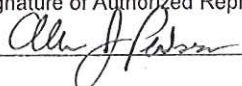


APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION <i>Application</i> ☒ Construction ☐ Non-Construction		2. DATE SUBMITTED 7/22/2013		Applicant Identifier	
<i>Pre-application</i> ☐ Construction ☐ Non-Construction		3. DATE RECEIVED BY STATE		State Application Identifier	
		4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	

5. APPLICANT INFORMATION					
Legal Name: Gainesville-Alachua County Regional Airport Authority			Organizational Unit: Department: Airport Administration		
Organizational DUNS: 13-492-5275			Division: Airport Authority		
Address: Street: 3880 NE 39 th Ave. Suite A			Name and telephone number of the person to be contacted on matters involving this application (give area code): Prefix: Mr. First Name: Allan		
City: Gainesville			Middle Name: John		
County: Alachua			Last Name: Penksa		
State: FL		Zip Code: 32609-	Suffix:		
Country: USA			Email: allan.penksa@flygainesville.com		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 5 9 — 2 7 7 4 6 4 3			Phone Number (give area code): 352-373-0249		Fax Number (give area code): 352-374-8368
8. TYPE OF APPLICATION: ☒ New ☐ Continuation ☐ Revision If Revision, enter appropriate letter(s) in box(es) (See instructions for description of letters.) ☐ ☐ Other (specify)			7. TYPE OF APPLICANT: (See instructions for Application Types) G Other (specify)		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 • 1 0 6			9. NAME OF FEDERAL AGENCY: Federal Aviation Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, State, etc.): All or portions of Alachua, Bradford, Clay, Columbia, Gilchrist, Levy, Marion, Putnam and Union Counties in North Central Florida.			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: 1) Rehabilitate Taxiway E Pavement Full Length and Width (approx. 7,500' by 75'); Construct T/W E Connector to Commercial Apron; Rehabilitate Taxiway E and R/W 11-29 Edge Lights and Markings; and related improvements.		
13. PROPOSED PROJECT Start Date: 10/15/2013 Ending Date: 05/31/2015			14. CONGRESSIONAL DISTRICTS OF: a. Applicant Fifth District b. Project Fifth District		
15. ESTIMATED FUNDING: a. Federal \$4,661,619.00 b. Applicant \$351,273.00 c. State \$166,685.00 d. Local e. Other f. Program Income g. TOTAL \$5,179,577.00			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. Yes. ☒ THIS PREAPPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: 2/18/2013 b. No. ☐ PROGRAM IS NOT COVERED BY E.O. 12372 ☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW		
			17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? ☐ Yes If "Yes", attach an explanation. ☒ No		
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE GOVERNING BODY OF THE APPLICANT HAS DULY AUTHORIZED THE DOCUMENT, AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Mr.		First Name: Allan		Middle Name: John	
Last Name: Penksa		Suffix:			
b. Title: CEO		c. Telephone Number (give area code): 352-373-0249			
d. Signature of Authorized Representative 		e. Date Signed: 7-22-2013			

Brief Item Description	% Fed	Units	RW	(1) Const or Land Cost	(2) Eng/Land Incidental	(3) Admin	(4) Total	(5) Federal	(7) Non- Federal
Rehabilitate Taxiway E Pavement (full length and width),	90			4,666,011	511,066	2,500	5,179,577	4,661,619	517,958
Construct T/W E Connector to Commercial Apron,									
Rehab. T/W E and R/W 11-29 Edge Lights and Markings									
and Related Improvements.									
Total				4,666,011	511,066	2,500	5,179,577	4,661,619	517,958

Gainesville Regional Airport
FAA AIP Application
Rev. July 22, 2013

Project Narrative

The project scope includes the following bid items included in the attached bid tabulation. Project design was primarily completed under AIP 3-12-0028-34-2012. The current request includes all construction as well as additional design and permitting fees associated with the T/W E apron connector (see URS Supplemental Agreement #1, attached) and construction phase professional services for all work items (see also URS proposed Task Order #28, attached).

Rehabilitate Taxiway E Full Length and Width (approx. 7,500 ft. by 75 ft.) - Bid Schedule A.

The airport proposes to replace the existing asphalt pavement associated with Taxiway E. Taxiway E is the sole parallel taxiway serving Runway 11-29, the airport's primary instrument runway. Taxiway E is approximately 7,500 ft. long and provides access to the airport's commercial terminal building. It supports 100% of all scheduled, commercial service operations and the majority of large, unscheduled, commercial charters. These charters are generally operated by major airlines, including Allegiant, American, Delta and USAirways. These charter aircraft include several types now categorized as FAA Taxiway Design Group 5, per AC150/5300-13, including the B-757, B-767, A-300, MD-83 and MD-88. The airport proposes to repave the existing taxiway full length and width with any radius adjustments required by FAA to meet the latest TDG-5 standards.

Construct New Connector from Taxiway E to Commercial Apron – Bid Schedule B.

The taxiway's western connection to the commercial apron will also be relocated/reconstructed under this project. The existing connection allows a direct/straight connection between the commercial apron and the primary runway. This is in contradiction with the recommendations of AC 150/5300-13A (Section 503). A new connector will be constructed approximately 260 ft. to the west and the current apron connection that is directly in line with connector E-4 will be demolished. The new apron connector will also facilitate needed apron expansion to the west. The airport intends to pursue funding for approximately 60,000 s.f. of additional concrete apron in FY14. The additional apron is required to meet current aircraft operational demands necessary to promote safe ground handling and passenger loading operations. The airport's consultant compared the cost of relocating the west apron connector, as proposed, with relocating existing Taxiway connector E-4 as an alternate means of eliminating the direct taxi route from apron to runway. It was determined that relocating connector E-4 would cost approx. \$317,000 more than the proposed plan and would not facilitate the airports need for additional apron space. The proposed plan greatly reduces the amount of construction required in the runway safety area, resulting in less operational/safety impacts. It also avoids costly night work and facilitates needed apron space. A copy of the engineers report and related cost estimates is attached.

Replace Existing Taxiway Edge Light Circuit – Bid Schedule C

Replace Taxiway E Edge Lights – Add Alternate #1

The proposed project also includes replacement of underground power cables for taxiway edge lighting and signage. The existing L-824 Type C, lightning circuit was installed in 2001 and is failing, as evidenced by continuously deteriorating meg-ohm readings. These have been traced to faults in the cable, corroding connectors and failure of transformer insulation. Please see the attached Memo from URS, Inc. Per the Crouse-Hinds (airfield lighting manufacturer) Trouble Shooting Guide*, a 10%-20% annual decline in L-824 cable resistance to ground is to be expected. The cable is approaching 12 years of age. The airport proposes to replace the existing cable with traditional L-824, 5kv cable. The existing underground conduits, junction boxes and light cans will be re-utilized. Additional conduit and light cans will need to be installed to accommodate any changes to turning radii required by FAA to comply with the latest revision to AC150/5300-13. Some additional underground pull boxes may also need to be installed to facilitate pulling of new cable. As the existing LRC cable incorporates its own ground wire, a new, direct burial, #6 copper, counterpoise ground wire system will need to be installed.

Under the base bid for this work, new LED guidance signs are installed, however the existing quartz light fixtures are re-utilized wherever possible. These light fixtures are now approximately twelve years old and are eligible for replacement. The airport has included a bid alternate (Add Alt. #1) to replace the existing edge fixtures with new, higher efficiency LED type fixtures. We would award this work dependent upon available FAA funding.

Replace Runway 11-29 Edge Light Circuit and Fixtures – Add Alt. #3

Runway 11-29 is the airport's only airline capable runway. The existing edge lighting was installed at the same time as Taxiway E and also employs the same discontinued, lightning resistant cable. The airport has had several failures to this circuit. Age and electrical condition dictate that the cables be replaced. Please reference the letter from URS, Inc, dated January 13, 2013, attached. As there is already significant amount of similar electrical work in the Taxiway E rehabilitation project, the airport felt it would be prudent and cost effective to include a bid alternate (Add Alt #3) for Runway 11-29 lighting work as well. The bid alternate includes replacement of the existing underground cabling and new counterpoise wire for Runway 11-29 as well. The bid alternate also includes replacement of some older quartz guidance signs with new, higher efficiency, LED edge light fixtures and installation of two new guidance signs delineating the ATC Tower movement area responsibility at the end of T/W A (relocated) and the compass rose area on T/W B .

Remark Runway 11-29 and Taxiway E inside of Runway Safety Area – Add Alt. #2

We wish to include remarking Runway 11-29 pavement markings as a side item in the project scope. As striping and marking will be part of the proposed taxiway work, this additional item would be included in the project bid documents. The runway markings were originally installed under AIP 3-12-0032-20-2003 in 2004. This project included full depth rehabilitation of Runway 11-29 pavement, the airport's primary instrument

runway. The project had to be completed rapidly, as Runway 11-29 is the only runway long enough to support scheduled airline operations. The final coat of paint was applied several months after the pavement was installed, allowing adequate cure time. While application was in accordance with FAA and project specifications, it became apparent sometime after final paint application that oils from the new asphalt pavement were migrating into the paint and changing the color of the markings. We request funds to repaint the entire runway, due to non-standard color from the rapid runway rehabilitation. The markings now have a light brown appearance, which is not in accordance with AC 150/5370-10E. Test areas have been evaluated to make sure that the condition has stabilized and oils will no longer continue to migrate through the new paint. The new paint, including color, will be in accordance with AC 150/5340-1K or latest edition.

Removal/Mitigation of Airport Wildlife Attractants within AOA – Add Alternate # 4.

As the Taxiway E work includes mobilization and use of earth moving equipment, airport staff believes it is an opportune time to remove areas of soils and debris in two main debris fields within the AOA fence. One pile is approximately 425 ft. north of runway 11-29 near T/W B. The other is approximately 850 ft. south of R/W 11-29, southwest of connector E-2. These debris piles provide ideal habitat for various wildlife, including; coyote, fox and various rodents and smaller mammals. Such mammals provide a food source for larger predators and airborne raptors. It is believed that the debris fields, consisting of surplus concrete pipe and concrete construction debris, soils and brush/tree roots, dates back to original airfield construction. The airport spends considerable resources mowing and removing trees, brush and other habitat within the AOA to prevent obstructions and limit wildlife populations. At present, we must mow around these areas. Restoring these areas is beyond the capabilities of airport personnel and equipment. The contractor would remove and properly dispose of the material off-site and the area would be graded and seeded. This will allow us to regularly maintain these areas in the future.

Project Justification

1) The majority of the existing taxiway pavement (6,500 ft.) was constructed in 1978. The Pavement Condition Index (PCI) is listed as "very poor" (26-40) for the entire section, with individual samples as low as 26. PCI's are per the FDOT Statewide Airfield Pavement Management Program dated March, 2011 and Re-Inspection Report, dated Feb. 29, 2012. The remaining 1,000 ft. of taxiway on the east end was originally constructed in 1983 and was reconstructed in 1998. This area is listed as fair with block cracking, longitudinal and transverse cracking, weathering and raveling prevalent in the samples.

Pavement rehabilitation is needed to maintain serviceability of the pavement. Delay of rehabilitation will increase the opportunity for FOD from unraveling pavement. Significant delay may cause the underlying pavement sections to deteriorate prematurely due to water intrusion. This would require costly re-construction to return the pavement

to serviceability. One section of asphalt on the west end of the taxiway has already failed and has been temporarily repaired by the airport.

2) The taxiways western connection to the commercial apron is directly aligned with connector E-4, leading to the primary Runway. This direct apron to runway access is contrary to the latest requirements of AC150/5300-13A, dated September 28, 2013 (*Please refer to Section 503.a and figure 4-4 on page 118*). The advisory circular recommends creating turns between taxiways and aprons and the runway, in order to improve pilot's situational awareness and reduce potentially dangerous runway incursions. The existing western connector should be relocated to improve safety and maintain operational efficiency. The new connector will also facilitate needed apron expansion, which is planned for the following year.

3) Airfield lighting circuits must provide specified and uniform lamp brightness levels per AC150/5340-30 and AC 150/5345-46. In order for this to occur, all components in the circuit must perform satisfactorily. Airfield maintenance personnel monitor Taxiway E and Runway 11-29 resistance readings on a regular and make repairs as necessary. Given the current condition and age of the circuit, we believe a complete replacement of cable, connections and step-down transformers is the best course of action. Please see the attached recommendation for replacement from the Airport's engineering consultant, URS Inc.

4) New Runway 11-29 pavement markings are requested to correct defects from unforeseen conditions experienced after installation under AIP grant GNV-20. Runway markings must meet color and reflectance criteria contained in AC 150/5370-10. New taxiway and hold position markings will be required under this project. As the cost of runway markings is small in comparison to the total project costs, we request that this item be funded as part of this request. New runway markings in accordance with AC 150-5340 would be applied.

5) The airport's approved Wildlife Hazard Management Plan, dated April 2012, requires the airport to take measures to control wildlife populations. Page 8 of the plan calls for removal of brush piles and regenerating areas within the AOA. The project would remove the last two remaining, large debris piles within the AOA. These debris piles are an attractive habitat for coyote, rodents and burrowing mammals. Since the areas cannot be mowed, brush and thick vegetation provide additional cover and food sources. Once the debris fields are removed, airport maintenance will be able to regularly mow the areas and keep brush and other wildlife attractants from returning. The lack of cover within the AOA will also greatly assist airport operations in detecting any potential intruder during daily security inspections.

* Troubleshooting Airfield Lighting Circuits by Phillip Rakowski - Cooper Crouse-Hinds, 2006

Project Cost

Total cost for the above project elements is estimated at \$5,179,577. This figure includes all construction, testing and professional services required during construction. A copy of the official bid tabulation is attached.

The Gainesville-Alachua County Regional Airport Authority respectfully requests FAA participation in the amount of \$4,661,619, representing 90% of the eligible project costs.

Gainesville Regional Airport
 FAA AIP Application
 Rev. 7/22/2013

PROJECT COST SUMMARY

**Rehabilitate Taxiway E Pavement; Construct T/W E Connector
 to Commercial Apron; Rehabilitate Taxiway E and Runway 11-29
 Edge Lighting and Markings and Related Improvements**

Construction

Anderson Columbia, Inc. - Per competitive bid opened 6-19-2013 \$4,666,011
 Includes all bid schedules and alternates (Sched. A, B & C, Add Alts. 1,2&3)

Professional Services

Additional Design Fees - URS Supp.1 to Task Order #11 (New T/W Connector) \$58,978
 Testing, RPR and construction phase services -Proposed URS Task Order # 28 \$452,088

Administration

IFE, bid advertisements and misc./postage \$2,500

Project Total \$5,179,577

Total - All Projects \$5,179,577

x.90

FAA Share Requested (90%) AIP 3-12-0028-036-2013 \$4,661,619

Anticipated Available FAA Funding(approximate)

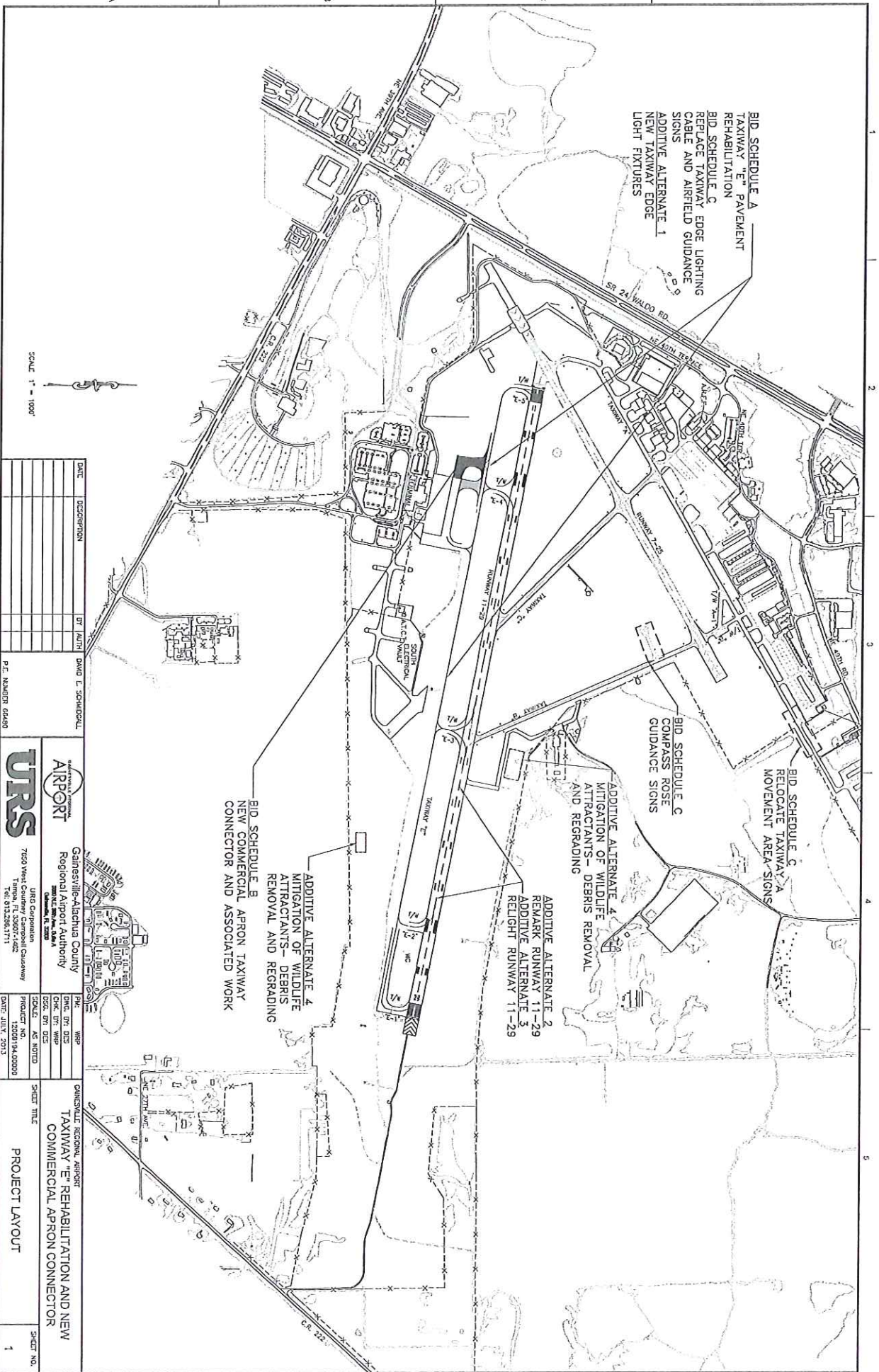
\$3,360,000 Discretionary + \$1,600,000 FY13 Entitlements = \$4, 960,000

Also:

The following unspent entitlement balances (surplus) are expected on previous projects:

GNV #031 \$ 43,116.16

GNV #032 \$23,720.97



DATE	DESCRIPTION	BY	AUTH	DAND L SCHMIDGALL
				P.C. NUMBER 06490

**MAKING YOUR ORIGINAL
AIRPORT**

URS

**Gainesville-Alachua County
Regional Airport Authority**

URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462
Tel: 813.268.1771

2000 AL 200 Ave., Suite A
Gainesville, FL 32609

PM:	WRIP
DWG:	DT1 DTS
CHK:	DT1 WRIP
DWG:	DT1 DTS
SCALE:	AS NOTED
PROJECT NO.	12008194.000001
DATE:	JULY, 2013

CHESAPEAKE REGIONAL AIRPORT TAXIWAY "E" REHABILITATION AND NEW COMMERCIAL APRON CONNECTOR	
SHEET TITLE	PROJECT LAYOUT
SHEET NO.	1



12009194
June 25, 2013

Mr. Allan J. Penksa
Chief Executive Officer
Gainesville Regional Airport
3880 NE 39th Avenue, Suite A
Gainesville, Florida 32609

Reference: **GACRAA PROJECT NO. 13-001**
TAXIWAY "E" REHABILITATION AND NEW COMMERCIAL APRON
CONNECTOR
FAA AIP PROJECT NO. 03-12-0028-036-2013
GAINESVILLE REGIONAL AIRPORT

Dear Mr. Penksa:

We have received and reviewed the Bids that were publicly opened and read aloud on June 19, 2013 for the referenced project. The following is a list of Bidders and the amount bid by each:

<u>FIRM</u>	<u>BID AMOUNT</u>	
Anderson Columbia Co., Inc.	\$ 2,635,402.85	Bid Sch. A
	\$ 1,216,220.50	Bid Sch. B
	\$ 353,222.74	Bid Sch. C
	\$ 87,976.37	Add. Alt. 1
	\$ 111,240.00	Add. Alt. 2
	\$ 192,069.50	Add. Alt. 3
	\$ 69,879.60	Add. Alt. 4
Andrews Paving, Inc.	\$ 2,775,050.00	Bid Sch. A
	\$ 1,117,234.00	Bid Sch. B
	\$ 311,500.00	Bid Sch. C
	\$ 94,328.00	Add. Alt. 1
	\$ 126,650.00	Add. Alt. 2
	\$ 195,815.00	Add. Alt. 3
	\$ 145,250.00	Add. Alt. 4
Oldcastle Southern Group Inc., d.b.a. APAC Southeast, Inc.	\$ 2,861,044.00	Bid Sch. A
	\$ 1,131,140.30	Bid Sch. B
	\$ 290,400.00	Bid Sch. C
	\$ 75,100.00	Add. Alt. 1
	\$ 99,700.00	Add. Alt. 2
	\$ 219,600.00	Add. Alt. 3
	\$ 101,650.00	Add. Alt. 4

John C. Hipp Construction Equipment Company Inc.	\$ 2,574,133.00	Bid Sch. A
	\$ 1,537,662.52	Bid Sch. B
	\$ 319,999.00	Bid Sch. C
	\$ 83,645.85	Add. Alt. 1
	\$ 125,710.00	Add. Alt. 2
	\$ 212,637.00	Add. Alt. 3
	\$ 238,670.00	Add. Alt. 4
 V.E. Whitehurst and Sons, Inc.	 \$ 3,429,100.00	 Bid Sch. A
	\$ 1,644,664.58	Bid Sch. B
	\$ 312,608.00	Bid Sch. C
	\$ 81,803.00	Add. Alt. 1
	\$ 114,480.00	Add. Alt. 2
	\$ 219,290.00	Add. Alt. 3
	\$ 52,000.00	Add. Alt. 4
 Engineer's Estimate	 \$ 3,050,250.00	 Bid Sch. A
	\$ 1,215,560.00	Bid Sch. B
	\$ 328,500.00	Bid Sch. C
	\$ 61,200.00	Add. Alt. 1
	\$ 219,500.00	Add. Alt. 2
	\$ 271,500.00	Add. Alt. 3
	\$ 75,000.00	Add. Alt. 4

Based on the amount of available FAA grant funds that have been communicated to you by the FAA it appears that all Bid Schedules and all work items are within the available budget for the project. The lowest responsive bid for the combination of all Bid Schedules was received from Anderson Columbia Co., Inc. and it is eleven percent (11%) lower than the Engineer's Estimate.

Some of the bids received contained minor mathematical errors. These errors have been corrected in accordance with the Contract Documents and notations have been added to the attached bid tabulation. These minor errors did not impact the low bidder for any of the bid schedules.

We have evaluated the qualifications of Anderson Columbia Co., Inc. and, in our opinion; we believe that Anderson Columbia Co., Inc. is qualified to perform the work. We unconditionally recommend Anderson Columbia Co., Inc. be awarded a contract for the combination of Bid Schedules A, B, and C and Additive Alternates 1, 2, 3 and 4 that best suits the Airport. If the total amount of FAA funding is less than previously stated then you will need to award less bid schedules. I also suggest that you not award pay item P-605-5.1 "Reseal Concrete-Asphalt Joint on the Commercial Apron" (Bid Schedule B) because the unit price from Anderson Columbia (\$55.60/LF) is high and does not represent a good value for this work effort.

Enclosed for your file is a copy of the "Bid Tabulation" of the bids received.

Sincerely,

URS CORPORATION



William R. Prange, P.E.

Enclosure

xc: Mike Iguina, Lynn Noffsinger, Suzanne Schiemann/GNV
Steve Henriquez, Dennis Combs, Dave Schmidgall, file/URS

BID TABULATION									
TAXWAY "E" REHABILITATION AND NEW COMMERCIAL APRON CONNECTOR									
William K. Prange, P.E. 48791 URS Corporation, Lake City, FL BIDS WERE OPENED 6/10/13 AT 2:00 P.M. Anderson Columbia Co., Inc. P.O. Box 1829 Lake City, FL 32956 386.742.2953 URS Project No: 12009195 GACRAA PROJECT NO. 13-001									
ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	TOTAL AMOUNT PER ITEM	UNIT PRICE	TOTAL AMOUNT PER ITEM	UNIT PRICE	TOTAL AMOUNT PER ITEM
BID SCHEDULE A - TAXWAY "E" PAVEMENT REHABILITATION									
P-1005-1	Mobilization	LS	1	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00		
P-101-5.1	MILL EXISTING ASPHALT TAXWAY PAVEMENT	SY	74,000	\$2.50	\$185,000.00	\$2.50	\$185,000.00	\$2.50	\$185,000.00
P-102-5.1	SHOULDER DRESSING INCLUDING OFF-SITE BORROW AS REQUIRED	SY	3,000	\$4.00	\$12,000.00	\$4.00	\$12,000.00	\$4.00	\$12,000.00
P-103-5.1	EROSION CONTROL MEASURES	LS	1	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00
P-211-5.1	LINEWORK BASE COURSE (VARIABLE THICKNESS)	TONS	3,000	\$17.00	\$51,000.00	\$17.00	\$51,000.00	\$17.00	\$51,000.00
P-211-5.2	SHAPE, COMPACT, SPREAD EXISTING LINEROCK	SY	74,000	\$3.00	\$222,000.00	\$3.00	\$222,000.00	\$3.00	\$222,000.00
P-401-5.1	BITUMINOUS SURFACE COURSE (4" THICK)	TONS	17,000	\$110.00	\$1,870,000.00	\$110.00	\$1,870,000.00	\$110.00	\$1,870,000.00
P-402-5.1	BITUMINOUS PRIME COAT	TONS	20,000	\$5.00	\$100,000.00	\$5.00	\$100,000.00	\$5.00	\$100,000.00
P-403-5.1	TAXWAY PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	SF	7,500	\$1.50	\$11,250.00	\$1.50	\$11,250.00	\$1.50	\$11,250.00
P-403-5.2	ROAD OUTLINE, NON REFLECTIVE (2 COATS REQUIRED)	SF	15,000	\$1.00	\$15,000.00	\$1.00	\$15,000.00	\$1.00	\$15,000.00
P-403-5.3	NEW SURFPAINT PAINTED RUNWAY HOLD POSITION MARKINGS	EACH	10	\$1,000.00	\$10,000.00	\$1,000.00	\$10,000.00	\$1,000.00	\$10,000.00
T-004-5.1	LOADING	SY	10,000	\$3.00	\$30,000.00	\$3.00	\$30,000.00	\$3.00	\$30,000.00
SUBTOTAL BID SCHEDULE A					\$3,059,250.00		\$3,059,250.00		
BID SCHEDULE B - NEW COMMERCIAL APRON TAXWAY CONNECTOR									
P-1005-1	Mobilization	LS	1	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00		
P-101-5.2	REMOVE EXISTING ASPHALT TAXWAY PAVEMENT AND BASE	SY	4,500	\$3.00	\$13,500.00	\$3.00	\$13,500.00	\$3.00	\$13,500.00
P-101-5.3	REMOVE EXISTING DRAINAGE PIPE AND STRUCTURES	LS	1	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00
P-102-5.1	UNCLASSIFIED EXCAVATION	CY	25,000	\$4.00	\$100,000.00	\$4.00	\$100,000.00	\$4.00	\$100,000.00
P-103-5.1	UNCLASSIFIED EXCAVATION	CY	5,000	\$4.00	\$20,000.00	\$4.00	\$20,000.00	\$4.00	\$20,000.00
P-103-5.2	OFFSITE DRAINAGE EXCAVATION	CY	5,000	\$15.00	\$75,000.00	\$15.00	\$75,000.00	\$15.00	\$75,000.00
P-103-5.4	CLEAN, GR-SUB, 18" (4" FILL, REINFORCE, AND FILL EXISTING DITCH	LS	1	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00
P-104-5.1	EROSION CONTROL MEASURES	LS	1	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
P-104-5.2	EROSION CONTROL MEASURES (12" THICK)	SY	7,000	\$4.00	\$28,000.00	\$4.00	\$28,000.00	\$4.00	\$28,000.00
P-104-5.3	LINEWORK BASE COURSE (2" THICK)	SY	8,100	\$14.00	\$113,400.00	\$14.00	\$113,400.00	\$14.00	\$113,400.00
P-104-5.4	LINEWORK BASE COURSE (4" THICK)	SY	8,100	\$14.00	\$113,400.00	\$14.00	\$113,400.00	\$14.00	\$113,400.00
P-402-5.1	BITUMINOUS PRIME COAT	TONS	2,000	\$5.00	\$10,000.00	\$5.00	\$10,000.00	\$5.00	\$10,000.00
P-402-5.2	RESEAL CONCRETE-ASPHALT JOINT ON COMMERCIAL APRON	LF	1,000	\$5.00	\$5,000.00	\$5.00	\$5,000.00	\$5.00	\$5,000.00
P-403-5.1	TAXWAY PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	SF	500	\$1.50	\$750.00	\$1.50	\$750.00	\$1.50	\$750.00
P-403-5.2	TAXWAY PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	SF	1,000	\$1.11	\$1,110.00	\$1.11	\$1,110.00	\$1.11	\$1,110.00
D-701-5.1	11" RCP CLASS IV	LF	1,000	\$400.00	\$400,000.00	\$400.00	\$400,000.00	\$400.00	\$400,000.00
D-701-5.2	14" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.3	18" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.4	24" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.5	30" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.6	36" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.7	42" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.8	48" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.9	54" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.10	60" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.11	66" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.12	72" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.13	78" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.14	84" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.15	90" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.16	96" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.17	102" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.18	108" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.19	114" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.20	120" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.21	126" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.22	132" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.23	138" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.24	144" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.25	150" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.26	156" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.27	162" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.28	168" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.29	174" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.30	180" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.31	186" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.32	192" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.33	198" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.34	204" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.35	210" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.36	216" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.37	222" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.38	228" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.39	234" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.40	240" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.41	246" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.42	252" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.43	258" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.44	264" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.45	270" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.46	276" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.47	282" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.48	288" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.49	294" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.50	300" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.51	306" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.52	312" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.53	318" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.54	324" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.55	330" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.56	336" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.57	342" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.58	348" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.59	354" RCP CLASS IV	LF	500	\$400.00	\$200,000.00	\$400.00	\$200,000.00	\$400.00	\$200,000.00
D-701-5.60	3								

BID TABULATION													
TAXWAY "E" REHABILITATION AND NEW COMMERCIAL APRON CONNECTOR													
GAINESVILLE REGIONAL AIRPORT													
FAA AIP No.: 03-13-002S-036-3013													
GAC004A PROJECT NO. 13-001													
BIDS WERE OPENED 01/19/13 AT 2:00 P.M.													
ADDITIVE ALTERNATE 1: REPLACE RUNWAY 11/20 EDGE LIGHTING SYSTEM													
ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	TOTAL AMOUNT PER ITEM	UNIT PRICE	TOTAL AMOUNT PER ITEM	UNIT PRICE	TOTAL AMOUNT PER ITEM	UNIT PRICE	TOTAL AMOUNT PER ITEM	UNIT PRICE	TOTAL AMOUNT PER ITEM	
L-100-5.5	UNDERGROUND CABLE, #6 AWG, 5 KV, L-4024, TYPE C, INSTALLED IN EXISTING DUCT OR CONDUIT INCLUDING HOWERLIN AND CONNECTIONS	LF	23000	\$2.00	\$46,000.00	\$1.22	\$28,060.00	\$1.25	\$28,750.00	\$1.70	\$39,100.00	\$1.32	\$30,360.00
L-100-5.7	UNDERGROUND CABLE, LOGICAL LIGHTING CABLE, TRANSFORMERS AND FIXTURES	LS	1	\$35,000.00	\$35,000.00	\$3,350.00	\$3,350.00	\$5,005.00	\$10,000.00	\$10,000.00	\$32,472.00	\$5,170.00	\$5,170.00
L-100-5.6	BARE COPPER COUNTERPOISE WIRE INSTALLED IN NEW TRENCH OR EXISTING DUCT, #6 AWG, INCLUDING GROUND RODS, CONNECTIONS, AND TRANSFORMER AND ALL CONNECTIONS	LF	20000	\$2.00	\$40,000.00	\$1.78	\$35,600.00	\$1.80	\$36,000.00	\$2.25	\$45,000.00	\$1.48	\$29,600.00
L-110-5.1	100% UNDERGROUND ELECTRICAL DUCT, PVC, SCHEDULE 40, NON-CONCRETE ENGASED, INCLUDING TRENCHING	LF	1000	\$6.00	\$6,000.00	\$3.09	\$3,090.00	\$3.75	\$3,750.00	\$4.00	\$4,000.00	\$3.13	\$3,130.00
L-125-5.3	NEW L-902 ELEVATED HIGH INTENSITY RUNWAY EDGE LIGHT (LED), BASE MOUNTED ON EXISTING L-407-A BASE CAN IN TURF INCLUDING NEW TRANSFORMER AND ALL CONNECTIONS	EA	72	\$1,500.00	\$108,000.00	\$1,250.02	\$90,006.24	\$1,250.00	\$90,000.00	\$1,250.00	\$90,000.00	\$85,896.00	\$110,880.00
L-125-5.4	NEW L-950C IMPAVEMENT HIGH INTENSITY RUNWAY EDGE LIGHT (LED) BASE MOUNTED ON EXISTING L-000-0 BASE CAN INCLUDING NEW TRANSFORMER AND ALL CONNECTIONS	EA	5	\$2,500.00	\$12,500.00	\$1,584.50	\$7,922.50	\$1,640.00	\$8,200.00	\$1,600.00	\$8,000.00	\$7,555.00	\$10,450.00
L-125-5.5	NEW L-902 ELEVATED HIGH INTENSITY RUNWAY THRESHOLD LIGHT (LED), BASE MOUNTED ON EXISTING L-000-0 BASE CAN IN TURF OR PAVERIES INCLUDING NEW TRANSFORMER AND ALL CONNECTIONS	EA	10	\$1,500.00	\$15,000.00	\$1,270.73	\$12,707.30	\$1,325.00	\$13,250.00	\$1,300.00	\$13,000.00	\$12,200.00	\$16,500.00
L-125-5.6	NEW L-902 IMPAVEMENT HIGH INTENSITY RUNWAY THRESHOLD LIGHT (LED), BASE MOUNTED ON EXISTING L-000-0 BASE CAN, IN TURF OR PAVERIES INCLUDING NEW TRANSFORMER AND ALL CONNECTIONS	EA	6	\$1,500.00	\$9,000.00	\$1,734.61	\$10,407.66	\$1,800.00	\$10,800.00	\$1,750.00	\$10,500.00	\$9,924.00	\$13,200.00
SUBTOTAL ADDITIVE ALTERNATE 3				\$271,590.00		\$192,860.50		\$195,815.00		\$219,600.00		\$215,637.00	\$219,200.00
ADDITIVE ALTERNATE 4: MITIGATION OF WILDLIFE ATTRACTANTS													
P-101-5.4	REMOVE EXISTING MISCELLANEOUS WILDLIFE ATTRACTANT DEBRIS AND ALL ASSOCIATED WORK (AREA 1- NORTH OF RUNWAY 11-20)	LS	1	\$25,000.00	\$25,000.00	\$24,000.00	\$24,000.80	\$51,250.00	\$51,250.00	\$50,350.00	\$50,350.00	\$125,881.00	\$32,000.00
P-101-5.5	REMOVE EXISTING MISCELLANEOUS WILDLIFE ATTRACTANT DEBRIS AND ALL ASSOCIATED WORK (AREA 2- SOUTH OF TAXWAY 2)	LS	1	\$50,000.00	\$50,000.00	\$24,000.00	\$24,000.80	\$54,000.00	\$54,000.00	\$51,300.00	\$51,300.00	\$102,870.00	\$20,000.00
SUBTOTAL ADDITIVE ALTERNATE 4				\$75,000.00		\$48,000.80		\$105,250.80		\$101,650.00		\$228,750.00	\$50,000.00

TAXWAY "E" REHABILITATION AND NEW COMMERCIAL APRON CONNECTOR						
BID TABULATION PROJECT NO. 13009156 FAA AIP No.: 05-130091-01-0019 GACRFA PROJECT NO. 13-001 URS Project No.: 13009156						
William K. Bryant, P.E. 46362 URS Corporation, Lake City, FL BIDS WERE OPENED 07/01/13 AT 2:00 P.M. Various Contract Award scenarios are listed below. The low bidder for each scenario is highlighted.	Engineer's Estimate 1009 SW Mayo Blvd, Suite 135 Lake City, FL 33625 306.724.0063	Anderson Columbia Co., Inc. P.O. Box 1829 Lake City, FL 33656 306.725.7595	Andrews Paving, Inc. 6337 NW 12th Place Gainesville, FL 32655 356.402.1115	Okeechobee Southern Group, Inc. d.b.a. APAC - Southeast, Inc. P.O. Box 2133 Jacksonville, FL 32202 904.288.6000	John G. Hipp Construction Equipment Company Inc. P.O. Box 1009 Alachua, FL 32310 386.462.2047	V.L. Whitteburn & Sons, Inc. 28251 N.E. 7th Street Winter Springs, FL 32789 407.525.5101
BASE BID TOTAL (BID SCHEDULES A, B, & C)	\$4,094,310.00	\$4,204,646.00	\$4,203,784.00	\$4,282,584.20	\$4,431,794.02	\$5,586,372.50
BASE BID + ADD. ALT. 1	\$4,655,519.00	\$4,202,822.46	\$4,203,112.00	\$4,257,584.20	\$4,515,440.27	\$5,408,175.50
BASE BID + ADD. ALT. 1 + ADD. ALT. 2	\$4,875,010.00	\$4,404,052.46	\$4,424,752.00	\$4,457,384.20	\$4,641,150.27	\$5,592,655.50
BASE BID + ADD. ALT. 1 + ADD. ALT. 2 + ADD. ALT. 3	\$5,146,510.00	\$4,596,131.96	\$4,620,572.00	\$4,670,084.20	\$4,853,702.27	\$5,801,245.50
PROJECT TOTAL (BASE BID + ADD. ALTS. 1, 2, 3 & 4)	\$5,221,510.00	\$4,666,011.56	\$4,755,027.00	\$4,779,624.20	\$5,002,547.27	\$5,853,945.50

Mathematical errors have been corrected and indicated in highlighted cells