidder for the project is Site Concrete, Inc. The following is a summary of the Bid Tab:

	Bid Totals
Base Bid	\$1,033,000.00
Additive Alternative 1	\$ 203,000.00
Additive Alternative 2	\$ 304,000.00
Additive Alternative 3	\$ 173,000.00
TxDOT Total	\$ 1,713,000.00
Ineligible Items	\$ 18,000.00
Total	\$ 1,731,000.00

We have received positive references for the Contractor and based on each of these being positive, we recommend TxDOT award the contract to Site Concrete, Inc.

As a reminder, item 30-09 of the Special Provisions in the specifications requires a preconstruction conference to be held. Prior to the meeting the contractor has to deliver a schedule to you that we can discuss at the meeting. HNTB can set up this meeting as soon as possible after the notice to proceed has been issued. Thank you for letting us work on this project with you and your staff.

Very truly yours,

HNTB CORPORATION

Jerry D. Holder, Jr., P.E.  
Director of Capital Projects

JDH/apw

c: Jim Pierce – Town of Addison

The HNTB Companies



ARCHITECTS ENGINEERS PLANNERS

5910 West Plano Parkway  
Suite 200  
Plano, Texas  
75093  
(972) 661-5626  
FAX (972) 661-5614  
www.hntb.com

October 31, 2003

Mr. Tony Krauss  
TxDOT Aviation Division  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701-2483

TXDOT CSJ # 0318 ADDON ADDISON AIRPORT

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TxDOT Total	\$ 1,713,000.00
Ineligible Items	\$ 18,000.00
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As a reminder, item 30-09 of the Special Provisions in the specifications requires a preconstruction conference to be held. Prior to the meeting the contractor has to deliver a schedule to you that we can discuss at the meeting. HNTB can set up this meeting as soon as possible after the notice to proceed has been issued. Thank you for letting us work on this project with you and your staff.

Very truly yours,

HNTB CORPORATION

Jerry D. Holder, Jr., P.E.  
Director of Capital Projects

JDH/apw

c: Jim Pierce - Town of Addison

The HNTB Companies

OFFICES: ALEXANDRIA, VA; ANNAPOLIS, MD; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, SC; CHARESTON, WV; CHICAGO, IL; CLEVELAND, OH; COLUMBUS, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; ELKINS, WV; FAIRFIELD, NJ; FT WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; KNOXVILLE, TN; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MADISON, WI; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; PHOENIX, AZ; PORTLAND, ME; PORTLAND, OR; RICHMOND, VA; RICHMOND, NC; ST LOUIS, MO; SALT LAKE CITY, UT; SAN ANTONIO, TX; SAN BERNARDINO, CA



ARCHITECTS ENGINEERS PLANNERS

5910 W. Plano Parkway  
Suite 200  
Plano, Texas  
75093  
(972) 661-5626  
FAX (972) 661-5614  
www.hntb.com

October 27, 2003

Mr. Tony Krauss  
Airport Engineer  
Aviation Division  
TxDOT  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701-2483

*S. Terminal  
RAMP*

TXDOT CSJ # 0318 ADDOX ADDISON AIRPORT

Dear Tony:

We have reviewed the bids for the referenced project. The low bidder for the project is Site Concrete, Inc. Attached are three copies of the bid tab.

We have received positive references for the Contractor and based on each of these being positive, we recommend TxDOT award the contract to Site Concrete, Inc.

As a reminder, item 30-09 of the Special Provisions in the specifications requires a preconstruction conference to be held. Prior to the meeting the contractor has to deliver a schedule to you that we can discuss at the meeting. HNTB can set up this meeting as soon as possible after the notice to proceed has been issued. Thank you for letting us work on this project with you and your staff.

Very truly yours,

HNTB CORPORATION

Jerry D. Holder, Jr., P.E.  
Director of Capital Projects

Attachment

JDH/apw

c: Jim Pierce – Town of Addison

*The HNTB Companies*

OFFICES: ALBUQUERQUE, NM; ANAHEIM, CA; ANTIPOLO, CA; AUSTIN, TX; BALDWIN ROCK, VA; BOSTON, MA; CHARLESTON, SC; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH;  
COLUMBUS, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; FORT WORTH, TX; GAITHERSBURG, MD; GREENSBORO, NC; HOUSTON, TX; INDIANAPOLIS, IN; KANSAS CITY, MO;  
KNOXVILLE, TN; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MADISON, WI; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA;  
ORANGE COUNTY, CA; ORELAND, MI; OVERLAND PARK, KS; PHILADELPHIA, PA; PORTLAND, ME; PORTLAND, OR; RICHMOND, VA; ST. LOUIS, MO; SALT LAKE CITY, UT; SAN ANTONIO, TX;  
SAN JOSE, CA; SEATTLE, WA; TAMPA, FL; WASHINGTON, DC

**ADDISON AIRPORT PAVEMENT RECONSTRUCTION**  
TxDOT CSJ # 0318ADDON

ENGINEERS ESTIMATE

Bid

Bid

Bid

Bid

Base Bid U.S. Customs Pavement Reconstruction							1	2	3	4				
Item	Spec	Qty	Unit	Description	Numeric Unit Price	Total Price	UNIT PRICE	SUTTON & ASSOCIATES	UNIT PRICE	TEXAS STERLING	UNIT PRICE	OMEGA CONSTRUCTING	UNIT PRICE	REBCON
				Written Unit Price										
1	M-101-1	1	LS	Mobilization	\$76,000.00	\$76,000.00	\$57,000.00	\$57,000.00	\$50,100.00	\$50,100.00	\$90,000.00	\$90,000.00	\$64,000.00	\$64,000.00
2	M-102	1	LS	Maintenance of Traffic	\$76,000.00	\$76,000.00	\$5,000.00	\$5,000.00	\$38,800.00	\$38,800.00	\$35,000.00	\$35,000.00	\$58,000.00	\$38,000.00
3	P-150-1	10,100	SY	Remove Bituminous Pavements	\$7.00	\$70,700.00	\$3.00	\$30,300.00	\$7.00	\$70,700.00	\$14.00	\$141,400.00	\$6.00	\$60,600.00
4	P-150-2	560	SY	Removal Concrete Pavement	\$20.00	\$11,200.00	\$14.50	\$8,120.00	\$5.00	\$2,800.00	\$15.00	\$8,400.00	\$10.00	\$5,600.00
5	P-152-1	5,200	CY	Unclassified Excavation	\$7.00	\$36,400.00	\$17.25	\$89,700.00	\$9.00	\$46,800.00	\$13.00	\$67,600.00	\$20.00	\$104,000.00
6	P-155-1	11,750	SY	Lime Treated Subgrade, 6" depth	\$2.50	\$29,375.00	\$2.50	\$29,375.00	\$3.00	\$35,250.00	\$2.00	\$23,500.00	\$3.00	\$35,250.00
7	P-155-2	211	TON	Lime (5%)	\$100.00	\$21,100.00	\$115.00	\$24,265.00	\$105.00	\$22,155.00	\$130.00	\$27,430.00	\$100.00	\$21,100.00
8	P-157-1	550	LF	Silt Fence	\$5.00	\$2,750.00	\$3.00	\$1,650.00	\$2.00	\$1,100.00	\$2.00	\$1,100.00	\$1.80	\$990.00
9	P-304-1	12,200	SY	Cement Treated Base Course, 6"	\$15.00	\$183,000.00	\$14.50	\$176,900.00	\$12.00	\$146,400.00	\$21.00	\$256,200.00	\$14.00	\$170,800.00
10	P-401-1	110	TON	Bituminous Surface Course	\$200.00	\$22,000.00	\$85.00	\$9,350.00	\$68.00	\$7,480.00	\$83.00	\$9,130.00	\$72.00	\$7,920.00
11	P-501-1	7,625	SY	12 Inch PCC Pavement, Non-Reinforced	\$45.00	\$343,125.00	\$53.00	\$404,125.00	\$43.00	\$327,875.00	\$44.40	\$338,550.00	\$60.00	\$457,500.00
12	P-501-2	850	SY	12 inch PCC Pavement, Reinforced	\$48.00	\$40,800.00	\$56.00	\$47,600.00	\$58.00	\$49,300.00	\$52.40	\$44,540.00	\$62.00	\$52,700.00
13	P-501-3	2,250	SY	12-15 inch PCC Pavement, Non-Reinforced	\$50.00	\$112,500.00	\$63.00	\$141,750.00	\$50.00	\$112,500.00	\$48.00	\$108,000.00	\$64.00	\$144,000.00
14	P-501-4	1,075	SY	12-15 inch PCC Pavement, Reinforced	\$53.00	\$56,975.00	\$66.00	\$70,950.00	\$67.00	\$72,025.00	\$53.00	\$56,975.00	\$66.00	\$70,950.00
15	P-603-1	92	GAL	Bituminous Tack Coat	\$10.00	\$920.00	\$1.50	\$138.00	\$3.95	\$363.40	\$3.50	\$322.00	\$3.00	\$276.00
16	P-612-1	410	SY	Milling Bituminous Pavement, 1 1/2 depth	\$8.00	\$3,280.00	\$10.50	\$4,305.00	\$4.92	\$2,017.20	\$12.00	\$4,920.00	\$7.00	\$2,870.00
17	SP-21	42	EA	Tie Downs-Neenah R-3490-A,	\$350.00	\$14,700.00	\$350.00	\$14,700.00	\$130.00	\$5,460.00	\$100.00	\$4,200.00	\$100.00	\$4,200.00
18	P-620-1	8,100	SF	Pavement Marking, Non Reflective 4" Yellow	\$2.00	\$16,200.00	\$2.00	\$16,200.00	\$2.00	\$16,200.00	\$1.50	\$12,150.00	\$1.30	\$10,530.00
19	T-904-1	250	SY	Sodding	\$60.00	\$15,000.00	\$4.00	\$1,000.00	\$3.00	\$750.00	\$4.00	\$1,000.00	\$5.00	\$1,250.00
<b>Sub Total Base Bid</b>						\$1,132,025.00	\$1,132,428.00	\$1,008,075.60	\$1,230,417.00	\$1,272,536.00				

Additive Alternate No. 1 -- Hangars 'A'							1	2	3	4				
Item	Spec	Qty	Unit	Description	Numeric Unit Price	Total Price	UNIT PRICE	SUTTON & ASSOCIATES	UNIT PRICE	TEXAS STERLING	UNIT PRICE	OMEGA CONSTRUCTING	UNIT PRICE	REBCON
				Written Unit Price										
1	M-101-1	1	LS	Mobilization	\$ 18,000.00	\$18,000.00	\$12,000.00	\$12,000.00	\$9,800.00	\$9,800.00	\$3,200.00	\$3,200.00	\$13,000.00	\$13,000.00
2	M-102	1	LS	Maintenance of Traffic	\$ 18,000.00	\$18,000.00	\$5,000.00	\$5,000.00	\$6,300.00	\$6,300.00	\$3,000.00	\$3,000.00	\$7,000.00	\$7,000.00
3	P-150-1	3,160	SY	Remove Bituminous Pavements	\$ 7.00	\$22,120.00	\$3.00	\$9,480.00	\$9.00	\$28,440.00	\$3.00	\$9,480.00	\$4.00	\$12,640.00
4	P-152-1	250	CY	Unclassified Excavation	\$ 7.00	\$1,750.00	\$16.00	\$4,000.00	\$10.00	\$2,500.00	\$13.00	\$3,250.00	\$27.00	\$6,750.00
5	P-157-1	315	LF	Silt Fence	\$ 5.00	\$1,575.00	\$3.00	\$945.00	\$2.00	\$630.00	\$2.00	\$630.00	\$2.00	\$630.00
6	P-304-1	3,100	SY	Cement Treated Base Course, 6"	\$ 15.00	\$46,500.00	\$14.60	\$45,260.00	\$13.00	\$40,300.00	\$14.20	\$44,020.00	\$18.00	\$55,800.00
7	P-401-1	35	TON	Bituminous Surface Course, 6"	\$ 200.00	\$7,000.00	\$100.00	\$3,500.00	\$116.00	\$4,060.00	\$100.00	\$3,500.00	\$75.00	\$2,625.00
8	P-501-5	1,050	SY	8 inch PCC Pavement, Non Reinforced	\$ 40.00	\$42,000.00	\$45.00	\$47,250.00	\$37.00	\$38,850.00	\$37.50	\$39,375.00	\$50.00	\$52,500.00
9	P-501-6	972	SY	8 inch PCC Pavement, Reinforced	\$ 41.00	\$39,852.00	\$48.00	\$46,656.00	\$39.00	\$37,908.00	\$41.00	\$39,852.00	\$52.00	\$50,544.00
10	P-501-7	533	SY	8 - 10 inch PCC Pavement, Non-Reinforced	\$ 45.00	\$23,985.00	\$53.00	\$28,249.00	\$43.00	\$22,919.00	\$45.50	\$24,251.50	\$54.00	\$28,782.00
11	P-501-8	575	SY	8-10 inch PCC Pavement, Reinforced	\$ 48.00	\$27,600.00	\$57.00	\$32,775.00	\$45.00	\$25,875.00	\$54.30	\$31,222.50	\$56.00	\$32,200.00
12	P-603-1	30	GAL	Bituminous Tack Coat	\$ 10.00	\$300.00	\$1.50	\$45.00	\$10.00	\$300.00	\$8.00	\$240.00	\$4.00	\$120.00
13	T-904-1	760	SY	Sodding	\$ 60.00	\$45,600.00	\$4.00	\$3,040.00	\$3.00	\$2,280.00	\$4.00	\$3,040.00	\$4.00	\$3,040.00
<b>Sub Total Additive Alternate No. 1</b>						\$ 294,282.00	\$238,200.00	\$220,162.00	\$205,061.00	\$265,631.00				

Additive Alternate No. 2 -- Hangars 'B'							1	2	3	4				
Item	Spec	Qty	Unit	Description	Numeric Unit Price	Total Price	UNIT PRICE	SUTTON & ASSOCIATES	UNIT PRICE	TEXAS STERLING	UNIT PRICE	OMEGA CONSTRUCTING	UNIT PRICE	REBCON
				Written Unit Price										
1	M-101-1	1	LS	Mobilization	\$ 23,000.00	\$23,000.00	\$17,600.00	\$17,600.00	\$15,700.00	\$15,700.00	\$4,200.00	\$4,200.00	\$17,000.00	\$17,000.00
2	M-102	1	LS	Maintenance of Traffic	\$ 23,000.00	\$23,000.00	\$5,000.00	\$5,000.00	\$7,400.00	\$7,400.00	\$4,000.00	\$4,000.00	\$8,000.00	\$8,000.00
3	P-150-1	5,020	SY	Remove Bituminous Pavements	\$ 7.00	\$35,140.00	\$3.00	\$15,060.00	\$10.00	\$50,200.00	\$3.00	\$15,060.00	\$5.00	\$25,100.00
4	P-152-1	250	CY	Unclassified Excavation	\$ 7.00	\$1,750.00	\$16.00	\$4,000.00	\$14.00	\$3,500.00	\$13.00	\$3,250.00	\$28.00	\$7,000.00
5	P-157-1	1,115	LF	Silt Fence	\$ 5.00	\$5,575.00	\$3.00	\$3,345.00	\$2.00	\$2,230.00	\$2.00	\$2,230.00	\$1.50	\$1,672.50
6	P-304-1	4,440	SY	Cement Treated Base Course, 6"	\$ 15.00	\$66,600.00	\$15.60	\$69,264.00	\$12.00	\$53,280.00	\$14.00	\$62,160.00	\$15.00	\$66,600.00
7	P-401-1	100	TON	Bituminous Surface Course	\$ 200.00	\$20,000.00	\$90.00	\$9,000.00	\$95.00	\$9,500.00	\$85.00	\$8,500.00	\$100.00	\$10,000.00
8	P-401-2	30	TON	Bituminous Surface Course Temporary Pavement	\$ 200.00	\$6,000.00	\$100.00	\$3,000.00	\$192.00	\$5,760.00	\$115.00	\$3,450.00	\$150.00	\$4,500.00
9	P-501-5	1,650	SY	8 inch PCC Pavement, Non Reinforced	\$ 40.00	\$66,000.00	\$45.00	\$74,250.00	\$36.00	\$59,400.00	\$37.50	\$61,875.00	\$45.00	\$74,250.00
10	P-501-7	2,762	SY	8 - 10 inch PCC Pavement, Non-Reinforced	\$ 45.00	\$124,290.00	\$53.00	\$146,386.00	\$40.00	\$110,480.00	\$41.00	\$113,242.00	\$49.00	\$135,338.00
11	P-603-1	90	GAL	Bituminous Tack Coat	\$ 10.00	\$900.00	\$1.50	\$135.00	\$1.00	\$90.00	\$3.60	\$324.00	\$4.00	\$360.00
12	T-904-1	170	SY	Sodding	\$ 60.00	\$10,200.00	\$4.00	\$680.00	\$3.00	\$510.00	\$4.00	\$680.00	\$5.00	\$850.00
<b>Sub Total Additive Alternate No. 2</b>						\$ 382,455.00	\$347,720.00	\$318,050.00	\$278,971.00	\$350,670.50				

Additive Alternate No. 3 -- Hangars 'C'

**ADDISON AIRPORT PAVEMENT RECONSTRUCTION**  
TxDOT CSJ # 0318ADDON

Item	Spec	Qty	Unit	Description	Numeric Unit Price	Total Price	UNIT PRICE	SUTTON & ASSOCIATES	UNIT PRICE	TEXAS STERLING	UNIT PRICE	OMEGA CONSTRUCTING	UNIT PRICE	REBCON
Written Unit Price														
1	M-101-1	1	LS	Mobilization	\$ 18,000.00	\$18,000.00	\$10,400.00	\$10,400.00	\$10,000.00	\$10,000.00	\$5,200.00	\$5,200.00	\$12,000.00	\$12,000.00
2	M-102-1	1	LS	Maintenance of Traffic	\$ 18,000.00	\$18,000.00	\$5,000.00	\$5,000.00	\$12,300.00	\$12,300.00	\$6,500.00	\$6,500.00	\$9,000.00	\$9,000.00
3	P-150-1	3,120	SY	Remove Bituminous Pavements	\$ 7.00	\$21,840.00	\$3.00	\$9,360.00	\$11.00	\$34,320.00	\$3.00	\$9,360.00	\$7.00	\$21,840.00
4	P-150-3	1	EA	Remove Drainage Structure	\$ 2,000.00	\$2,000.00	\$1,000.00	\$1,000.00	\$575.00	\$575.00	\$500.00	\$500.00	\$2,000.00	\$2,000.00
5	P-150-4	141	LF	Remove Pipe	\$ 10.00	\$1,410.00	\$10.00	\$1,410.00	\$19.00	\$2,679.00	\$8.00	\$1,128.00	\$10.00	\$1,410.00
6	P-152-1	1,250	CY	Unclassified Excavation	\$ 7.00	\$8,750.00	\$15.80	\$19,750.00	\$9.00	\$11,250.00	\$13.00	\$16,250.00	\$15.00	\$18,750.00
7	P-157-1	420	LF	Silt Fence	\$ 5.00	\$2,100.00	\$3.00	\$1,260.00	\$2.00	\$840.00	\$2.00	\$840.00	\$1.80	\$756.00
8	P-501-5	1,750	SY	8 inch PCC Pavement, Non Reinforced	\$ 40.00	\$70,000.00	\$45.00	\$78,750.00	\$34.00	\$59,500.00	\$37.50	\$65,625.00	\$54.00	\$94,500.00
9	P-501-6	93	SY	8 inch PCC Pavement, Reinforced	\$ 41.00	\$3,813.00	\$48.00	\$4,464.00	\$42.00	\$3,906.00	\$41.00	\$3,813.00	\$56.00	\$5,208.00
10	P-501-7	790	SY	8 - 10 inch PCC Pavement, Non-Reinforced	\$ 45.00	\$35,550.00	\$53.00	\$41,870.00	\$41.00	\$32,390.00	\$42.60	\$33,654.00	\$58.00	\$45,820.00
11	P-501-8	325	SY	8-10 inch PCC Pavement, Reinforced	\$ 48.00	\$15,600.00	\$57.00	\$18,525.00	\$58.00	\$18,850.00	\$54.30	\$17,647.50	\$60.00	\$19,500.00
12	D-701-1	141	LF	18" Class IV RCP	\$ 55.00	\$7,755.00	\$55.00	\$7,755.00	\$46.00	\$6,486.00	\$53.00	\$7,473.00	\$65.00	\$9,165.00
13	D-751-1	1	EA	Inlet, Type A	\$ 6,000.00	\$6,000.00	\$2,000.00	\$2,000.00	\$3,000.00	\$3,000.00	\$1,200.00	\$1,200.00	\$2,500.00	\$2,500.00
14	F-162-1	1	EA	Temporary Gate	\$ 1,750.00	\$1,750.00	\$1,200.00	\$1,200.00	\$2,500.00	\$2,500.00	\$4,000.00	\$4,000.00	\$1,500.00	\$1,500.00
15	T-904-1	570	SY	Sodding	\$ 60.00	\$34,200.00	\$4.00	\$2,280.00	\$3.00	\$1,710.00	\$4.00	\$2,280.00	\$5.00	\$2,850.00
<b>Sub Total Additive Alternate No. 3</b>						\$ 246,768.00		\$205,024.00		\$200,306.00		\$175,470.50		\$246,799.00

<b>Ineligible Items</b>														
Item	Spec	Qty	Unit	Description	Numeric Unit Price	Total Price	UNIT PRICE	SUTTON & ASSOCIATES	UNIT PRICE	TEXAS STERLING	UNIT PRICE	OMEGA CONSTRUCTING	UNIT PRICE	REBCON
Written Unit Price														
1	D-701-2	204	LF	12" Class IV RCP	\$ 60.00	\$ 12,240.00	\$40.00	\$8,160.00	\$39.00	\$7,956.00	\$37.00	\$7,548.00	\$45.00	\$9,180.00
2	D-751-2	2	EA	Inlet Type B	\$ 6,000.00	\$ 12,000.00	\$1,500.00	\$3,000.00	\$1,400.00	\$2,800.00	\$1,200.00	\$2,400.00	\$2,000.00	\$4,000.00
3	SP-23	2	EA	Neenah R-3475	\$ 1,200.00	\$ 2,400.00	\$500.00	\$1,000.00	\$755.00	\$1,510.00	\$300.00	\$600.00	\$700.00	\$1,400.00
<b>Sub Total Ineligible Items</b>						\$ 26,640.00		\$12,160.00		\$12,266.00		\$10,548.00		\$14,580.00

Sub Total Base Bid	\$ 1,132,025.00	\$ 1,132,428.00	\$ 1,008,075.60	\$ 1,230,417.00	\$ 1,272,536.00
Sub Total Additive Alternate No. 1	\$ 294,282.00	\$ 238,200.00	\$ 220,162.00	\$ 205,061.00	\$ 265,631.00
Sub Total Additive Alternate No. 2	\$ 382,455.00	\$ 347,720.00	\$ 318,050.00	\$ 278,971.00	\$ 350,670.50
Sub Total Additive Alternate No. 3	\$ 246,768.00	\$ 205,024.00	\$ 200,306.00	\$ 175,470.50	\$ 246,799.00
Sub Total Ineligible Items	\$ 26,640.00	\$ 12,160.00	\$ 12,266.00	\$ 10,548.00	\$ 14,580.00
<b>Total Bid Addison Airport Project</b>	<b>\$ 2,082,170.00</b>	<b>\$ 1,935,532.00</b>	<b>\$ 1,758,859.60</b>	<b>\$ 1,900,467.50</b>	<b>\$ 2,150,216.50</b>

**ADDISON AIRPORT PAVEMENT RECONSTRUCTION**  
TxDOT CSJ # 0318ADDON

Bid

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Base Bid U.S. Customs Pavement Reconstri												
Item	Spec	Qty	Unit	Description	UNIT PRICE	JL STEEL	UNIT PRICE	SITE CONCRETE	UNIT PRICE	KANZA CONSTRUCTION	UNIT PRICE	JAY REESE
Written Unit Price												
1	M-101-1	1	LS	Mobilization	\$68,200.00	\$68,200.00	\$160,000.00	\$160,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00
2	M-102	1	LS	Maintenance of Traffic	\$60,000.00	\$60,000.00	\$19,050.00	\$19,050.00	\$22,000.00	\$22,000.00	\$100,000.00	\$100,000.00
3	P-150-1	10,100	SY	Remove Bituminous Pavements	\$3.00	\$30,300.00	\$2.00	\$20,200.00	\$5.00	\$50,500.00	\$3.00	\$30,300.00
4	P-150-2	560	SY	Removal Concrete Pavcmnt	\$20.00	\$11,200.00	\$10.00	\$5,600.00	\$7.00	\$3,920.00	\$6.00	\$3,360.00
5	P-152-1	5,200	CY	Unclassified Excavation	\$15.00	\$78,000.00	\$7.00	\$36,400.00	\$12.00	\$62,400.00	\$9.00	\$46,800.00
6	P-155-1	11,750	SY	Lime Treated Subgrade, 6" depth	\$3.00	\$35,250.00	\$1.70	\$19,975.00	\$1.85	\$21,737.50	\$4.00	\$47,000.00
7	P-155-2	211	TON	Lime (5%)	\$120.00	\$25,320.00	\$85.00	\$17,935.00	\$120.00	\$25,320.00	\$120.00	\$25,320.00
8	P-157-1	550	LF	Silt Fence	\$3.00	\$1,650.00	\$2.00	\$1,100.00	\$2.50	\$1,375.00	\$2.00	\$1,100.00
9	P-304-1	12,200	SY	Cement Treated Base Course, 6"	\$20.00	\$244,000.00	\$12.50	\$152,500.00	\$16.00	\$195,200.00	\$15.75	\$192,150.00
10	P-401-1	110	TON	Bituminous Surface Course	\$73.00	\$8,030.00	\$100.00	\$11,000.00	\$100.00	\$11,000.00	\$100.00	\$11,000.00
11	P-501-1	7,625	SY	12 Inch PCC Pavement, Non-Reinforced	\$44.10	\$336,262.50	\$42.00	\$320,250.00	\$69.00	\$526,125.00	\$67.00	\$510,875.00
12	P-501-2	850	SY	12 inch PCC Pavement, Reinforced	\$71.70	\$60,945.00	\$50.00	\$42,500.00	\$79.00	\$67,150.00	\$75.00	\$63,750.00
13	P-501-3	2,250	SY	12-15 inch PCC Pavement, Non-Reinforced	\$52.70	\$118,575.00	\$50.00	\$112,500.00	\$71.00	\$159,750.00	\$70.00	\$157,500.00
14	P-501-4	1,075	SY	12-15 inch PCC Pavement, Reinforced	\$65.75	\$70,681.25	\$48.00	\$51,600.00	\$89.00	\$95,675.00	\$79.00	\$84,925.00
15	P-603-1	92	GAL	Bituminous Tack Coat	\$3.00	\$276.00	\$2.00	\$1,840.00	\$5.00	\$460.00	\$7.00	\$644.00
16	P-612-1	410	SY	Milling Bituminous Pavem. 1 1/2 depth	\$6.50	\$2,665.00	\$10.00	\$4,100.00	\$6.75	\$2,767.50	\$10.00	\$4,100.00
17	SP-21	42	EA	Tie Downs-Neenah R-3490-A,	\$150.00	\$6,300.00	\$350.00	\$14,700.00	\$124.00	\$5,208.00	\$175.00	\$7,350.00
18	P-620-1	8,100	SF	Pavement Marking, Non Reflective 4" Yellow	\$2.75	\$22,275.00	\$5.00	\$40,500.00	\$1.00	\$8,100.00	\$2.00	\$16,200.00
19	T-904-1	250	SY	Sodding	\$5.00	\$1,250.00	\$5.00	\$1,250.00	\$5.00	\$1,250.00	\$7.00	\$1,750.00
<b>Sub Total Base Bid</b>						\$1,181,179.75		\$1,033,000.00		\$1,324,938.00		\$1,369,124.00

Low	Average	High
\$50,100.00	\$77,412.50	\$160,000.00
\$5,000.00	\$42,231.25	\$100,000.00
\$2.00	\$5.38	\$14.00
\$5.00	\$10.94	\$20.00
\$7.00	\$12.78	\$20.00
\$1.70	\$2.63	\$4.00
\$85.00	\$111.88	\$130.00
\$1.80	\$2.29	\$3.00
\$12.00	\$15.72	\$21.00
\$68.00	\$85.13	\$100.00
\$42.00	\$52.81	\$69.00
\$50.00	\$63.01	\$79.00
\$48.00	\$58.59	\$71.00
\$48.00	\$66.72	\$89.00
\$1.50	\$5.87	\$20.00
\$4.92	\$6.46	\$12.00
\$100.00	\$184.88	\$350.00
\$1.00	\$2.19	\$5.00
\$3.00	\$4.75	\$7.00

Additive Alternate No. 1 -- Hangars 'A'												
Item	Spec	Qty	Unit	Description	UNIT PRICE	JL STEEL	UNIT PRICE	SITE CONCRETE	UNIT PRICE	KANZA CONSTRUCTION	UNIT PRICE	JAY REESE
Written Unit Price												
1	M-101-1	1	LS	Mobilization	\$13,150.00	\$13,150.00	\$30,000.00	\$30,000.00	\$10,000.00	\$10,000.00	\$13,000.00	\$13,000.00
2	M-102	1	LS	Maintenance of Traffic	\$18,000.00	\$18,000.00	\$4,392.00	\$4,392.00	\$1,500.00	\$1,500.00	\$5,000.00	\$5,000.00
3	P-150-1	3,160	SY	Remove Bituminous Pavements	\$4.75	\$15,010.00	\$5.00	\$15,800.00	\$4.00	\$12,640.00	\$5.00	\$15,800.00
4	P-152-1	250	CY	Unclassified Excavation	\$20.00	\$5,000.00	\$7.00	\$1,750.00	\$36.00	\$9,000.00	\$8.00	\$2,000.00
5	P-157-1	315	LF	Silt Fence	\$3.00	\$945.00	\$2.00	\$630.00	\$2.00	\$630.00	\$2.00	\$630.00
6	P-304-1	3,100	SY	Cement Treated Base Course, 6"	\$16.00	\$49,600.00	\$12.50	\$38,750.00	\$13.00	\$40,300.00	\$16.00	\$49,600.00
7	P-401-1	35	TON	Bituminous Surface Course, 6"	\$75.00	\$2,625.00	\$100.00	\$3,500.00	\$98.00	\$3,430.00	\$125.00	\$4,375.00
8	P-501-5	1,050	SY	8 inch PCC Pavement, Non Reinforced	\$40.75	\$42,787.50	\$30.00	\$31,500.00	\$43.00	\$45,150.00	\$58.00	\$60,900.00
9	P-501-6	972	SY	8 inch PCC Pavement, Reinforced	\$48.35	\$46,996.20	\$31.00	\$30,132.00	\$44.00	\$42,768.00	\$59.00	\$57,348.00
10	P-501-7	533	SY	8 - 10 inch PCC Pavement, Non-Reinforced	\$43.45	\$23,158.85	\$37.00	\$19,721.00	\$44.00	\$23,452.00	\$58.00	\$30,914.00
11	P-501-8	575	SY	8-10 inch PCC Pavement, Reinforced	\$45.80	\$26,335.00	\$39.00	\$22,425.00	\$45.00	\$25,875.00	\$60.00	\$34,500.00
12	P-603-1	30	GAL	Bituminous Tack Coat	\$3.00	\$90.00	\$2.00	\$60.00	\$8.00	\$240.00	\$6.00	\$180.00
13	T-904-1	760	SY	Sodding	\$5.00	\$3,800.00	\$5.00	\$3,800.00	\$3.25	\$2,470.00	\$5.00	\$3,800.00
<b>Sub Total Additive Alternate No. 1</b>						\$247,497.55		\$203,000.00		\$217,455.00		\$278,047.00

Low	Average	High
\$3,200.00	\$13,018.75	\$30,000.00
\$1,500.00	\$6,274.00	\$18,000.00
\$3.00	\$4.72	\$9.00
\$7.00	\$17.13	\$36.00
\$2.00	\$2.25	\$3.00
\$12.50	\$14.66	\$18.00
\$75.00	\$98.63	\$125.00
\$30.00	\$42.66	\$58.00
\$31.00	\$45.29	\$59.00
\$37.00	\$47.24	\$58.00
\$39.00	\$50.26	\$60.00
\$1.50	\$7.56	\$20.00
\$3.00	\$4.16	\$5.00

Additive Alternate No. 2 -- Hangars 'B'												
Item	Spec	Qty	Unit	Description	UNIT PRICE	JL STEEL	UNIT PRICE	SITE CONCRETE	UNIT PRICE	KANZA CONSTRUCTION	UNIT PRICE	JAY REESE
Written Unit Price												
1	M-101-1	1	LS	Mobilization	\$13,900.00	\$13,900.00	\$40,000.00	\$40,000.00	\$10,000.00	\$10,000.00	\$15,000.00	\$15,000.00
2	M-102	1	LS	Maintenance of Traffic	\$17,000.00	\$17,000.00	\$4,902.00	\$4,902.00	\$2,500.00	\$2,500.00	\$2,000.00	\$2,000.00
3	P-150-1	5,020	SY	Remove Bituminous Pavements	\$4.75	\$23,845.00	\$5.00	\$25,100.00	\$4.50	\$22,590.00	\$5.00	\$25,100.00
4	P-152-1	250	CY	Unclassified Excavation	\$20.00	\$5,000.00	\$7.00	\$1,750.00	\$27.00	\$6,750.00	\$6.00	\$1,500.00
5	P-157-1	1,115	LF	Silt Fence	\$3.00	\$3,345.00	\$2.00	\$2,230.00	\$2.00	\$2,230.00	\$2.00	\$2,230.00
6	P-304-1	4,440	SY	Cement Treated Base Course, 6"	\$16.00	\$71,040.00	\$12.50	\$55,500.00	\$13.00	\$57,720.00	\$16.00	\$71,040.00
7	P-401-1	100	TON	Bituminous Surface Course	\$73.00	\$7,300.00	\$100.00	\$10,000.00	\$80.00	\$8,000.00	\$100.00	\$10,000.00
8	P-401-2	30	TON	Bituminous Surface Course Temporary Pavement	\$165.00	\$4,950.00	\$100.00	\$3,000.00	\$110.00	\$3,300.00	\$125.00	\$3,750.00
9	P-501-5	1,650	SY	8 inch PCC Pavement, Non Reinforced	\$38.90	\$64,185.00	\$31.00	\$51,150.00	\$43.00	\$70,950.00	\$53.00	\$87,450.00
10	P-501-7	2,762	SY	8 - 10 inch PCC Pavement, Non-Reinforced	\$29.40	\$81,202.80	\$39.00	\$107,718.00	\$44.00	\$121,528.00	\$58.00	\$160,196.00
11	P-603-1	90	GAL	Bituminous Tack Coat	\$3.15	\$283.50	\$2.00	\$1,800.00	\$4.00	\$360.00	\$6.00	\$540.00
12	T-904-1	170	SY	Sodding	\$5.00	\$850.00	\$5.00	\$850.00	\$4.00	\$680.00	\$7.00	\$1,190.00
<b>Sub Total Additive Alternate No. 2</b>						\$292,901.30		\$304,000.00		\$306,608.00		\$379,996.00

Low	Average	High
\$4,200.00	\$16,675.00	\$40,000.00
\$2,000.00	\$6,350.25	\$17,000.00
\$3.00	\$5.03	\$10.00
\$6.00	\$16.38	\$28.00
\$1.50	\$2.19	\$3.00
\$12.00	\$14.26	\$16.00
\$73.00	\$90.36	\$100.00
\$100.00	\$132.13	\$192.00
\$31.00	\$41.18	\$53.00
\$29.40	\$44.18	\$58.00
\$1.00	\$5.41	\$20.00
\$3.00	\$4.63	\$7.00

Additive Alternate No. 3 -- Hangars 'C'											
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**ADDISON AIRPORT PAVEMENT RECONSTRUCTION**  
TxDOT CSJ # 0318ADDON

Item	Spec	Qty	Unit	Description	UNIT PRICE	JL STEEL	UNIT PRICE	SITE CONCRETE	UNIT PRICE	KANZA CONSTRUCTION	UNIT PRICE	JAY REESE
Written Unit Price												
1	M-101-1	1	LS	Mobilization	\$22,750.00	\$22,750.00	\$25,000.00	\$25,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
2	M-102-1	1	LS	Maintenance of Traffic	\$40,000.00	\$40,000.00	\$4,802.00	\$4,802.00	\$9,000.00	\$9,000.00	\$5,000.00	\$5,000.00
3	P-150-1	3,120	SY	Remove Bituminous Pavements	\$5.00	\$15,600.00	\$5.00	\$15,600.00	\$4.50	\$14,040.00	\$3.50	\$10,920.00
4	P-150-3	1	EA	Remove Drainage Structure	\$500.00	\$500.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$2,000.00	\$2,000.00
5	P-150-4	141	LF	Remove Pipe	\$15.00	\$2,115.00	\$15.00	\$2,115.00	\$8.00	\$1,128.00	\$15.00	\$2,115.00
6	P-152-1	1,250	CY	Unclassified Excavation	\$15.00	\$18,750.00	\$7.00	\$8,750.00	\$13.00	\$16,250.00	\$6.00	\$7,500.00
7	P-157-1	420	LF	Silt Fence	\$3.00	\$1,260.00	\$2.00	\$840.00	\$2.00	\$840.00	\$2.00	\$840.00
8	P-501-5	1,750	SY	8 inch PCC Pavement, Non Reinforced	\$38.40	\$67,200.00	\$30.00	\$52,500.00	\$43.00	\$75,250.00	\$56.00	\$98,000.00
9	P-501-6	93	SY	8 inch PCC Pavement, Reinforced	\$59.60	\$5,542.80	\$31.00	\$2,883.00	\$44.00	\$4,092.00	\$59.00	\$5,487.00
10	P-501-7	790	SY	8 - 10 inch PCC Pavement, Non-Reinforced	\$39.85	\$31,481.50	\$37.00	\$29,230.00	\$44.00	\$34,760.00	\$60.00	\$47,400.00
11	P-501-8	325	SY	8-10 inch PCC Pavement, Reinforced	\$40.90	\$13,292.50	\$39.00	\$12,675.00	\$45.00	\$14,625.00	\$63.00	\$20,475.00
12	D-701-1	141	LF	18" Class IV RCP	\$65.00	\$9,165.00	\$55.00	\$7,755.00	\$50.00	\$7,050.00	\$53.00	\$7,473.00
13	D-751-1	1	EA	Inlet, Type A	\$1,500.00	\$1,500.00	\$3,500.00	\$3,500.00	\$4,300.00	\$4,300.00	\$3,000.00	\$3,000.00
14	F-162-1	1	EA	Temporary Gate	\$1,100.00	\$1,100.00	\$3,500.00	\$3,500.00	\$2,200.00	\$2,200.00	\$1,800.00	\$1,800.00
15	T-904-1	570	SY	Sodding	\$5.00	\$2,850.00	\$5.00	\$2,850.00	\$4.50	\$2,565.00	\$5.00	\$2,850.00
<b>Sub Total Additive Alternate No. 3</b>						\$233,106.80		\$173,000.00		\$197,100.00		\$224,860.00

Low	Average	High
\$5,200.00	\$13,168.75	\$25,000.00
\$4,802.00	\$11,450.25	\$40,000.00
\$3.00	\$5.25	\$11.00
\$500.00	\$1,071.88	\$2,000.00
\$8.00	\$12.50	\$19.00
\$6.00	\$11.73	\$15.80
\$1.80	\$2.23	\$3.00
\$30.00	\$42.24	\$56.00
\$31.00	\$47.58	\$59.60
\$37.00	\$46.93	\$60.00
\$39.00	\$52.15	\$63.00
\$46.00	\$55.25	\$65.00
\$1,200.00	\$2,625.00	\$4,300.00
\$1,100.00	\$2,225.00	\$4,000.00
\$3.00	\$4.44	\$5.00

Ineligible Items												
Item	Spec	Qty	Unit	Description	UNIT PRICE	JL STEEL	UNIT PRICE	SITE CONCRETE	UNIT PRICE	KANZA CONSTRUCTION	UNIT PRICE	JAY REESE
Written Unit Price												
1	D-701-2	204	LF	12" Class IV RCP	\$34.00	\$6,936.00	\$50.00	\$10,200.00	\$27.00	\$5,508.00	\$34.00	\$6,936.00
2	D-751-2	2	EA	Inlet Type B	\$885.00	\$1,770.00	\$3,500.00	\$7,000.00	\$4,000.00	\$8,000.00	\$2,800.00	\$5,600.00
3	SP-23	2	EA	Neeah R-3475	\$800.00	\$1,600.00	\$400.00	\$800.00	\$800.00	\$1,600.00	\$850.00	\$1,700.00
<b>Sub Total Ineligible Items</b>						\$10,306.00		\$18,000.00		\$15,108.00		\$14,236.00

Low	Average	High
\$27.00	\$38.25	\$50.00
\$885.00	\$2,160.63	\$4,000.00
\$300.00	\$638.13	\$850.00

Sub Total Base Bid	\$ 1,181,179.75	\$ 1,033,000.00	\$ 1,324,938.00	\$ 1,369,124.00
Sub Total Additive Alternate No. 1	\$ 247,497.55	\$ 203,000.00	\$ 217,455.00	\$ 278,047.00
Sub Total Additive Alternate No. 2	\$ 292,901.30	\$ 304,000.00	\$ 306,608.00	\$ 379,996.00
Sub Total Additive Alternate No. 3	\$ 233,106.80	\$ 173,000.00	\$ 197,100.00	\$ 224,860.00
Sub Total Ineligible Items	\$ 10,306.00	\$ 18,000.00	\$ 15,108.00	\$ 14,236.00
<b>Total Bid Addison Airport Project</b>	<b>\$ 1,964,991.40</b>	<b>\$ 1,731,000.00</b>	<b>\$ 2,061,209.00</b>	<b>\$ 2,266,263.00</b>

**ADDISON AIRPORT PAVEMENT RECONSTRUCTION**  
**TxDOT CSJ # 0318ADDON**

ENGINEERS ESTIMATE

Bid

Bid

Bid

Bid

**Base Bid U.S. Customs Pavement Reconstruction**

Item	Spec	Qty	Unit	Description	Numeric Unit Price	Total Price	Bid				Bid			
							UNIT PRICE	SUTTON & ASSOCIATES	UNIT PRICE	TEXAS STERLING	UNIT PRICE	OMEGA CONSTRUCTING	UNIT PRICE	REBCON
Written Unit Price														
1	M-101-1	1	LS	Mobilization	\$76,000.00	\$76,000.00	\$57,000.00	\$57,000.00	\$50,100.00	\$50,100.00	\$90,000.00	\$90,000.00	\$64,000.00	\$64,000.00
2	M-102	1	LS	Maintenance of Traffic	\$76,000.00	\$76,000.00	\$5,000.00	\$5,000.00	\$38,800.00	\$38,800.00	\$35,000.00	\$35,000.00	\$58,000.00	\$58,000.00
3	P-150-1	10,100	SY	Remove Bituminous Pavements	\$7.00	\$70,700.00	\$3.00	\$30,300.00	\$7.00	\$70,700.00	\$14.00	\$141,400.00	\$6.00	\$60,600.00
4	P-150-2	560	SY	Removal Concrete Pavement	\$20.00	\$11,200.00	\$14.50	\$8,120.00	\$5.00	\$2,800.00	\$15.00	\$8,400.00	\$10.00	\$5,600.00
5	P-152-1	5,200	CY	Unclassified Excavation	\$7.00	\$36,400.00	\$17.25	\$89,700.00	\$9.00	\$46,800.00	\$13.00	\$67,600.00	\$20.00	\$104,000.00
6	P-155-1	11,750	SY	Lime Treated Subgrade, 6" depth	\$2.50	\$29,375.00	\$2.50	\$29,375.00	\$3.00	\$35,250.00	\$2.00	\$23,500.00	\$3.00	\$35,250.00
7	P-155-2	211	TON	Lime (5%)	\$100.00	\$21,100.00	\$115.00	\$24,265.00	\$105.00	\$22,155.00	\$130.00	\$27,430.00	\$100.00	\$21,100.00
8	P-157-1	550	LF	Silt Fence	\$5.00	\$2,750.00	\$3.00	\$1,650.00	\$2.00	\$1,100.00	\$2.00	\$1,100.00	\$1.80	\$990.00
9	P-304-1	12,200	SY	Cement Treated Base Course, 6"	\$15.00	\$183,000.00	\$14.50	\$176,900.00	\$12.00	\$146,400.00	\$21.00	\$256,200.00	\$14.00	\$170,800.00
10	P-401-1	110	TON	Bituminous Surface Course	\$200.00	\$22,000.00	\$85.00	\$9,350.00	\$68.00	\$7,480.00	\$83.00	\$9,130.00	\$72.00	\$7,920.00
11	P-501-1	7,625	SY	12 Inch PCC Pavement, Non-Reinforced	\$45.00	\$343,125.00	\$53.00	\$404,125.00	\$43.00	\$327,875.00	\$44.40	\$338,550.00	\$60.00	\$457,500.00
12	P-501-2	850	SY	12 inch PCC Pavement, Reinforced	\$48.00	\$40,800.00	\$56.00	\$47,600.00	\$58.00	\$49,300.00	\$52.40	\$44,540.00	\$62.00	\$52,700.00
13	P-501-3	2,250	SY	12-15 inch PCC Pavement, Non-Reinforced	\$50.00	\$112,500.00	\$63.00	\$141,750.00	\$50.00	\$112,500.00	\$48.00	\$108,000.00	\$64.00	\$144,000.00
14	P-501-4	1,075	SY	12-15 inch PCC Pavement, Reinforced	\$53.00	\$56,975.00	\$66.00	\$70,950.00	\$67.00	\$72,025.00	\$53.00	\$56,975.00	\$66.00	\$70,950.00
15	P-603-1	92	GAL	Bituminous Tack Coat	\$10.00	\$920.00	\$1.50	\$138.00	\$3.95	\$363.40	\$3.50	\$322.00	\$3.00	\$276.00
16	P-612-1	410	SY	Milling Bituminous Pavement, 1 1/2 depth	\$8.00	\$3,280.00	\$10.50	\$4,305.00	\$4.92	\$2,017.20	\$12.00	\$4,920.00	\$7.00	\$2,870.00
17	SF-21	42	EA	Tie Downs-Neenah R-3490-A,	\$350.00	\$14,700.00	\$350.00	\$14,700.00	\$130.00	\$5,460.00	\$100.00	\$4,200.00	\$100.00	\$4,200.00
18	P-620-1	8,100	SF	Pavement Marking, Non Reflective 4" Yellow	\$2.00	\$16,200.00	\$2.00	\$16,200.00	\$2.00	\$16,200.00	\$1.50	\$12,150.00	\$1.30	\$10,530.00
19	T-904-1	250	SY	Sodding	\$60.00	\$15,000.00	\$4.00	\$1,000.00	\$3.00	\$750.00	\$4.00	\$1,000.00	\$5.00	\$1,250.00
<b>Sub Total Base Bid</b>						<b>\$1,132,025.00</b>	<b>\$1,132,428.00</b>	<b>\$1,008,075.60</b>	<b>\$1,230,417.00</b>	<b>\$1,272,536.00</b>				

**Additive Alternate No. 1 - Hangars 'A'**

Item	Spec	Qty	Unit	Description	Numeric Unit Price	Total Price	Bid				Bid			
							UNIT PRICE	SUTTON & ASSOCIATES	UNIT PRICE	TEXAS STERLING	UNIT PRICE	OMEGA CONSTRUCTING	UNIT PRICE	REBCON
Written Unit Price														
1	M-101-1	1	LS	Mobilization	\$ 18,000.00	\$18,000.00	\$12,000.00	\$12,000.00	\$9,800.00	\$9,800.00	\$3,200.00	\$3,200.00	\$13,000.00	\$13,000.00
2	M-102	1	LS	Maintenance of Traffic	\$ 18,000.00	\$18,000.00	\$5,000.00	\$5,000.00	\$6,300.00	\$6,300.00	\$3,000.00	\$3,000.00	\$7,000.00	\$7,000.00
3	P-150-1	3,160	SY	Remove Bituminous Pavements	\$ 7.00	\$22,120.00	\$3.00	\$9,480.00	\$9.00	\$28,440.00	\$3.00	\$9,480.00	\$4.00	\$12,640.00
4	P-152-1	250	CY	Unclassified Excavation	\$ 7.00	\$1,750.00	\$16.00	\$4,000.00	\$10.00	\$2,500.00	\$13.00	\$3,250.00	\$27.00	\$6,750.00
5	P-157-1	315	LF	Silt Fence	\$ 5.00	\$1,575.00	\$3.00	\$945.00	\$2.00	\$630.00	\$2.00	\$630.00	\$2.00	\$630.00
6	P-304-1	3,100	SY	Cement Treated Base Course, 6"	\$ 15.00	\$46,500.00	\$14.60	\$45,260.00	\$13.00	\$40,300.00	\$14.20	\$44,020.00	\$18.00	\$55,800.00
7	P-401-1	35	TON	Bituminous Surface Course, 6"	\$ 200.00	\$7,000.00	\$100.00	\$3,500.00	\$116.00	\$4,060.00	\$100.00	\$3,500.00	\$75.00	\$2,625.00
8	P-501-3	1,050	SY	8 inch PCC Pavement, Non Reinforced	\$ 40.00	\$42,000.00	\$45.00	\$47,250.00	\$37.00	\$38,850.00	\$37.50	\$39,375.00	\$50.00	\$52,500.00
9	P-501-6	972	SY	8 inch PCC Pavement, Reinforced	\$ 41.00	\$39,852.00	\$48.00	\$46,656.00	\$39.00	\$37,908.00	\$41.00	\$39,852.00	\$52.00	\$50,544.00
10	P-501-7	533	SY	8 - 10 inch PCC Pavement, Non-Reinforced	\$ 45.00	\$23,985.00	\$53.00	\$28,249.00	\$43.00	\$22,919.00	\$45.50	\$24,251.50	\$54.00	\$28,782.00
11	P-501-8	575	SY	8-10 inch PCC Pavement, Reinforced	\$ 48.00	\$27,600.00	\$57.00	\$32,775.00	\$45.00	\$25,875.00	\$54.30	\$31,222.50	\$56.00	\$32,200.00
12	P-603-1	30	GAL	Bituminous Tack Coat	\$ 10.00	\$300.00	\$1.50	\$45.00	\$10.00	\$300.00	\$8.00	\$240.00	\$4.00	\$120.00
13	T-904-1	760	SY	Sodding	\$ 60.00	\$45,600.00	\$4.00	\$3,040.00	\$3.00	\$2,280.00	\$4.00	\$3,040.00	\$4.00	\$3,040.00
<b>Sub Total Additive Alternate No. 1</b>						<b>\$ 294,282.00</b>	<b>\$238,200.00</b>	<b>\$220,162.00</b>	<b>\$205,061.00</b>	<b>\$265,631.00</b>				

**Additive Alternate No. 2 - Hangars 'B'**

Item	Spec	Qty	Unit	Description	Numeric Unit Price	Total Price	Bid				Bid			
							UNIT PRICE	SUTTON & ASSOCIATES	UNIT PRICE	TEXAS STERLING	UNIT PRICE	OMEGA CONSTRUCTING	UNIT PRICE	REBCON
Written Unit Price														
1	M-101-1	1	LS	Mobilization	\$ 23,000.00	\$23,000.00	\$17,600.00	\$17,600.00	\$15,700.00	\$15,700.00	\$4,200.00	\$4,200.00	\$17,000.00	\$17,000.00
2	M-102	1	LS	Maintenance of Traffic	\$ 23,000.00	\$23,000.00	\$5,000.00	\$5,000.00	\$7,400.00	\$7,400.00	\$4,000.00	\$4,000.00	\$8,000.00	\$8,000.00
3	P-150-1	5,020	SY	Remove Bituminous Pavements	\$ 7.00	\$35,140.00	\$3.00	\$15,060.00	\$10.00	\$50,200.00	\$3.00	\$15,060.00	\$5.00	\$25,100.00
4	P-152-1	250	CY	Unclassified Excavation	\$ 7.00	\$1,750.00	\$16.00	\$4,000.00	\$14.00	\$3,500.00	\$13.00	\$3,250.00	\$28.00	\$7,000.00
5	P-157-1	1,115	LF	Silt Fence	\$ 5.00	\$5,575.00	\$3.00	\$3,345.00	\$2.00	\$2,230.00	\$2.00	\$2,230.00	\$1.50	\$1,672.50
6	P-304-1	4,440	SY	Cement Treated Base Course, 6"	\$ 15.00	\$66,600.00	\$15.60	\$69,264.00	\$12.00	\$53,280.00	\$14.00	\$62,160.00	\$15.00	\$66,600.00
7	P-401-1	100	TON	Bituminous Surface Course	\$ 200.00	\$20,000.00	\$90.00	\$9,000.00	\$95.00	\$9,500.00	\$85.00	\$8,500.00	\$100.00	\$10,000.00
8	P-401-2	30	TON	Bituminous Surface Course Temporary Pavement	\$ 200.00	\$6,000.00	\$100.00	\$3,000.00	\$192.00	\$5,760.00	\$115.00	\$3,450.00	\$150.00	\$4,500.00
9	P-501-5	1,650	SY	8 inch PCC Pavement, Non Reinforced	\$ 40.00	\$66,000.00	\$45.00	\$74,250.00	\$36.00	\$59,400.00	\$37.50	\$61,875.00	\$45.00	\$74,250.00
10	P-501-7	2,762	SY	8 - 10 inch PCC Pavement, Non-Reinforced	\$ 45.00	\$124,290.00	\$53.00	\$146,386.00	\$40.00	\$110,480.00	\$41.00	\$113,242.00	\$49.00	\$135,338.00
11	P-603-1	90	GAL	Bituminous Tack Coat	\$ 10.00	\$900.00	\$1.50	\$135.00	\$1.00	\$90.00	\$3.60	\$324.00	\$4.00	\$360.00
12	T-904-1	170	SY	Sodding	\$ 60.00	\$10,200.00	\$4.00	\$680.00	\$3.00	\$510.00	\$4.00	\$680.00	\$5.00	\$850.00
<b>Sub Total Additive Alternate No. 2</b>						<b>\$ 382,455.00</b>	<b>\$347,720.00</b>	<b>\$318,050.00</b>	<b>\$278,971.00</b>	<b>\$350,670.50</b>				

**Additive Alternate No. 3 - Hangars 'C'**

Frequently

# Airport S. Terminal Ramp (Tx DOT Project)

## ~~Airport Parkway Realignment~~

### BID NO 03-30

Ineligible Items  
#1  
\$ 121,160

DUE: October 23, 2003  
2:00 PM

BIDDER	SIGNED	Bid Bond	a1	a2	a3	a4	a5	Alt No. 1	Alt No. 2	Alt No. 3	Ineligible Items	Total Bid
1 Sutton & Associates, LP	✓	✓	✓	✓	✓	✓	✓	1,132,428	238,200	347,720	205,024	1,935,532
2 Texas Sterling	✓	✓	✓	✓	✓	✓	✓	1,008,075.6	220,162	318,050	200,306	1,758,859.60
3 Omega Contracting	✓	✓	✓	✓	✓	✓	✓	1,230,417	205,061	278,971	175,470.5	1,900,467.50
4 Rebcon	✓	✓	✓	✓	✓	✓	✓	1,272,536	265,631	350,670.50	246,799	2,150,216.50
5 JL Steel, LP	✓	✓	✓	✓	✓	✓	✓	1,181,179.73	247,497.55	292,901.30	233,106.80	1,964,991.70
6 Site Concrete, Inc.	✓	✓	✓	✓	✓	✓	✓	1,033,000	203,000	304,000	173,000	1,731,000
7 Kanza Construction, Inc.	✓	✓	✓	✓	✓	✓	✓	1,324,938	217,455	306,608	197,100	2,061,209
8 Jay Reese	✓	✓	✓	✓	✓	✓	✓	1,369,124	278,047	379,996	224,860	2,266,263

Ineligible Items

- # 2 12,266
- # 3 10,548
- # 4 14,580
- # 5 10,306
- # 6 18,000
- # 7 15,108
- # 8 14,236

Minok Suh, Purchasing Coordinator

Award Date? 2-3 weeks for bid award  
 2-4 weeks for a contract  
 P 501  
 Demand Star  
 mid Nov to 1<sup>st</sup> wk Dec  
 Notice to Proceed

\$80 - /yd<sup>3</sup> Baltimore

60 /yd<sup>3</sup> Street price

## Jim Pierce

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**From:** Tony Krauss [TKRAUSS@dot.state.tx.us]  
**Sent:** Thursday, August 21, 2003 8:38 AM  
**To:** Jim Pierce; Edie Stimach  
**Cc:** Mark Acevedo; Mike Murphy; Minok Suh; Anna Saldana; jholder@hntb.com; jnicewander@hntb.com; lisa.pyles@wgint.com; luis.elguezabal@wgint.com  
**Subject:** RE: Addison airport project; TxDOT CSJ 0318ADDON advertising and bid opening dates

Jim: Is the address (4651 Airport Parkway) correct for the terminal building for the prebid meeting? or should everyone meet some other place?

>>> Edie Stimach 08/21/03 08:33AM >>>

Tony, please remind the Consultant to notify us immediately after the bid opening of the results so that we can post to the internet.

Also, I need the physical location of the Airport for the pre-bid meeting, is this 4651 Airport Parkway?

Thanks.

>>> Tony Krauss 08/21/03 08:25AM >>>

Jim: thanks for the info, this is what we need to include in the bid documents.

Our system is set up so that the project consultant, in this case HNTB, will open the bids and check each bid packet for the required information. We have a checklist of items for this purpose that will be furnished to the contractor. The consultant checks each bid as it is opened and reads the bid amount. Once all bids have been opened, the consultant will announce the "apparent low bidder", but state this is unofficial until TxDOT Aviation has had an opportunity to confirm the qualified low bidder. The consultant then takes all the bid packets back to his/her office, checks all the numbers for correctness, checks into the background and qualifications of the apparent low bidder, then forwards the original bid packets to us with a recommendation letter recommending the appropriate contractor for the bid award.

We then make the contract award to the selected contractor.

Jerry: since this is your first project with TxDOT Aviation Division, if you would prefer one of our Grant Management staff to assist in the bid opening, let us know and we can make arrangements accordingly.

Anna: If any of the information I have provided above is incorrect, or if our procedures have change, pls let us know by reply to this email.

Edie: Pls use the following in the bid docs: Minok Suh, Purchasing Coordinator, Addison Finance Building, 5350 Belt Line Road, Dallas, TX 75254.

Edie Stimach  
TxDOT Aviation Division  
(512) 416-4518  
fax (512) 416-4510  
estimach@dot.state.tx.us

>>> "Jim Pierce" <jpierce@ci.addison.tx.us> 08/20/03 04:47PM >>>

Tony: Bids will be received by Minok Suh, Purchasing Coordinator, Addison Finance Building, 5350 Belt Line Road, Dallas, TX 75254. Minok normally opens the bids and creates a list of bidders with their bids. I assume you would like her to do this, correct?

Jim Pierce, P.E.  
Assistant Public Works Director  
P.O. Box 9010  
Addison, TX 75001-9010  
972-450-2879

-----Original Message-----

From: Tony Krauss [mailto:TKRAUSS@dot.state.tx.us]  
Sent: Wednesday, August 20, 2003 11:18 AM  
To: Jim Pierce; JHolder@HNTB.com; JNicewander@HNTB.com  
Subject: Addison airport project; TxDOT CSJ 0318ADDON advertising and bid opening dates

Lady and Gentlemen: We are proceeding with the bidding of the Addison airport project.

The following dates have been determined for advertising, prebid and bid opening:

First advertising: 9-7-03

Second advertising: 9-14-03

Prebid meeting: 9-17-03 @ 10 a.m. to be held at airport with an opportunity for contractors to tour site.

Bid opening: 10-2-03 @ 2 p.m.

Jim: we need the name of the person who will receive bids, and the physical address where the bids should be delivered.

If anyone has any questions, pls contact me at your earliest convenience.

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