

CONTRACT, LEASE, AGREEMENT CONTROL FORM

Date: 03/27/2024

Contract/Lease Control #: C24-3928-AP

Procurement#: ITB AP 46-23

Contract/Lease Type: CONTRACT - AGREEMENT

Award To/Lessee: GUM CREEK FARMS, INC.

Owner/Lessor: OKALOOSA COUNTY

Effective Date: 12/05/2023

Expiration Date: 10/10/2024

Description of: CEW SOUTH APRON REHABILITATION

Department: AP

Department Monitor: STAGE

Monitor's Telephone #: 850-651-7160

Monitor's FAX # or E-mail: TSTAGE@MYOKALOOSA.COM

Closed: _____

CC: BCC RECORDS

CONTRACT: C24-3928-AP
 GUM CREEK FARMS, INC.
 CEW SOUTH APRON REHABILITATION
 EXPIRES: 10/10/2024

CHANGE ORDER FORM

Date: 3/11/2024 Contract No.: C24-3928-AP Change Order No.: 01

Owner: OKALOOSA COUNTY BOARD OF COUNTY COMMISSIONERS

Contractor: Gum Creek Farms, Inc.

CHANGE TO CONTRACT PRICE	
DESCRIPTION	AMOUNT
Original Contract Price:	\$ 1,930,713.50
Net change by previously authorized Change Orders:	0.00
Present Contract Price:	\$ 1,930,713.50
This Change Order will (add/deduct):	\$ 3,258,807.55
New Contract Price:	\$ 5,189,521.05

CHANGE TO CONTRACT TIME	
DESCRIPTION	DATE or NUMBER OF DAYS
Original Contract Time:	195
Original Substantial Completion Date:	July 12, 2024
Net change by previously authorized Change Orders:	0
This Change Order will (add/deduct):	90
New Contract Time:	285
New Substantial Completion Date:	October 10, 2024

APPROVALS

REQUESTED BY: [Signature] DATE: 3-13-24
Tracy Stage, A.A.E. Airport, Inc.
 PROJECT ENGINEER: [Signature] DATE: 3-12-2024
John Collins, P.E., Senior Project Manager AVCON, Inc.
 CONTRACTOR: [Signature] DATE: 03/12/2024
 OWNER: [Signature] DATE: 3/26/2024
Paul Mixon, Chairman, Board of County Commissioners



This Change Order is an amendment to the Contract/Agreement between Contractor and the Owner, and all other contract provisions shall remain in full force and effect unless specifically amended in writing, signed by both parties.

Change Order 01 Summary

Company Name	Base Bid Included in Original Contract	Additive Alternate No. 1 Included in Original Contract	Additive Alternate No. 2	Additive Alternate No. 3	Additive Alternate No. 4	Taxiway Relocate	Total Change Order Cost
Gum Creek Farms Inc.	\$854,995.00	\$1,075,718.50	\$803,424.00	\$705,406.30	\$1,257,905.50	\$492,071.75	\$3,258,807.55

BID SCHEDULE - UNIT PRICES

CONTRACTOR: Gum Creek Farms, Inc. DATE: 7/12/23

PROJECT NAME: CEW South Apron Rehabilitation

Base Bid

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
1	C-100-1	Contractor Quality Control Program <u>SEVENTEEN THOUSAND DOLLARS AND ZERO CENTS</u>	LS	1	\$17,000.00	\$17,000.00
2	C-102-1	Erosion and Pollution Control <u>TWENTYONE THOUSAND FORTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 21,040.00	\$ 21,040.00
3	C-105-1	Mobilization <u>FIFTY TWO THOUSAND SIX HUNDRED FIFTEEN DOLLARS AND ZERO CENTS</u>	LS	1	\$ 52,615.00	\$ 52,615.00
4	C-106-1	Safety, Security, and Maintenance of Traffic <u>THIRTY THOUSAND NINE HUNDRED DOLLARS AND ZERO CENTS</u>	LS	1	\$ 30,900.00	\$ 30,900.00
5	P-101-1	Pavement Removal – Complete Asphalt Removal (2") <u>SIX DOLLARS AND ZERO CENTS</u>	SY	1,600	\$ 6.00	\$ 9,600.00

B1-4

Base Bid and Alt 1 included in original contract.

Bid Item No.	Item No.	Item Description & Unit Price In Words	Bid Unit	Estimated Quantity	Unit Price	Total Amount/Item
6	P-101-2	Pavement Removal – Complete Asphalt Removal (4") <u>SIX DOLLARS AND FIFTY CENTS</u>	SY	10300	\$6.50	\$66,950.00
7	P-101-5	Miscellaneous Demolition <u>ONE THOUSAND FIVE HUNDRED DOLLARS AND ZERO CENTS</u>	LS	1	\$1,500.00	\$1,500.00
8	P-101-6	Tie-Down Removal <u>ONE HUNDRED SEVENTY DOLLARS AND ZERO CENTS</u>	EA	37	\$170.00	\$6,290.00
9	P-211-1	Existing Base Course Preparation <u>ONE DOLLAR AND FIFTY CENTS</u>	SY	11,900	\$1.50	\$17,850.00
10	P-401-1	Bituminous Surface Course <u>TWO HUNDRED TWELVE DOLLARS AND ZERO CENTS</u>	TON	2,650	\$212.00	\$561,800.00
11	P-605-1	Joint Sealing Filler <u>ONE HUNDRED TWENTY-THREE DOLLARS AND ZERO CENTS</u>	LF	200	\$123.00	\$24,600.00
12	P-620-1	Pavement Markings with Reflective Media, Yellow <u>SIX DOLLARS AND TWENTY CENTS</u>	SF	900	\$6.20	\$5,580.00

B1-5

Base Bid and Alt 1 Included in original Contract

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
13	P-620-2	Pavement Markings Without Reflective Media, Black <u>THREE DOLLARS AND TWENTY CENTS</u>	SF	1800	\$3.20	\$5,760.00
14	P-620-3	Pavement Markings Without Reflective Media, White, Numerals <u>ONE HUNDRED EIGHTY FIVE DOLLARS AND ZERO CENTS</u>	EA	4	\$185.00	\$740.00
15	TD-1	New Tie-Down, Complete <u>ONE THOUSAND ONE HUNDRED THIRTY DOLLARS AND ZERO CENTS</u>	EA	29	\$1,130.00	\$32,770.00

For all work required to perform the work in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits a Total Base Bid Amount of:

TOTAL BASE BID AMOUNT (in words):

EIGHT HUNDRED FIFTY-FOUR THOUSAND NINE HUNDRED NINETY-FIVE DOLLARS

\$ 854,995.00

(amount in numbers)

Note: Total Bid Amount shall equal the total amount for Bid Item No. 1 through 15.

Additive Alternate No. 1

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
1	C-100-1	Contractor Quality Control Program <u>EIGHTEEN THOUSAND NINE HUNDRED EIGHTY AND ZERO CENTS</u>	LS	1	\$ 18,980.00	\$ 18,980.00

B1-6

Base Bid and Alternate 1
Included in Original
Contract

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
2	C-102-1	Erosion and Pollution Control <u>FOUR THOUSAND NINE HUNDRED AND ZERO CENTS</u>	LS	1	\$ 4,900.00	\$ 4,900.00
3	C-105-1	Mobilization <u>FIFTY TWO THOUSAND FIVE HUNDRED FIFTY ONE AND ZERO CENTS</u>	LS	1	\$ 52,551.00	\$ 52,551.00
4	C-106-1	Safety, Security, and Maintenance of Traffic <u>TWENTY FIVE THOUSAND ONE HUNDRED SEVENTY FIVE AND ZERO CENTS</u>	LS	1	\$ 25,175.00	\$ 25,175.00
5	P-101-2	Pavement Removal- Complete Asphalt Removal (4") <u>SIX DOLLARS AND ZERO CENTS</u>	SY	10,850	\$ 6.00	\$ 65,100.00
6	P-101-3	Pavement Removal- Complete Asphalt Removal (8") <u>TEN DOLLARS AND FIFTY CENTS</u>	SY	950	\$ 10.50	\$ 9,975.00
7	P-101-4	Concrete Pavement Removal <u>FORTY SEVEN DOLLARS AND ZERO CENTS</u>	SY	250	\$ 47.00	\$ 11,750.00
8	P-101-5	Miscellaneous Demolition <u>ONE THOUSAND FIVE HUNDRED DOLLARS AND ZERO CENTS</u>	LS	1	\$ 1,500.00	\$ 1,500.00

B1-7

Base Bid and alternate 1
Included in Original
Contract

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
9	P-101-6	Tie-Down Removal <u>ONE HUNDRED SEVENTY DOLLARS AND ZERO CENTS</u>	EA	118	\$ 170.00	\$ 20,060.00
10	P-152-1	Excavation and Embankment <u>TWENTY EIGHT THOUSAND SIX HUNDRED TWENTY FIVE DOLLARS AND ZERO CENTS</u>	LS	1	\$ 28,625.00	\$ 28,625.00
11	P-154-1	Stabilized Subbase Course (8") <u>TEN DOLLARS AND ZERO CENTS</u>	SY	950	\$ 10.00	\$ 9,500.00
12	P-211-1	Existing Base Course Preparation <u>ONE DOLLAR AND FIFTY CENTS</u>	SY	10,850	\$ 1.50	\$ 16,275.00
13	P-211-2	Limerock Base Course (10") <u>THIRTY THREE DOLLARS AND TWENTY FIVE CENTS</u>	SY	950	\$ 33.25	\$ 31,587.50
14	P-401-1	Bituminous Surface Course <u>TWO HUNDRED SEVEN DOLLARS AND ZERO CENTS</u>	TON	3,050	\$ 207.00	\$ 631,350.00
15	P-620-1	Pavement Markings with Reflective Media, Yellow <u>SIX DOLLARS AND TWENTY CENTS</u>	SF	1,150	\$ 6.20	\$ 7,130.00

B1-8

Base Bid and alternate 1
Included in Original
Contract

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
16	P-620-2	Pavement Markings without Reflective Media, Black <u>THREE DOLLARS AND TWENTY CENTS</u>	SF	2,250	\$ 3.20	\$ 7,200.00
17	P-620-3	Pavement Markings without Reflective Media, White, Numerals <u>ONE HUNDRED EIGHTY FIVE DOLLARS AND ZERO CENTS</u>	EA	10	\$ 185.00	\$ 1,850.00
18	TD-1	New Tie-Downs, Complete <u>ONE THOUSAND ONE HUNDRED THIRTY DOLLARS AND ZERO CENTS</u>	EA	117	\$ 1,130.00	\$ 132,210.00

For all work required to perform the work in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits a Total Additive Alternate No. 1 Amount of:

TOTAL ADDITIVE ALTERNATE NO. 1 AMOUNT (in words): _____
ONE MILLION SEVENTY-FIVE THOUSAND SEVEN HUNDRED EIGHTEEN DOLLARS AND FIFTY CENTS

Base Bid and Alternate 1 Included in Original Contract _____ (\$1,075,718.50) _____ (amount in)

Note: Total Additive Alternate No. 1 Amount shall equal the total amount for Bid Item No. 1 through 18.

Additive Alternate No. 2

Bid item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
1	C-100-1	Contractor Quality Control Program <u>NINETEEN THOUSAND THREE HUNDRED EIGHTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 19,380.00	\$ 19,380.00

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
2	C-102-1	Erosion and Pollution Control <u>FOUR THOUSAND ONE HUNDRED FORTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 4,140.00	\$ 4,140.00
3	C-105-1	Mobilization <u>FORTY FIVE THOUSAND TWO HUNDRED FIFTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 45,250.00	\$ 45,250.00
4	C-106-1	Safety, Security, and Maintenance of Traffic <u>NINETEEN THOUSAND EIGHT HUNDRED SEVENTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 19,870.00	\$ 19,870.00
5	P-101-2	Pavement Removal- Complete Asphalt Removal (4") <u>SIX DOLLARS AND FIFTY CENTS</u>	SY	2,600	\$ 6.50	\$ 16,900.00
6	P-101-3	Pavement Removal- Complete Asphalt Removal (8") <u>TEN DOLLARS AND FIFTY CENTS</u>	SY	3,800	\$ 10.50	\$ 39,900.00
7	P-101-6	Tie-Down Removal <u>ONE HUNDRED SEVENTY DOLLARS AND ZERO CENTS</u>	EA	19	\$ 170.00	\$ 3,230.00
8	P-152-1	Excavation and Embankment <u>FIFTY TWO THOUSAND SIX HUNDRED DOLLARS AND ZERO CENTS</u>	LS	1	\$ 52,600.00	\$ 52,600.00

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
9	P-154-1	Stabilized Subbase Course (8") <u>TEN DOLLARS AND</u> <u>ZERO CENTS</u>	SY	3,800	\$ 10.00	\$ 38,000.00
10	P-211-1	Existing Base Course Preparation <u>ONE DOLLAR AND</u> <u>FIFTY CENTS</u>	SY	2,600	\$ 1.50	\$ 3,900.00
11	P-211-2	Limerock Base Course (10") <u>THIRTY THREE DOLLARS AND</u> <u>TWENTY FIVE CENTS</u>	SY	3,800	\$ 33.25	\$ 126,350.00
12	P-401-1	Bituminous Surface Course <u>TWO HUNDRED FOURTEEN DOLLARS</u> <u>AND</u> <u>ZERO CENTS</u>	TON	1,620	\$ 214.00	\$ 346,680.00
13	P-620-1	Pavement Markings With Reflective Media, Yellow <u>SIX DOLLARS AND</u> <u>TWENTY CENTS</u>	SF	405	\$ 6.20	\$ 2,511.00
14	P-620-2	Pavement Markings Without Reflective Media, Black <u>THREE DOLLARS AND</u> <u>TWENTY CENTS</u>	SF	810	\$ 3.20	\$ 2,592.00
15	P-620-3	Pavement Markings Without Reflective Media, White, Numerals <u>ONE HUNDRED EIGHTY FIVE DOLLARS</u> <u>AND</u> <u>ZERO CENTS</u>	SF	1	\$ 185.00	\$ 185.00

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
16	TD-1	New Tie-Downs, Complete <u>ONE THOUSAND ONE HUNDRED THIRTY DOLLARS AND ZERO CENTS</u>	EA	19	\$ 1,130.00	\$ 21,470.00
17	L-108-1	1/C L-824 Type C- Unshielded #8 AWG 5 KV Cable <u>SEVEN DOLLARS AND FIFTY CENTS</u>	LF	220	\$ 7.50	\$ 1,650.00
18	L-108-2	1/C #2 AWG Solid Copper Counterpoise Wire <u>EIGHT DOLLARS AND SEVENTY FIVE CENTS</u>	LF	220	\$ 8.75	\$ 1,925.00
19	L-110-1	1W2" Schedule 40 PVC Direct Earch Buried Duct <u>TWENTY DOLLARS AND ZERO CENTS</u>	LF	220	\$ 20.00	\$ 4,400.00
20	L-125-1	L-861 T(L) Omnidirectional, Blue, LED, Taxiway Edge Light (T) <u>TEN THOUSAND FOUR HUNDRED FOUR DOLLARS AND ZERO CENTS</u>	LF	4	\$ 10,404.00	\$ 41,616.00
21	DD-1	4" Schedule 40 PVC with Backfill, Complete <u>THIRTY SEVEN DOLLARS AND FIFTY CENTS</u>	LF	290	\$ 37.50	\$ 10,875.00

For all work required to perform the work in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits a Total Additive Alternate No. 2 Amount of:

TOTAL ADDITIVE ALTERNATE NO. 2 AMOUNT (in words): _____

EIGHT HUNDRED THREE THOUSAND FOUR HUNDRED TWENTY-FOUR DOLLARS AND ZERO CENTS

\$803,424.00
 (amount)

Note: Total Additive Alternate No. 2 Amount shall equal the total amount for Bid Item No. 1 through 21.

Additive Alternate No. 3

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/ Item
1	C-100-1	Contractor Quality Control Program <u>SEVENTEEN THOUSAND THREE HUNDRED THIRTY FIVE AND ZERO CENTS</u>	LS	1	\$ 17,335.00	\$ 17,335.00
2	C-102-1	Erosion and Pollution Control <u>TWO THOUSAND FIVE HUNDRED SEVENTY FIVE AND ZERO CENTS</u>	LS	1	\$ 2,575.00	\$ 2,575.00
3	C-105-1	Mobilization <u>THIRTY FIVE THOUSAND EIGHTY ONE DOLLARS AND ZERO CENTS</u>	LS	1	\$ 35,081.00	\$ 35,081.00
4	C-106-1	Safety, Security, and Maintenance of Traffic <u>NINETEEN THOUSAND SIX HUNDRED EIGHTY FIVE AND ZERO CENTS</u>	LS	1	\$ 19,685.00	\$ 19,685.00

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
5	P-101-2	Pavement Removal- Complete Asphalt Removal (4") <u>SIX DOLLARS AND FIFTY CENTS</u>	SY	6,650	\$ 6.50	\$ 43,225.00
6	P-101-3	Pavement Removal- Complete Asphalt Removal (8") <u>TEN DOLLARS AND FIFTY CENTS</u>	SY	1,730	\$ 10.50	\$ 18,165.00
7	P-101-5	Miscellaneous Demolition <u>ONE THOUSAND FIVE HUNDRED DOLLARS AND ZERO CENTS</u>	LS	1	\$ 1,500.00	\$ 1,500.00
8	P-101-6	Tie-Down Removal <u>ONE HUNDRED SEVENTY DOLLARS AND ZERO CENTS</u>	EA	8	\$ 170.00	\$ 1,360.00
9	P-152-1	Excavation and Embankment <u>TWENTY THREE THOUSAND FOUR HUNDRED FIFTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 23,450.00	\$ 23,450.00
10	P-154-1	Stabilized Subbase Course (8") <u>TEN DOLLARS AND ZERO CENTS</u>	SY	1,730	\$ 10.00	\$ 17,300.00
11	P-211-1	Existing Base Course Preparation <u>ONE DOLLAR AND FIFTY CENTS</u>	SY	6,650	\$ 1.50	\$ 9,975.00

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
12	P-211-2	Limerock Base Course (10") <u>THIRTY THREE DOLLARS AND TWENTY FIVE CENTS</u>	SY	1,730	\$ 33.25	\$ 57,522.50
13	P-401-1	Bituminous Surface Course <u>TWO HUNDRED THIRTEEN DOLLARS AND ZERO CENTS</u>	TON	2,100	\$ 213.00	\$ 447,300.00
14	P-620-1	Pavement Markings With Reflective Media, Yellow <u>SIX DOLLARS AND TWENTY FIVE CENTS</u>	SF	120	\$ 6.25	\$ 750.00
15	P-620-2	Pavement Markings Without Reflective Media, Black <u>THREE DOLLARS AND TWENTY CENTS</u>	SF	240	\$ 3.20	\$ 768.00
16	P-620-3	Pavement Markings Without Reflective Media, White, Numerals <u>ONE HUNDRED EIGHTY SEVEN DOLLARS AND FORTY CENTS</u>	SF	2	\$ 187.40	\$ 374.80
17	TD-1	New Tie-Downs, Complete <u>ONE THOUSAND ONE HUNDRED THIRTY DOLLARS AND ZERO CENTS</u>	EA	8	\$ 1,130.00	\$ 9,040.00

For all work required to perform the work in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits a Total Additive Alternate No. 3 Amount of:

TOTAL ADDITIVE ALTERNATE NO. 3 AMOUNT (in words): _____

SEVEN HUNDRED FIVE THOUSAND FOUR HUNDRED SIX DOLLARS AND THIRTY CENTS

(\$ 705,406.30)

amount in numbers

Note: Total Additive Alternate No. 3 Amount shall equal the total amount for Bid Item No. 1 through 17.

Additive Alternate No. 4

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
1	C-102-1	Erosion and Pollution Control <u>TEN THOUSAND ONE HUNDRED FIFTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 10,150.00	\$ 10,150.00
2	C-105-1	Mobilization <u>FORTY THREE THOUSAND TWO HUNDRED SEVENTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 43,270.00	\$ 43,270.00
3	C-106-1	Safety, Security, and Maintenance of Traffic <u>SEVENTEEN THOUSAND SEVEN HUNDRED EIGHTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 17,780.00	\$ 17,780.00
4	P-152-1	Excavation and Embankment <u>TWO HUNDRED FIVE THOUSAND SEVEN HUNDRED TWENTY FIVE AND ZERO CENTS</u>	LS	1	\$ 205,725.00	\$ 205,725.00
5	D-751-1	Type H Top (4-Grate) With Type J Bottom (4'-6" x 14') <u>TWELVE THOUSAND ONE HUNDRED FIVE DOLLARS AND ZERO CENTS</u>	EA	2	\$ 12,105.00	\$ 24,210.00

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
6	D-751-2	Type H Top (4-Grate) With Type J Bottom (4'-6" x 15') <u>TWENTY THOUSAND SEVEN HUNDRED SEVENTY DOLLARS AND ZERO CENTS</u>	EA	4	\$ 20,770.00	\$ 83,080.00
7	D-701-1	29" x 45" ERCP, Class III <u>THREE HUNDRED FORTY EIGHT DOLLARS AND ZERO CENTS</u>	LF	151	\$ 348.00	\$ 52,548.00
8	D-701-2	34" x 53" ERCP, Class III <u>FOUR HUNDRED FIFTY FIVE DOLLARS AND ZERO CENTS</u>	LF	1,164	\$ 455.00	\$ 529,620.00
9	D-701-3	48" RCP <u>THREE HUNDRED FORTY FIVE DOLLARS AND ZERO CENTS</u>	LF	258	\$ 345.00	\$ 89,010.00
10	T-904-1	Sodding, Argentine Bahia <u>FIVE DOLLARS AND ZERO CENTS</u>	SY	7,350	\$ 5.00	\$ 36,750.00
11	PY-1	Pyramat <u>TWENTY TWO DOLLARS AND TWENTY FIVE CENTS</u>	SY	7,450	\$ 22.25	\$ 165,762.50

For all work required to perform the work in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits a Total Additive Alternate No. 4 Amount of:

TOTAL ADDITIVE ALTERNATE NO. 4 AMOUNT (in words): _____

ONE MILLION TWO HUNDRED FIFTY SEVEN THOUSAND NINE HUNDRED FIVE DOLLARS AND FIFTY CENTS

(\$ 1,257,905.50)

(amount in numbers)

Note: Total Additive Alternate No. 4 Amount shall equal the total amount for Bid Item No. 1 through 11.

Additive Alternate No. 5

Bid Item No.	Item No.	Item Description & Unit Price Bid In Words	Unit	Estimated Quantity	Unit Price	Total Amount/Item
1	P-101-7	Concrete Foundation Demolition <u>FIVE THOUSAND ONE HUNDRED DOLLARS AND ZERO CENTS</u>	EA	5	\$ 5,100.00	\$ 25,500.00
2	ELEC-1	Furnish and Install High Mast Lights, No. 2 and 5, Complete <u>ONE HUNDRED SEVENTY FIVE THOUSAND EIGHT HUNDRED FIFTY DOLLARS AND ZERO CENTS</u>	LS	1	\$ 175,850.00	\$ 175,850.00

For all work required to perform the work in accordance with the construction drawings, specifications, and other contract documents, including all costs related to the work, and any required permits, taxes, bonds and insurance, the undersigned submits a Total Additive Alternate No. 5 Amount of:

TOTAL ADDITIVE ALTERNATE NO. 5 AMOUNT (in words): _____

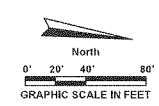
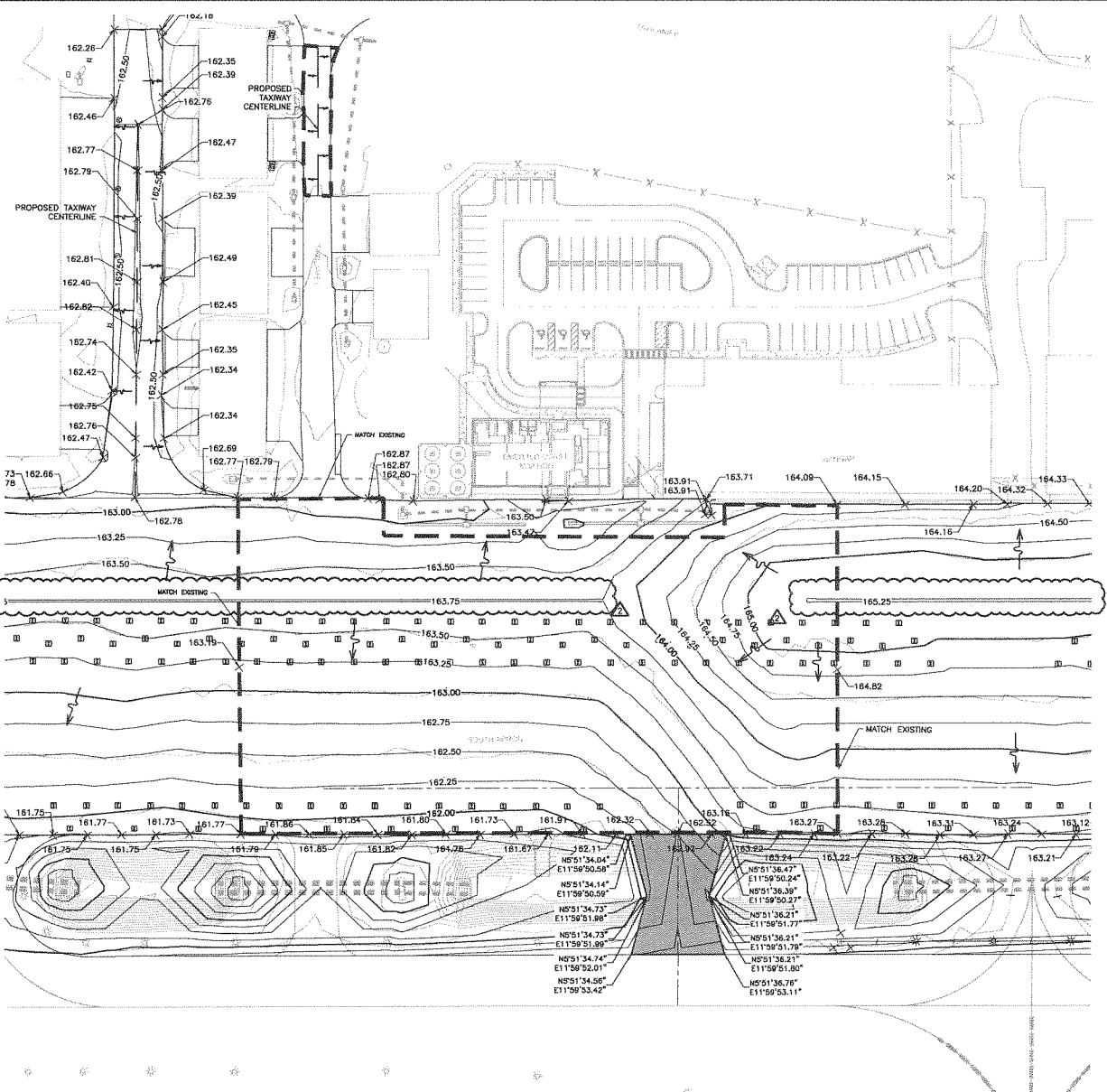
TWO HUNDRED ONE THOUSAND THREE HUNDRED FIFTY DOLLARS AND ZERO CENTS

cents

(\$ 201,350.00)

(amount in numbers)

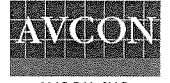
Note: Total Additive Alternate No. 5 Amount shall equal the total amount for Bid Item No. 1 and 2.



LEGEND	
	FLOW ARROW
	PHASE 2 LIMITS

GRADING AND DRAINAGE NOTES:

1. ALL FINAL PAVING SHALL PROMOTE POSITIVE DRAINAGE TOWARDS INLETS, NO "BIRD BATHS" OR PONDING SHALL BE ACCEPTED.
2. CONTRACTOR SHALL CAREFULLY PAVE AROUND AIRCRAFT TI-DOWNS. ANY DAMAGE CAUSED BY CONTRACTOR SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
3. CONTRACTOR SHALL PROTECT EXISTING CONCRETE TRENCH DRAINS.
4. SEE ASPHALT PAVING LANE DETAIL AND ASPHALT/ASPHALT PAVEMENT BUTT JOINT DETAIL, SHEET C-20.



AVCON, INC.
ENGINEERS & PLANNERS
320 BAYSHORE DRIVE, SUITE A
CRESTVIEW, FL 32539
PHONE: (850) 678-0260
FAX: (850) 678-0260
CORPORATE CERTIFICATE OF AUTHORIZATION NUMBER: 5057
www.avcon.com

ENGINEER OF RECORD
NAME: JOHN R. COLLINS
FL LICENSE NO.: 74418
AVCON, INC.
320 BAYSHORE DRIVE, SUITE A
CRESTVIEW, FL 32539
PHONE: (850) 678-0260
FAX: (850) 678-0260
FERR CERTIFICATE OF AUTHORIZATION NO. 5057

**BOB SIKES AIRPORT
CRESTVIEW, FL**

**SOUTH APRON
REHABILITATION**

PAVING PLAN - PHASE 2

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1	01/13/24	MAB	NEW CONNECTOR
2	02/13/24	CAP	WORK DIRECTIVE #1
3	02/22/24	MAB	CHANGE ORDER #1

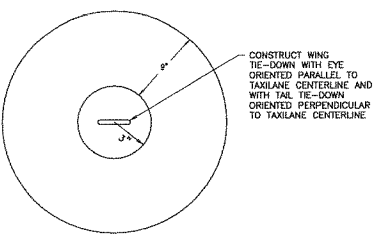
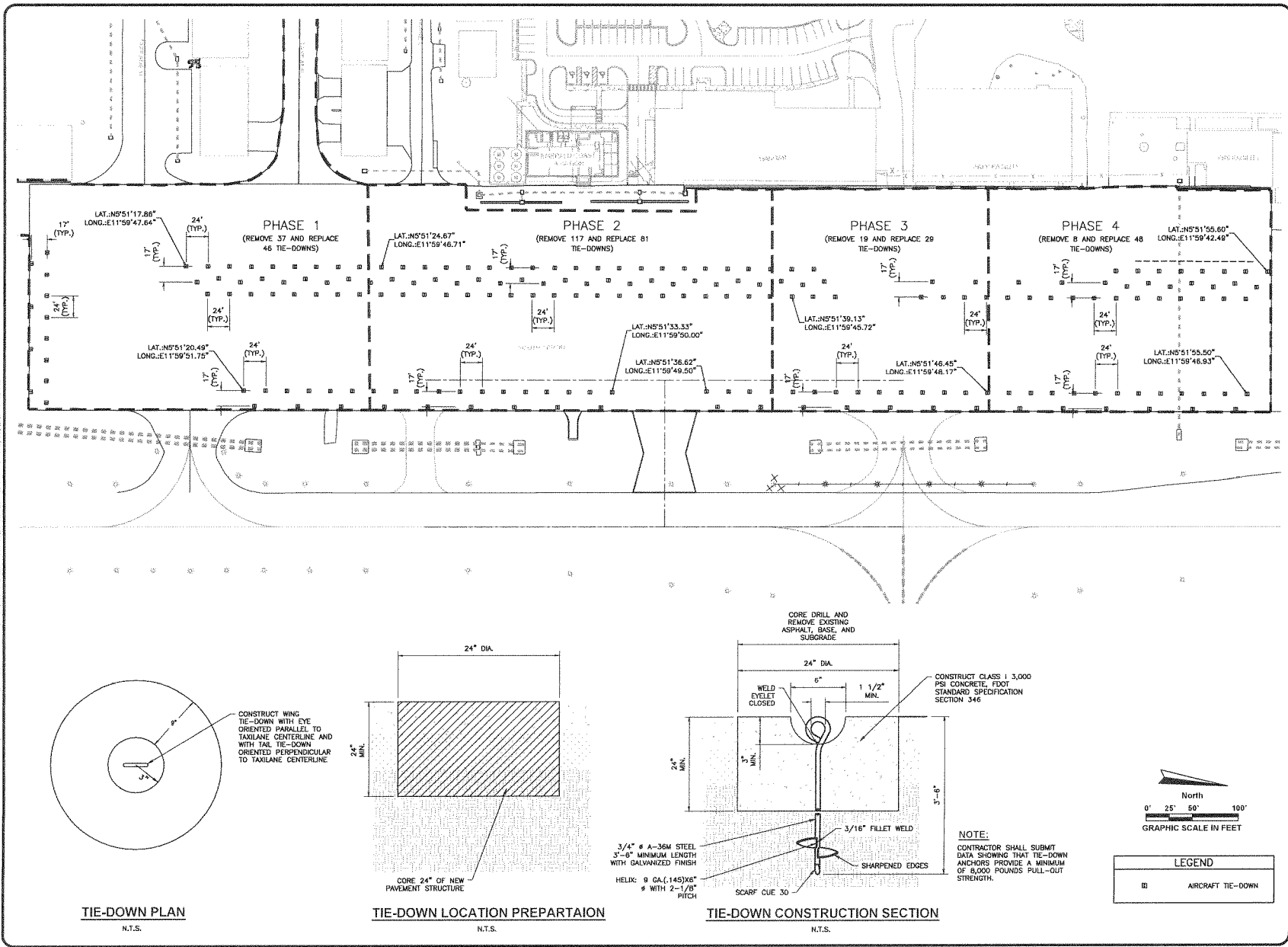
**RELEASE FOR
CONSTRUCTION**

DESIGNED BY: J.R.C.
DRAWN BY: C.A.P.
CHECKED BY: J.R.C.
APPROVED BY: V.C.L.
DATE: JANUARY 2024

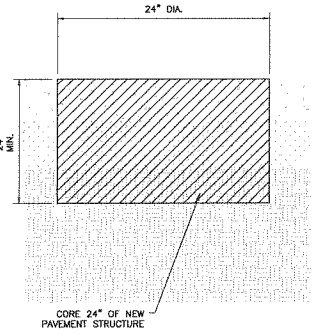
AVCON PROJECT NO. 2017.050.09

**SHEET NUMBER
C-13**

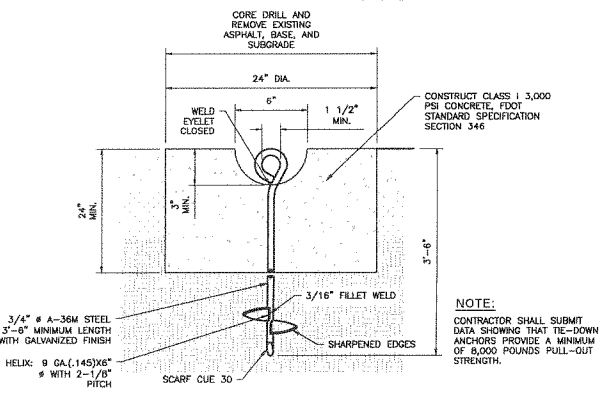
1. ADDED ADDITIONAL SPOT ELEVATIONS AND COORDINATES.



TIE-DOWN PLAN
N.T.S.

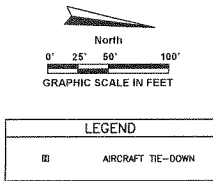


TIE-DOWN LOCATION PREPARATION
N.T.S.



TIE-DOWN CONSTRUCTION SECTION
N.T.S.

NOTE:
CONTRACTOR SHALL SUBMIT DATA SHOWING THAT TIE-DOWN ANCHORS PROVIDE A MINIMUM OF 8,000 POUNDS PULL-OUT STRENGTH.



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FBR CERTIFICATE OF AUTHORIZATION NO. 5057

**BOB SIKES AIRPORT
CRESTVIEW, FL**

**SOUTH APRON
REHABILITATION**

**TIE-DOWN ANCHOR
PLAN & DETAILS**

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3	03/22/12	MAB	CHANGE ORDER #1

**RELEASE FOR
CONSTRUCTION**

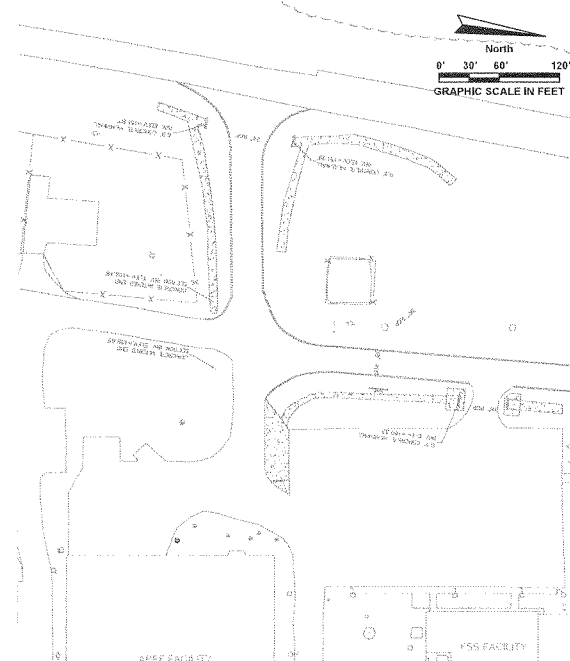
DESIGNED BY: J.R.C.
DRAWN BY: C.A.P.
CHECKED BY: J.R.C.
APPROVED BY: V.C.L.
DATE: JANUARY 2012

AVCON PROJECT NO. 2017.050.09

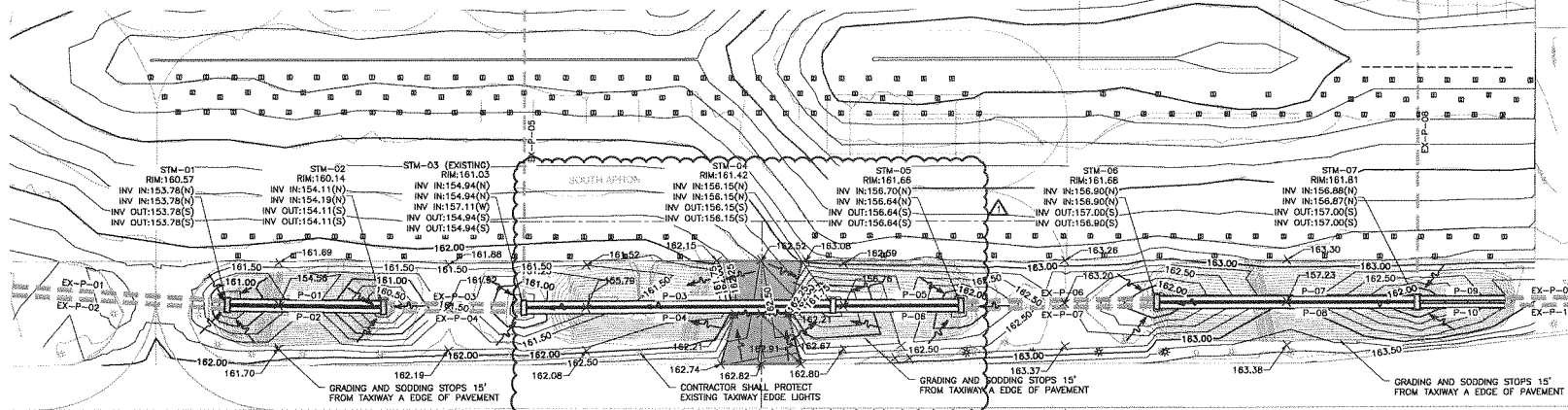
**SHEET NUMBER
C-16**

STORMWATER STRUCTURE TABLE				
STRUCTURE NAME:	STRUCTURE TYPE:	DETAILS:	NORTHING:	EASTING:
STM-01	TYPE "H" TOP (4-GRADE) TYPE "J" BOTTOM (4'-6" X 14')	RIM = 160.57 INV IN = 153.78 INV IN = 153.78 INV OUT = 153.78	850895.54	1333243.79
STM-02	TYPE "H" TOP (4-GRADE) TYPE "J" BOTTOM (4'-6" X 14')	RIM = 160.14 INV IN = 154.11 INV IN = 154.19 INV OUT = 154.11	850827.31	1333227.49
STM-03 (EXISTING)	EXISTING STRUCTURE (TO REMAIN)	RIM = 161.03 INV IN = 154.94 INV IN = 154.94 INV IN = 157.11 INV OUT = 154.94	850945.55	1333211.85
STM-04	TYPE "H" TOP (4-GRADE) TYPE "J" BOTTOM (4'-6" X 15'-0")	RIM = 161.42 INV IN = 156.15 INV IN = 156.15 INV OUT = 156.15 INV OUT = 156.15	851206.50	1333174.33
STM-05	TYPE "H" TOP (4-GRADE) TYPE "J" BOTTOM (4'-6" X 15'-0")	RIM = 161.78 INV IN = 156.70 INV IN = 156.64 INV OUT = 156.64 INV OUT = 156.64	851314.78	1333156.67
STM-06	TYPE "H" TOP (4-GRADE) TYPE "J" BOTTOM (4'-6" X 15'-0")	RIM = 161.88 INV IN = 156.80 INV IN = 156.82 INV OUT = 157.00 INV OUT = 156.90	851479.82	1333133.23
STM-07	TYPE "H" TOP (4-GRADE) TYPE "J" BOTTOM (4'-6" X 15'-0")	RIM = 161.81 INV IN = 156.88 INV IN = 156.82 INV OUT = 157.00 INV OUT = 157.00	851699.72	1333102.81

STORMWATER PIPE TABLE			
NAME	DESCRIPTION	LENGTH	SLOPE
EX-P-01	EXISTING 48" RCP	258.99'	0.11%
EX-P-02	EXISTING 48" RCP	254.20'	0.07%
EX-P-03	EXISTING 48" RCP	119.18'	0.70%
EX-P-04	EXISTING 48" RCP	114.86'	0.65%
EX-P-05	EXISTING 24" RCP	269.29'	0.81%
EX-P-06	EXISTING 34" X 53" ERCP	162.51'	0.18%
EX-P-07	EXISTING 34" X 53" ERCP	162.47'	0.16%
EX-P-08	EXISTING 24" RCP	275.71'	0.62%
EX-P-09	EXISTING 29" X 45" ERCP	74.88'	0.27%
EX-P-10	EXISTING 29" X 45" ERCP	75.25'	0.22%
P-01	48" RCP	128.23'	0.26%
P-02	48" RCP	126.32'	0.26%
P-03	34" X 53" ERCP	281.41'	0.46%
P-04	34" X 53" ERCP	281.35'	0.46%
P-05	34" X 53" ERCP	107.16'	0.46%
P-06	34" X 53" ERCP	107.18'	0.46%
P-07	34" X 53" ERCP	217.46'	0.05%
P-08	34" X 53" ERCP	217.53'	0.05%
P-09	29" X 45" ERCP	72.85'	0.27%
P-10	29" X 45" ERCP	72.48'	0.22%



NOTE: SEE SHEETS C-12 TO C-15 FOR PAVEMENT GRADES.



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**BOB SIKES AIRPORT
CRESTVIEW, FL**

**SOUTH APRON
REHABILITATION**

**GRADING AND
DRAINAGE PLAN**

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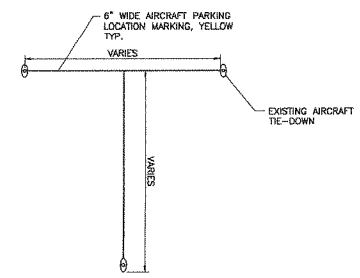
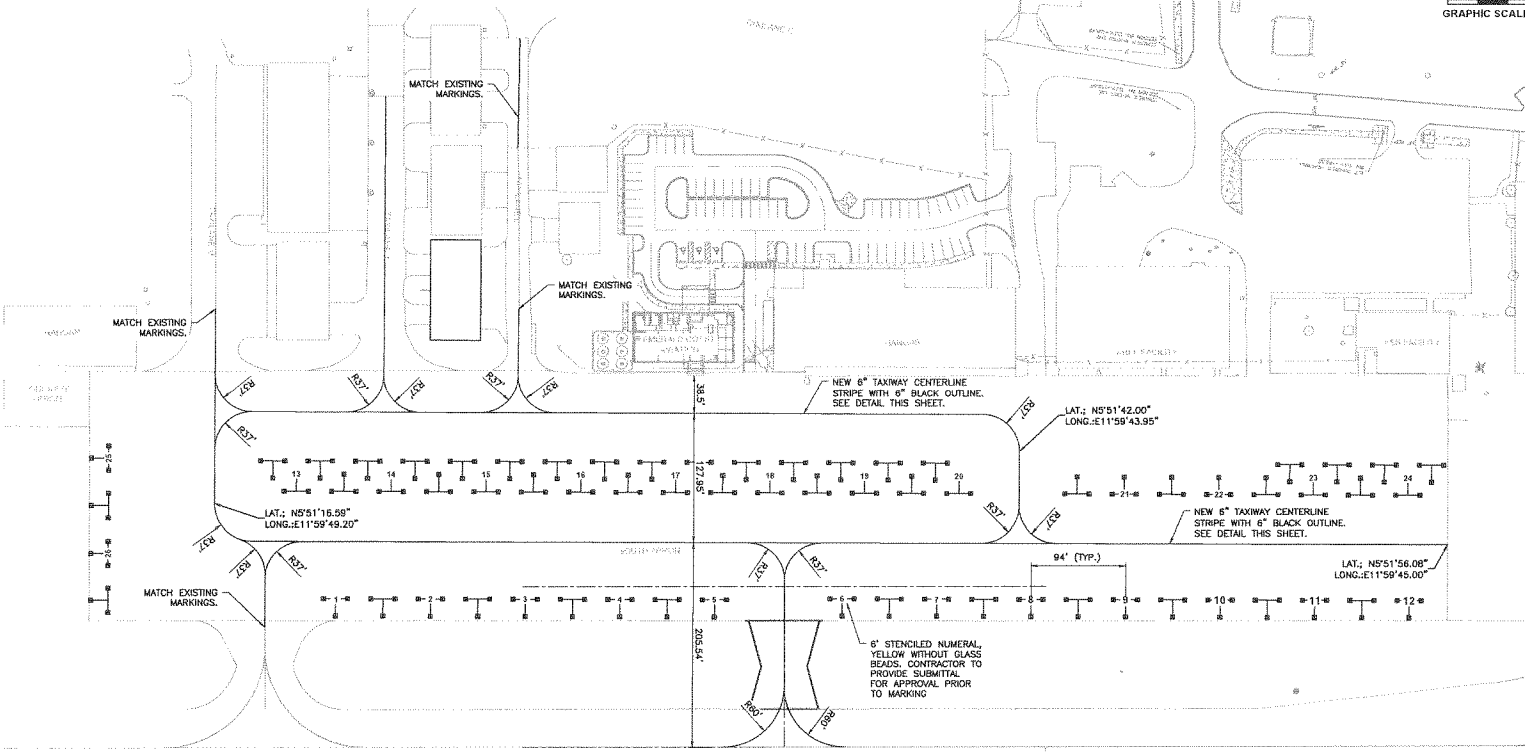
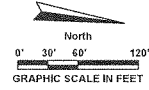
REVISIONS:			
NO.	DATE	BY	DESCRIPTION
1	01/13/24	MAB	NEW CONNECTOR
2	02/13/24	CAP	WORK DIRECTIVE #1
3	02/22/24	MAB	CHANGE ORDER #1

**RELEASE FOR
CONSTRUCTION**

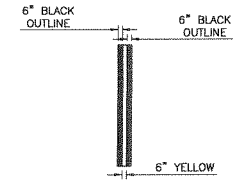
DESIGNED BY: J.R.C.
DRAWN BY: C.A.P.
CHECKED BY: J.R.C.
DATE: V.C.L.
APPROVED BY: JANUARY 2024

AVCON PROJECT NO. 2017.069.09

**SHEET NUMBER
C-17**



AIRCRAFT PARKING LOCATION MARKING
N.T.S.



TAXIWAY CENTERLINE STRIPE MARKING DETAIL
N.T.S.



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FBRP CERTIFICATE OF AUTHORIZATION NO. 6587

**BOB SIKES AIRPORT
CRESTVIEW, FL**

**SOUTH APRON
REHABILITATION**

PAVEMENT MARKING PLAN

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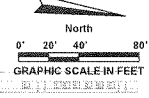
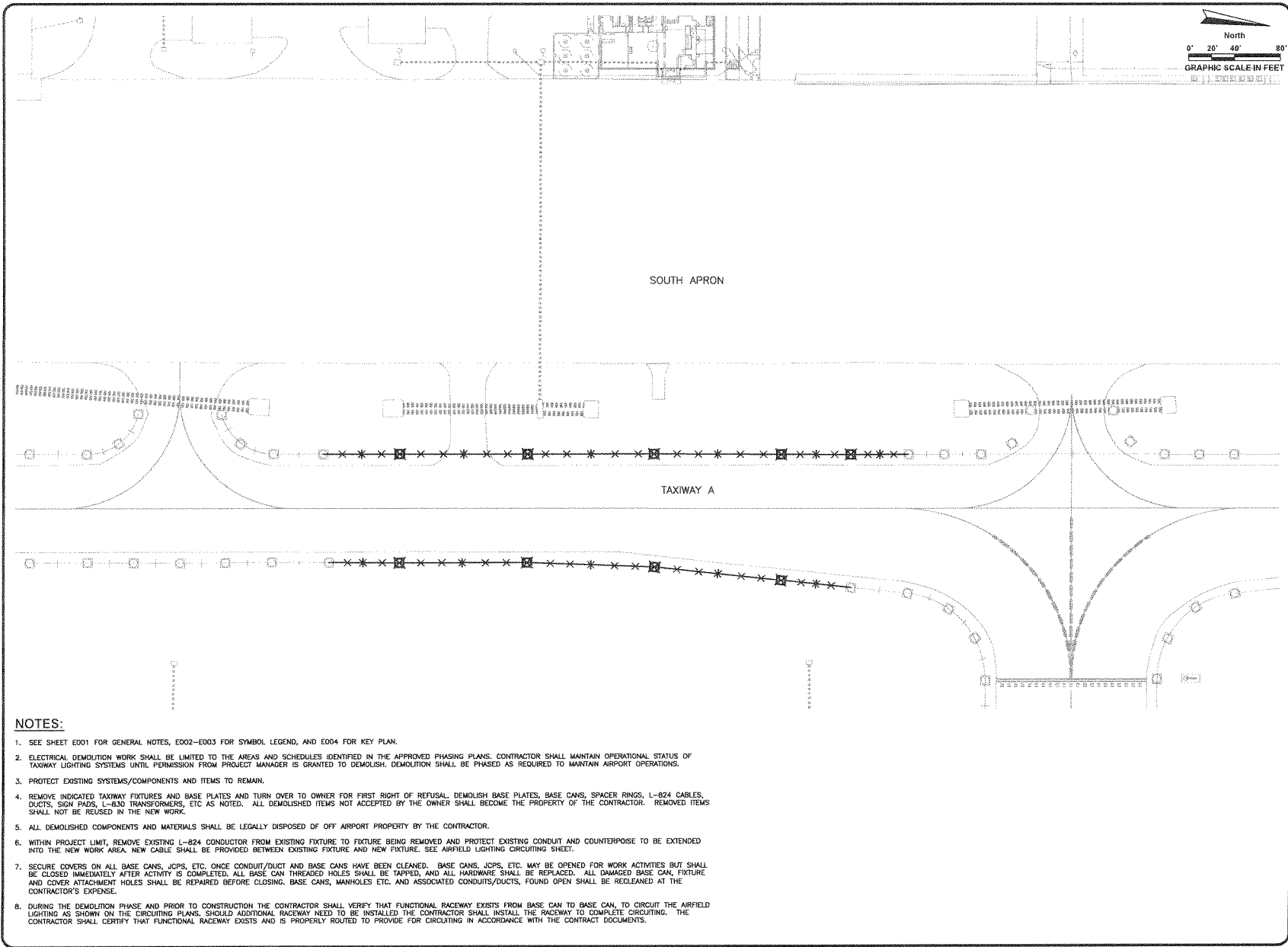
**RELEASE FOR
CONSTRUCTION**

DESIGNED BY:	J.R.C.
DRAWN BY:	C.A.P.
CHECKED BY:	J.R.C.
APPROVED BY:	V.C.L.
DATE:	JANUARY 2024

AVCON PROJECT NO. 2017.050.09

**SHEET NUMBER
C-19**

BY: USER: A111 - 1/14/2024 10:50:00 AM - 2024 COUNTY: HARRIS COUNTY, TEXAS - PROJECT: 2017.050.09 - SHEET: C-19



SOUTH APRON

TAXIWAY A

NOTES:

1. SEE SHEET E001 FOR GENERAL NOTES, E002-E003 FOR SYMBOL LEGEND, AND E004 FOR KEY PLAN.
2. ELECTRICAL DEMOLITION WORK SHALL BE LIMITED TO THE AREAS AND SCHEDULES IDENTIFIED IN THE APPROVED PHASING PLANS. CONTRACTOR SHALL MAINTAIN OPERATIONAL STATUS OF TAXIWAY LIGHTING SYSTEMS UNTIL PERMISSION FROM PROJECT MANAGER IS GRANTED TO DEMOLISH. DEMOLITION SHALL BE PHASED AS REQUIRED TO MAINTAIN AIRPORT OPERATIONS.
3. PROTECT EXISTING SYSTEMS/COMPONENTS AND ITEMS TO REMAIN.
4. REMOVE INDICATED TAXIWAY FIXTURES AND BASE PLATES AND TURN OVER TO OWNER FOR FIRST RIGHT OF REFUSAL. DEMOLISH BASE PLATES, BASE CANS, SPACER RINGS, L-824 CABLES, DUCTS, SIGN PADS, L-830 TRANSFORMERS, ETC AS NOTED. ALL DEMOLISHED ITEMS NOT ACCEPTED BY THE OWNER SHALL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVED ITEMS SHALL NOT BE REUSED IN THE NEW WORK.
5. ALL DEMOLISHED COMPONENTS AND MATERIALS SHALL BE LEGALLY DISPOSED OF OFF AIRPORT PROPERTY BY THE CONTRACTOR.
6. WITHIN PROJECT LIMIT, REMOVE EXISTING L-824 CONDUCTOR FROM EXISTING FIXTURE TO FIXTURE BEING REMOVED AND PROTECT EXISTING CONDUIT AND COUNTERPOISE TO BE EXTENDED INTO THE NEW WORK AREA. NEW CABLE SHALL BE PROVIDED BETWEEN EXISTING FIXTURE AND NEW FIXTURE. SEE AIRFIELD LIGHTING CIRCUITING SHEET.
7. SECURE COVERS ON ALL BASE CANS, JCPS, ETC. ONCE CONDUIT/DUCT AND BASE CANS HAVE BEEN CLEANED. BASE CANS, JCPS, ETC. MAY BE OPENED FOR WORK ACTIVITIES BUT SHALL BE CLOSED IMMEDIATELY AFTER ACTIVITY IS COMPLETED. ALL BASE CAN THREADED HOLES SHALL BE TAPPED, AND ALL HARDWARE SHALL BE REPLACED. ALL DAMAGED BASE CAN, FIXTURE AND COVER ATTACHMENT HOLES SHALL BE REPAIRED BEFORE CLOSING. BASE CANS, MANHOLES ETC. AND ASSOCIATED CONDUITS/DUCTS, FOUND OPEN SHALL BE RECLEANED AT THE CONTRACTOR'S EXPENSE.
8. DURING THE DEMOLITION PHASE AND PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL VERIFY THAT FUNCTIONAL RACEWAY EXISTS FROM BASE CAN TO BASE CAN, TO CIRCUIT THE AIRFIELD LIGHTING AS SHOWN ON THE CIRCUITING PLANS. SHOULD ADDITIONAL RACEWAY NEED TO BE INSTALLED THE CONTRACTOR SHALL INSTALL THE RACEWAY TO COMPLETE CIRCUITING. THE CONTRACTOR SHALL CERTIFY THAT FUNCTIONAL RACEWAY EXISTS AND IS PROPERLY ROUTED TO PROVIDE FOR CIRCUITING IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.



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**BOB SIKES AIRPORT
CRESTVIEW, FL**

**SOUTH APRON
REHABILITATION**

**TAXIWAY LIGHTING
DEMOLITION PLAN**

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1	01/13/24	MAB	NEW CONNECTOR
2	02/13/24	CAP	WORK DIRECTIVE #1
3	02/22/24	MAB	CHANGE ORDER #1

**RELEASE FOR
CONSTRUCTION**

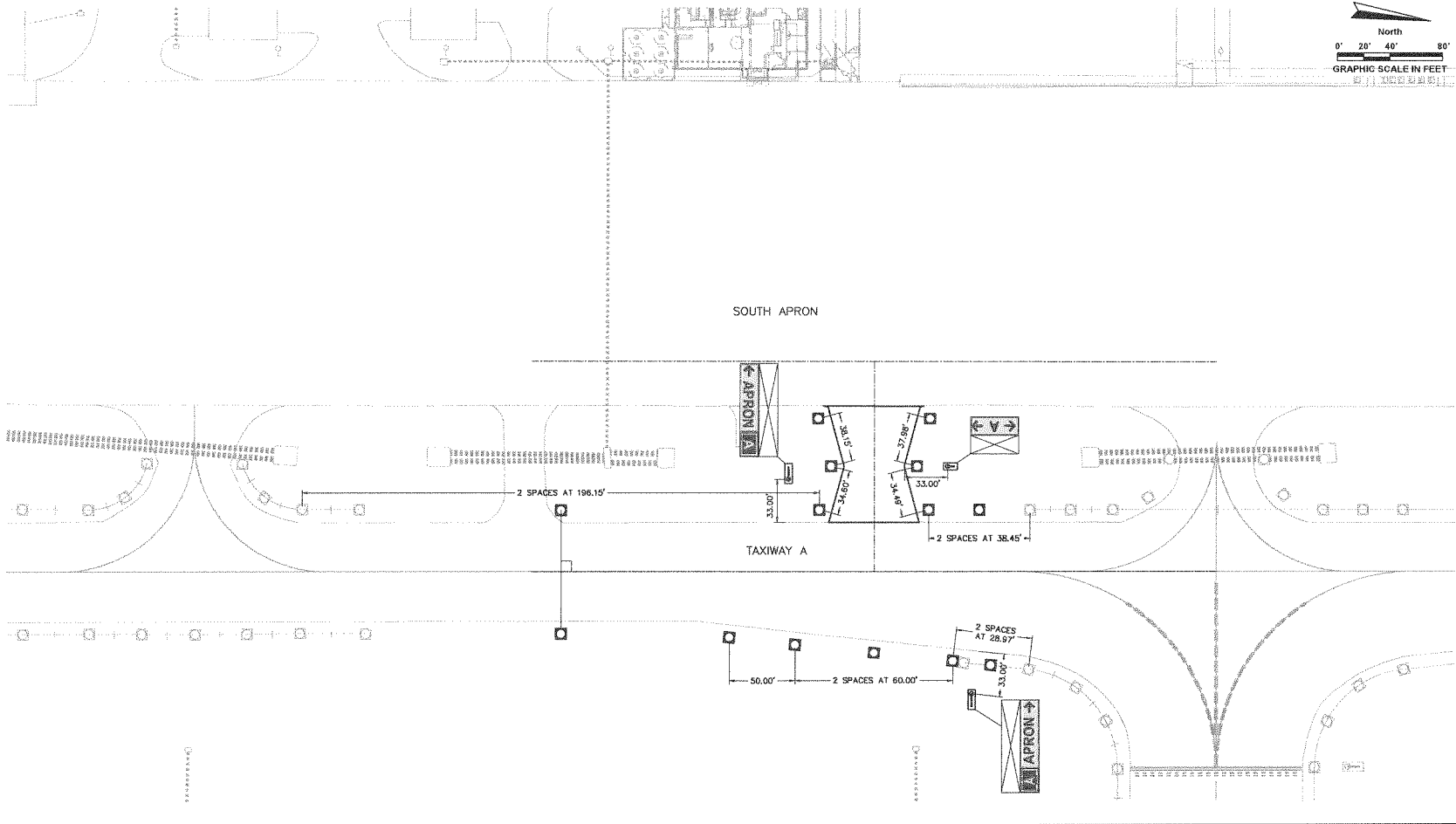
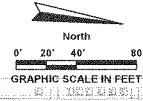
DESIGNED BY: J.R.C.
DRAWN BY: C.A.P.
CHECKED BY: J.R.C.
APPROVED BY: V.C.L.
DATE: JANUARY 2024

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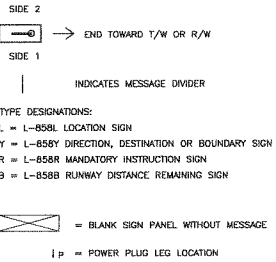
E-5

N. INNEVILLE AIRPORT (2017) 050.09 (2024) COUNTY: ALBERTA COUNTY, FLORIDA; AIRPORT: BOB SIKES AIRPORT; REVISION: 03; DRAWING: SOUTH APRON REHABILITATION - TAXIWAY A; SHEET: E-5 OF 44



AIRFIELD LIGHTING LAYOUT NOTES:

1. SEE SHEET E001 FOR ELECTRICAL GENERAL NOTES, E002-E003 FOR ELECTRICAL SYMBOLS, AND E004 FOR ELECTRICAL KEY PLAN.
2. SEE CONTRACT DETAILS AND CONTRACT SPECIFICATIONS SECTION L-125 FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF LIGHT FIXTURES AND SIGNS.
3. ALL FIXTURES, SIGNS, BASE CANS, ETC., SHALL BE INSTALLED AS SHOWN ON THE CONTRACT DOCUMENTS OR ACCEPTED SHOP DRAWINGS AND IN ACCORDANCE WITH THE APPLICABLE FAA ADVISORY CIRCULARS AND MANUFACTURERS' RECOMMENDATIONS. SURVEY INSTRUMENTS SHALL BE USED TO POSITION ALL ITEMS TO INSURE PRECISE ORIENTATION. TOLERANCES GIVEN IN THE FAA ADVISORY CIRCULARS AND THE CONTRACT DOCUMENTS SHALL NOT BE EXCEEDED. WHERE NO TOLERANCE IS GIVEN, NO DEVIATION IS PERMITTED. ITEMS NOT INSTALLED IN ACCORDANCE WITH THE FAA ADVISORY CIRCULARS AND THE CONTRACT DOCUMENTS SHALL BE REPLACED BY AND AT THE EXPENSE OF THE CONTRACTOR.
4. POSITION SIGNS WITH SURVEY INSTRUMENTS AS INDICATED IN THE CONTRACT DOCUMENTS. STAKE LOCATION OF ALL SIGNS PRIOR TO INSTALLATION TO DEMONSTRATE ACCURACY OF LAYOUT, SPACING INTERVALS, AND COORDINATION WITH SITE FEATURES. BRING CONFLICTS TO THE ATTENTION OF THE ENGINEER. ALLOW 5 CALENDAR DAYS FOR A RESOLUTION. SIGNS SHALL BE ORIENTED AT 90 DEGREES TO THE DIRECTION OF THE TAXIWAY PATH FROM WHICH IT IS VIEWED, UNLESS NOTED OTHERWISE.
5. POSITION ALL BASE CANS WITH SURVEY INSTRUMENTS AS INDICATED IN THE CONTRACT DOCUMENTS. STAKE LOCATION OF ALL BASE CANS PRIOR TO INSTALLATION TO DEMONSTRATE ACCURACY OF LAYOUT, SPACING INTERVALS, AND COORDINATION WITH PAVING JOINTS AND SITE FEATURES. BRING CONFLICTS TO THE ATTENTION OF THE ENGINEER. ALLOW 5 CALENDAR DAYS FOR A RESOLUTION.
6. TAXIWAY EDGE LIGHT UNITS DISTANCE FROM EDGE OF TAXIWAY STRIPE OR DEFINED EDGE OF PAVEMENT SHALL BE 9.5 FEET. THEY SHALL BE OPTICALLY IN LINE WHEN SIGHTED FROM EITHER END OF A STRAIGHT SECTION. BASE CANS FOR EDGE LIGHT UNITS SHALL BE INSTALLED AT THE DESIGNATED LOCATIONS WITH TOP FLANGES AT THE REQUIRED ELEVATION AND WITHIN 2 DEGREES OF LEVEL. ALL ELEVATED EDGE LIGHTS SHALL BE INSTALLED AT AN EQUAL HEIGHT ABOVE GRADE NOT TO EXCEED 14 INCHES.



SIGN MESSAGE	TYPE L-858		CIRCUIT	SIZE	STYLE
	SIDE 1	SIDE 2			
[Symbol] SIDE 1, [Symbol] SIDE 2	Y L	BLANK	TWA	2	2
[Symbol] SIDE 1, [Symbol] SIDE 2	Y	BLANK	TWA	2	2
[Symbol] SIDE 1, [Symbol] SIDE 2	L Y	BLANK	TWA	2	2

THE QUANTITY OF SIGN MODULES IS BASED ON A SINGLE SIGN MODULE FOR A LOCATION SIGN PLUS THE ACTUAL SIGN MESSAGE BASED ON TWO (2) CHARACTERS PER MODULE. PAYMENT SHALL BE MADE ON THE BASIS OF A MODULE. PAYMENT SHALL BE MADE ON THE BASIS OF A MODULE CONSISTING OF TWO CHARACTERS, REGARDLESS OF THE MANUFACTURING METHODS OR TECHNIQUES. SIGN ASSEMBLIES SHALL BE MANUFACTURED AS 1, 2, 3 OR 4 MODULE UNITS. SIGNS MANUFACTURED WITH HALF MODULE UNITS WILL NOT BE PERMITTED.

S:\1603\160313\160313-001\160313-001-001.dwg 1/25/17 10:42:00 AM 1/25/17 10:42:00 AM



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FBRP CERTIFICATE OF AUTHORIZATION NO. 5597

**BOB SIKES AIRPORT
 CRESTVIEW, FL**

**SOUTH APRON
 REHABILITATION**

**TAXIWAY LIGHTING
 LAYOUT PLAN**

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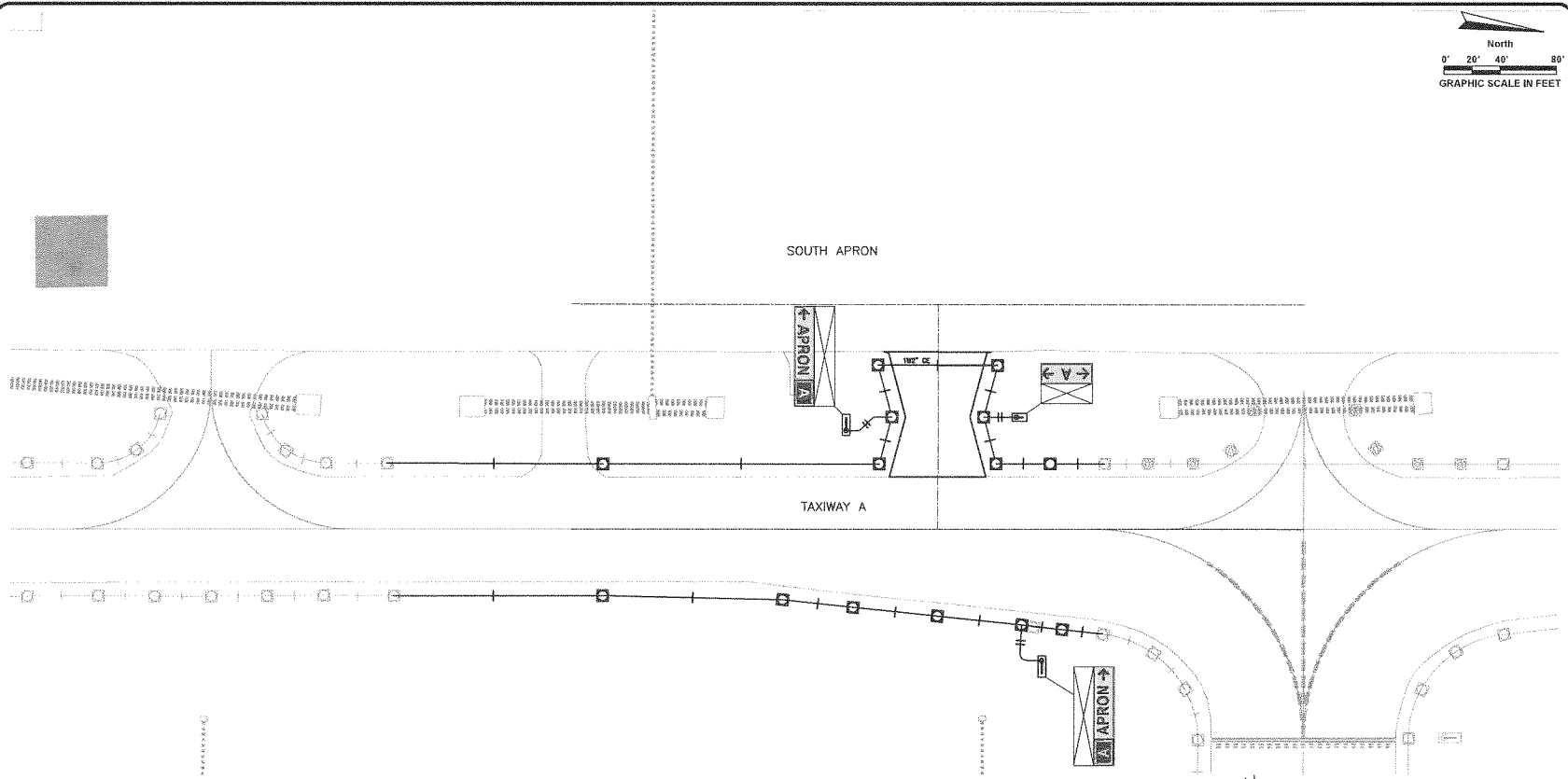
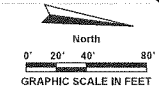
REVISIONS:			
NO.	DATE	BY	DESCRIPTION
1	01/13/14	MAB	NEW CONNECTOR
2	02/13/14	CAP	WORK DIRECTIVE #1
3	02/22/14	MAB	CHANGE ORDER #1

**RELEASE FOR
 CONSTRUCTION**

DESIGNED BY: J.R.C.
 DRAWN BY: C.A.P.
 CHECKED BY: J.R.C.
 APPROVED BY: V.C.L.
 DATE: JANUARY 2014

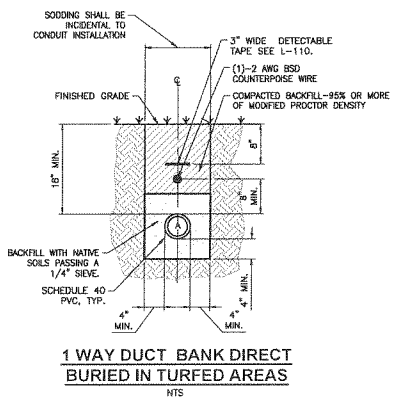
AVCON PROJECT NO. 2017.050.09

**SHEET NUMBER
 E-6**

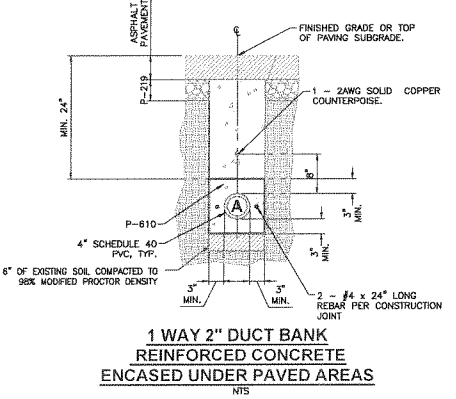


AIRFIELD CIRCUITING NOTES:

- SEE SHEET E001 FOR GENERAL ELECTRICAL NOTES.
- NOTES ON THIS SHEET APPLY TO ALL CIRCUITING SHEETS.
- AIRFIELD LIGHTING SHALL REMAIN IN SERVICE DURING CONSTRUCTION.
- SEE CONTRACT DETAILS AND CONTRACT SPECIFICATIONS FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF LIGHT FIXTURES, SIGNS, ASSOCIATED CONDUIT, CABLE AND APPURTENANCES.
- EACH FIELD LIGHTNING ARRESTOR ASSEMBLY SHALL BE INDIVIDUALLY BONDED TO THE BASE CAN WITH A #2 AWG STRANDED COPPER, GREEN THWN-2 INSULATED BONDING JUMPER. THE WIRE SHALL CONFORM TO ASTM B3, ASTM B8 AND ASTM B33.
- EACH SIGN SHALL BE BONDED TO THE SIGN GROUND ROD WITH A #2 AWG STRANDED COPPER, GREEN THWN-2 INSULATED BONDING JUMPER. THE WIRE SHALL CONFORM TO ASTM B3, ASTM B8 AND ASTM B33. THE SIGN BONDING JUMPER SHALL BE SIX INCHES LONGER THAN THE SIGN TETHERS TO ALLOW THE TETHERS TO PROPERLY OPERATE.
- THE CONTRACTOR SHALL MAINTAIN EACH INDIVIDUAL NEW CONDUIT AND EACH EXISTING CONDUIT TO BE UTILIZED IN THE PROJECT.
- EACH FIXTURE SHALL BE INDIVIDUALLY BONDED TO THE BASE CAN WITH A #8 AWG STRANDED COPPER, GREEN THWN-2 INSULATED BONDING JUMPER. THE WIRE SHALL CONFORM TO ASTM B3, ASTM B8 AND ASTM B33.
- WHenever a new L-823 complete kit or superkit is installed on a conductor, a complete kit or superkit shall be installed on the mating conductor. A L-823 superkit or complete kit shall not be connected to a standard L-823 connector.
- THE CONTRACTOR SHALL SWAB OUT ALL CONDUITS/DUCTS AND CLEAN ALL BASE CANS, MANHOLE, PULL BOXES, ETC. INTERIORS IMMEDIATELY PRIOR TO PULLING CABLE. ONCE CLEANED AND SWABBED THE BASE CANS, MANHOLE, PULL BOXES, ETC. AND ALL ACCESSIBLE POINTS OF ENTRY TO THE DUCT/CONDUIT SYSTEM SHALL BE KEPT CLOSED EXCEPT WHEN INSTALLING CABLES. CLEANING OF DUCTS, BASE CANS, MANHOLES, ETC. IS INCIDENTAL TO THE CABLE INSTALLATION PAY ITEM. ALL RACEWAY SYSTEMS LEFT OPEN, AFTER INITIAL CLEANING, FOR ANY REASON SHALL BE RECLOSED AT THE CONTRACTOR'S EXPENSE. ALL ACCESSIBLE POINTS SHALL BE KEPT CLOSED WHEN NOT INSTALLING CABLE. THE CONTRACTOR SHALL VERIFY EXISTING DUCTS PROPOSED FOR USE IN THIS PROJECT AS CLEAR AND OPEN. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY BLOCKAGE IN THE EXISTING DUCTS.



1 WAY DUCT BANK DIRECT BURIED IN TURFED AREAS
NTS



1 WAY 2\"/>



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**BOB SIKES AIRPORT
CRESTVIEW, FL**

**SOUTH APRON
REHABILITATION**

**TAXIWAY LIGHTING
CIRCUITING PLAN**

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1	01/12/24	MAB	NEW CONNECTOR
2	02/13/24	CAP	WORK DIRECTIVE #1
3	02/22/24	MAB	CHANGE ORDER #1

**RELEASE FOR
CONSTRUCTION**

DESIGNED BY: J.R.C.
DRAWN BY: C.A.P.
CHECKED BY: J.R.C.
APPROVED BY: V.C.L.
DATE: JANUARY 2024

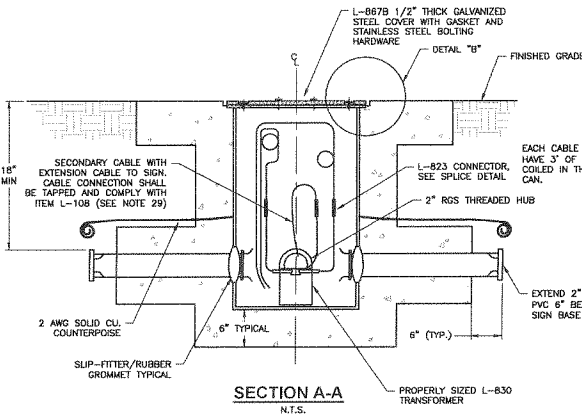
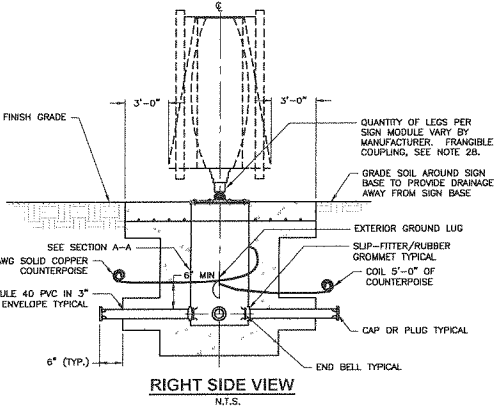
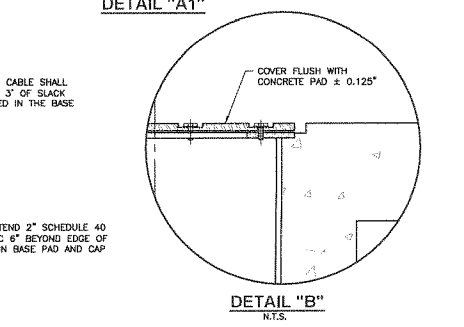
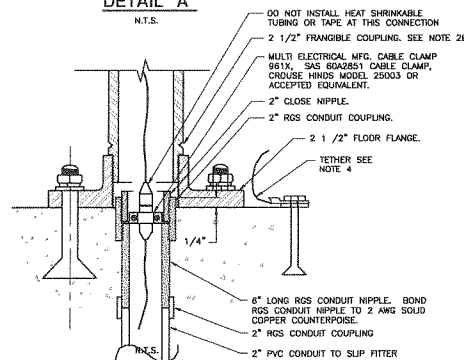
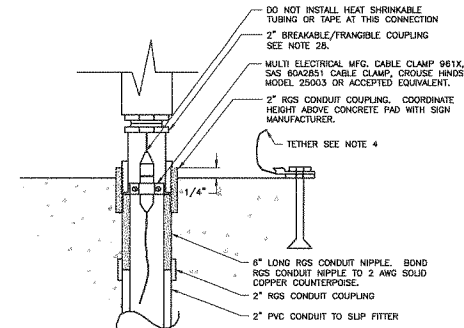
AVCON PROJECT NO. 2017.050.09
SHEET NUMBER

E-7

NOTES:

- ALL NEW SIGN MODULES, SIGNS AND ANY MODIFICATIONS TO EXISTING SIGNS SHALL CONFORM TO AC 150/5340-1B AND 150/5345-44, LATEST EDITIONS AND SIGNAGE AND MARKING SUPPLEMENTS. ALL MATERIALS, SIGN BASE DETAILS, ETC., SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. NEW SIGN PANELS SHALL BE FURNISHED BY THE MANUFACTURER OF THE SIGN IN WHICH THE NEW PANELS ARE TO BE INSTALLED.
- THE DETAILS SHOWN IN THE PLANS PROVIDE THE MINIMUM REQUIREMENTS FOR SIGN INSTALLATIONS. THE CONTRACTOR SHALL USE STANDARDS APPLICABLE FOR THE PARTICULAR SIGN MANUFACTURER. THE BOLTING PATTERN, METHOD OF ANCHORING, ETC., SHALL BE PER SIGN MANUFACTURER'S RECOMMENDATIONS AND APPROVED BY THE ENGINEER.
- THE SIGNS SHALL WITHSTAND MODE 1, 2 OR 3 WIND LOAD (AS NOTED IN CONTRACT DOCUMENTS) PER AC 150/5345-44, LATEST EDITION, WITHOUT DAMAGE. THE SIGN SHALL NOT BREAK AT THE FRANGIBLE POINTS NOR SUFFER PERMANENT DISTORTION. ALL SIGNS SHALL BE MODE 2 (200 MPH) UNLESS SPECIFICALLY NOTED OTHERWISE. SEE SIGN SCHEDULE.
- ALL SIGNS SHALL BE FURNISHED WITH ONE TETHER PER MODULE. TETHERS SHALL BE 3/16" STAINLESS STEEL AIRCRAFT CABLE WITH A FORMED EYE ON BOTH ENDS. THE TETHER EYE SHALL BE ATTACHED TO THE SIGN HARD POINT IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND TO THE CONCRETE BASE BY BEING SANDBLACHED BETWEEN TWO STAINLESS STEEL FENDER WASHERS, WITH A HILTI 1/2" DIAMETER X 6" SS (HAS RODS) HIT RESOQ ADHESIVE ANCHOR, OR ACCEPTED EQUIVALENT. THE TETHER SHALL BE OF SUFFICIENT LENGTH TO HAVE A MINIMUM OF 8" OF SLACK WHEN ATTACHED BETWEEN THE SIGN AND THE SIGN BASE. THE TETHERS AND BONDING CONDUCTORS SHALL BE OF SUFFICIENT LENGTH TO ALLOW THE FRANGIBLE COUPLINGS TO OPERATE WITHOUT RESTRICTIONS AND TO ALLOW THE POWER CABLE TO DISCONNECT IF THE SIGN FALLS OVER. THE SIGN ANCHOR BOLTS SHALL NOT BE USED FOR THE TETHER ANCHOR. THE TOP OF THE SIGN AND TETHER ANCHOR BOLTS SHALL NOT EXTEND ABOVE THE FRANGIBLE POINT ON THE FRANGIBLE COUPLING. IN ADDITION TO INSTALLING ONE TETHER PER MODULE A SIGN ARRAY SHALL BE EQUIPPED WITH A TETHER ON EACH END. ONE MODULE SIGNS SHALL BE EQUIPPED WITH TWO TETHERS.
- SIGN INSTALLATION REQUIRES A FLAT MOUNTING SURFACE. THE SIGN PAD SHALL BE FLAT AND LEVEL IN THE AREA WHERE THE SIGN MOUNTING FLANGES ARE LOCATED. ALL SIGN BEARING SURFACES ON THE CONCRETE PAD FOR MOUNTING FLANGE INSTALLATION SHALL BE KEPT IN THE SAME HORIZONTAL PLANE AS THE TOP OF THE L-867 GALVANIZED STEEL BLANK COVER THE PAD AREA WHERE THE SIGN MOUNTING FLANGES WILL BE LOCATED SHALL BE FLAT AND LEVEL WITH NO TAPER TO ENSURE THAT THE SIGN WILL SET PLUMB AND LEVEL TO PREVENT UNEVEN LOADING ON THE FRANGIBLE COUPLINGS. SIGNS ARE SPECIFICALLY PROHIBITED. THE SIGN SHALL BE PLUMB AND LEVEL IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. DISTORTED OR WAVY SIGN PANELS ARE AN INDICATION THAT THE SIGN IS NOT PLUMB OR LEVEL. DISTORTED OR WAVY SIGN PANELS ARE UNACCEPTABLE. LUBRICATE THE THREADS OF THE FRANGIBLE COUPLING WITH ANTI-SEIZE COMPOUND BEFORE INSTALLING SIGN. SIGNS SHALL BE WELL SEALED AGAINST INFILTRATION BY WATER AND DIRT.
- EACH NEW SIGN SHALL BE FURNISHED WITH AN ON-OFF TOGGLE SWITCH WITH WEATHERPROOF COVER. THE SWITCH SHALL BE USED BY MAINTENANCE PERSONNEL TO DE-ENERGIZE THE SIGN SO MAINTENANCE WORK CAN BE PERFORMED. THE SWITCH SHALL BE PHYSICALLY AND ELECTRICALLY LOCATED IMMEDIATELY ADJACENT TO THE LOAD SIDE OF THE L-823 DISCONNECT PLUG. WHEN THE SWITCH IS IN THE OFF POSITION THE SIGN SHALL BE ISOLATED FROM THE SERIES CIRCUIT AND THE SECONDARY OF THE L-830 ISOLATION TRANSFORMER SHALL BE SHORTED. THE WEATHERPROOF COVER SHALL PROVIDE PROTECTION FROM DRIVING RAIN, SNOW AND ICE, AND SHALL HAVE A SPRING OPERATED CLOSING DEVICE. THE WEATHERPROOF COVER SHALL ALSO PROVIDE PHYSICAL PROTECTION FOR THE SWITCH HANDLE.
- RIGHT SIDE VIEW, SECTION A-A AND DETAILS A, A1 & B ARE TYPICAL FOR ALL SIGNS ON ALL SIGN DETAIL SHEETS.
- FOR LOCATION AND ORIENTATION OF SIGNS AND FOUNDATIONS, SEE PLANS. THE LOCATION SHOWN ON THE PLANS IS THE PERPENDICULAR DISTANCE FROM THE DEFINED TAXIWAY/RUNWAY EDGE OF FULL STRENGTH PAVEMENT, TO THE NEAR SIDE OF THE SIGN ON THE SIGN'S LONGITUDINAL CENTERLINE SIGN REFERENCE POINT (S) (SEE PLAN VIEW). EXISTING SIGNS TO BE MODIFIED SHALL EXPAND IN THE DIRECTION AWAY FROM THE RUNWAY OR TAXIWAY. ALL SIGNS SHALL BE INSTALLED WITH FIXTURE I.D. MARKERS.
- ALL SIGNS SHALL BE ORIENTED SUCH THAT THE LONGITUDINAL CENTERLINE OF THE SIGN IS PERPENDICULAR TO THE RESPECTIVE TAXIWAY/RUNWAY CENTERLINE, UNLESS NOTED OTHERWISE.
- ALL SIZE 2 TAXIWAY GUIDANCE SIGNS SHALL BE LOCATED 33' OF THE EDGE OF FULL STRENGTH PAVEMENT, ALIGNED WITH THE POINT OF TANGENCY (PT), POINT OF CURVATURE (PC) AS SHOWN ON THE PLANS, UNLESS NOTED OTHERWISE.
- THE ACTUAL SIGN DIMENSIONS WILL VARY PER MANUFACTURER. THE BASE SIZE AS SHOWN SHALL BE ADJUSTED TO MATCH THE SIGN SUBMITTED. THE SUBMITTAL SHALL INCLUDE NEW BASE DIMENSIONS, LAYOUT, ETC. THE SIGN LEGEND (MESSAGE) SHALL BE CENTERED IN THEIR RESPECTIVE PANELS.
- THE CONCRETE BASE SHALL EXTEND 3'-0" BEYOND EACH SIDE OF THE SIGN. THE EDGE OF THE CONCRETE BASE SHALL EXTEND 20" BEYOND THE CENTERLINE OF THE L-8670 BASE CAN.
- ALL CONCRETE SHALL COMPLY WITH P-610 SPECIFICATION.

- P-610 CONCRETE STEEL REINFORCEMENT SHALL BE TYPE ASTM A615 GRADE 60. ALL REINFORCEMENT SHALL HAVE A 2" MINIMUM CONCRETE COVER. REINFORCEMENTS MAY BE ADJUSTED TO MISS INTERFERENCES.
- STRUCTURAL BACKFILL, FREE-DRAINING, AS APPROVED BY THE ENGINEER, SHALL BE PLACED IN HORIZONTAL LIFTS NOT TO EXCEED 4" IN LOOSE DEPTH, AND COMPACTED TO IN ACCORDANCE WITH NOTE 18 ON SHEET #114. SLOPE SHALL NOT EXCEED 3:1 WITHIN RUNWAY OR TAXIWAY SAFETY AREA, OR 4:1 OUTSIDE THE SAFETY AREA, WITHOUT WRITTEN PERMISSION OF THE ENGINEER. THE RUNWAY SAFETY AREA IS ANY AREA WITHIN 250 FEET OF THE RUNWAY CENTERLINE. THE TAXIWAY SAFETY AREA IS ANY AREA WITHIN 50 FEET OF THE TAXIWAY CENTERLINE. SHOULD THE SLOPE REQUIREMENT NOT BE OBTAINED THE CONTRACTOR SHALL INSTALL RETAINING WALLS ON 3 SIDES AS SHOWN ON SIGN DETAIL SHEET T8D, AT NO ADDITIONAL COST TO THE OWNER.
- ALL AREAS FOR THE LEG FLANGE PLATES SHALL BE IN THE SAME PLANE. THE ANCHOR BOLTS SHALL BE A-36 STEEL, HOT DIP GALVANIZED WHEN CAST INTERNALLY WITH THE CONCRETE PAD OR 1/2" X 6" STAINLESS STEEL HILTI (HAS RODS) HIT RESOQ ADHESIVE ANCHORS OR ACCEPTED EQUIVALENT WHEN USED ON EXISTING OR DRILLED INTO NEW CONCRETE PADS.
- SODDING OF DISTURBED AREAS SHALL BE INCLUDED IN THE INDIVIDUAL SIGN PAY ITEM. EXCAVATION, GRADING FILL ETC. FOR THE SIGNS IS INCIDENTAL TO THE SIGN PAY ITEM.
- THE ORIENTATION, INSTALLATION, AND DEPTH OF THE 2" CONDUIT SHALL BE COORDINATED WITH THE PLANS. EXISTING SLEEVES MAY BE USED FOR ENTRY TO MANHOLES. IF NO SLEEVES ARE AVAILABLE CONTRACTOR SHALL CORE MANHOLE WALL.
- ALL CONDUIT SHALL BE 2" SCHEDULE 40 PVC EXCEPT THE RGS COUPLINGS AND 6" RGS NIPPLE AT SIGN POWER LEG. (SEE DETAIL "A/A1")
- EACH ABANDONED CONDUIT AND DUCT SHALL BE WATERPROOF SEALED WITH POLYURETHANE FOAM AT BOTH ENDS. THE SEAL SHALL BE 1" THICK MIN. AND REMOVABLE FOR FUTURE USE. THE END OF THE ABANDONED CONDUIT OR DUCT SHALL BE MARKED WITH AN END OF DUCT MARKER. THE EXACT LOCATION OF EACH ABANDONED CONDUIT AND DUCT SHALL BE SURVEYED AND RECORDED ON THE RECORD DRAWINGS.
- GROUND RODS SHALL BE 3/4" INCH DIAMETER, 10 FEET LONG, COPPER CLAD STEEL SECTIONAL RODS. EACH GROUND ROD SHALL BE INDIVIDUALLY TESTED PRIOR TO CONNECTION TO THE GROUND GRID OR COUNTERPOISE. EACH INDIVIDUAL ROD SHALL HAVE AN EARTH RESISTANCE OF 10 OHMS OR LESS PRIOR TO CONNECTION TO COUNTERPOISE OR GROUND GRID. ADDITIONAL SECTIONS SHALL BE ADDED TO THE ROD TO ACHIEVE THE 10 OHM REQUIREMENT.
- THE #2 AWG SOLID COPPER BONDING CONDUCTOR AND SIGN TETHER SHALL NOT BE ATTACHED AT THE SAME BOLT. AN APPROVED MECHANICAL OR COMPRESSION LUG SHALL BE USED TO CONNECT THE BONDING CONDUCTOR TO THE SIGN.
- NEW CABLE AND CONNECTORS SHALL BE INSTALLED BETWEEN THE EXISTING CIRCUIT AT THE LIGHT/MANHOLE AND THE NEW SIGN.
- OLD SIGN FEEDS NOT USED SHALL BE REMOVED BACK TO THE LAST BASE CAN OR MANHOLE/HANDHOLE FROM WHICH THE SIGN IS FED.
- INSTALL TWO SS FENDER WASHERS, 0.062" THICK, BETWEEN EACH ANCHOR BOLT NUT AND BASE FLANGE. SS FENDER WASHER OD SHALL BE 3/4" LARGER THAN NARROW DIMENSION OF SLOT IN BASE FLANGE. SUBMIT BASE FLANGE AND FENDER WASHERS WITH EQUIPMENT SUBMITTAL.
- ALL UNUSED ANCHOR BOLTS IN REUSED PADS SHALL BE PULLED OUT TO THE GREATEST EXTENT POSSIBLE, CUT OFF FLUSH WITH THE PAD AND THEN DRIVEN TO THE BOTTOM OF THE HOLE. FILL HOLE WITH FIVE STAR EZ-CURE GROUT OR ACCEPTED EQUIVALENT.
- FRANGIBLE CONNECTIONS SHALL BE IN ACCORDANCE WITH FAA ADVISORY CIRCULAR AC 150/5220-23, CURRENT EDITION. FRANGIBLE COUPLINGS SHALL BE METALLIC AND PROVIDE AN ELECTRICAL BOND BETWEEN THE ITEM AND THE BASE. ALL FRANGIBLE POINTS SHALL BE NO HIGHER THAN 3" ABOVE GRADE IN ACCORDANCE WITH FAA ENGINEERING BRIEF 79, DETERMINING ICAO NAVIAD FRANGIBILITY AND FIXED-FUNCTION REQUIREMENTS AND FAA ADVISORY CIRCULAR AC 150/5300-13, CURRENT EDITION.
- AT EACH SIGN, IN THE SIGN LIGHT BASE, TAPE THE L-823 CONNECTOR BETWEEN THE L-830 SECONDARY CONNECTOR AND THE SECONDARY EXTENSION CABLE. DO NOT TAPE THE CONNECTION WITHIN THE FRANGIBLE COUPLING. FIRST - APPLY THREE LAYERS OF 2" WIDE 3M SCOTCH 130C UNLINED RUBBER SPLICING TAPE OR ACCEPTED EQUIVALENT. WHEN APPLYING 130C TAPE STRETCH TO A MINIMUM OF 3/4 OF ITS ORIGINAL WIDTH TO PRODUCE A UNIFORM WIND. CENTER TAPE ON MATING SURFACES OF CONNECTOR BODY. EXTEND TAPE 1.5" ON BOTH SIDES OF CONNECTOR BODY MATING SURFACES. SECOND - APPLY THREE HALF-LAPPED LAYERS OF 3M SCOTCH 88 TAPE OR ACCEPTED EQUIVALENT. WHEN APPLYING 88 TAPE STRETCH TO A MINIMUM OF 5/8 OF ITS ORIGINAL WIDTH TO PRODUCE A UNIFORM WIND. APPLY TAPE WITH NO TENSION ON LAST WRAP TO PREVENT FLAGGING. EXTEND SCOTCH 88 TAPE 3" ON BOTH SIDES OF CONNECTOR BODY MATING SURFACES. EACH NEW SIGN SHALL BE PROVIDED WITH A PROPERLY SIZED L-830 ISOLATION TRANSFORMER AND SIGN EXTENSION CORD.



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**BOB SIKES AIRPORT
CRESTVIEW, FL**

**SOUTH APRON
REHABILITATION**

SIGN NOTES

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REVISIONS			
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1	01/21/24	MAB	NEW CONNECTOR
2	02/13/24	CAP	WORK DIRECTIVE #1
3	02/22/24	MAB	CHANGE ORDER #1

**RELEASE FOR
CONSTRUCTION**

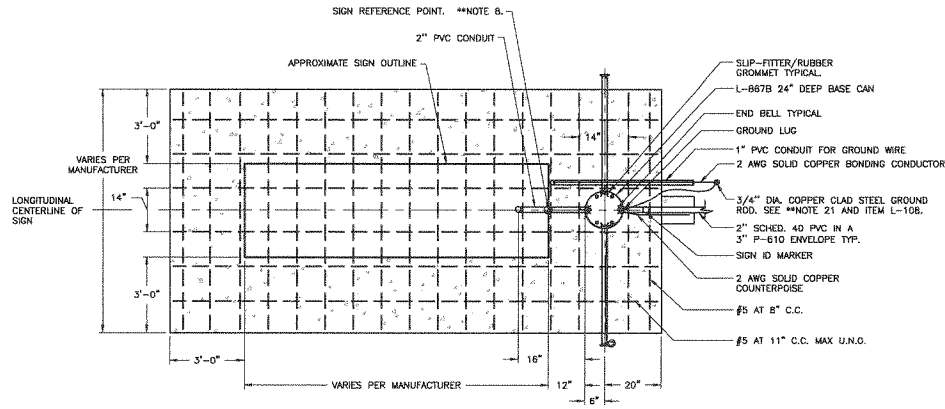
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DRAWN BY: C.A.P.
CHECKED BY: J.R.C.
APPROVED BY: V.C.L.
DATE: JANUARY 2024

AVCON PROJECT NO. 2017.050.09

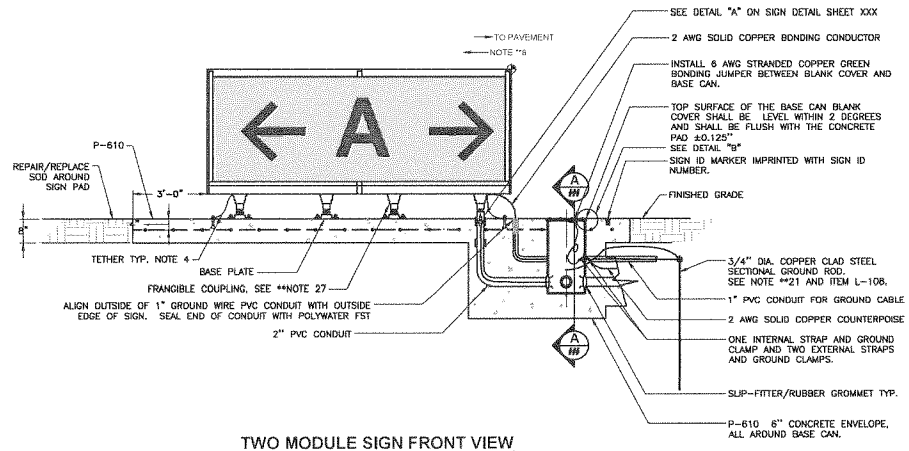
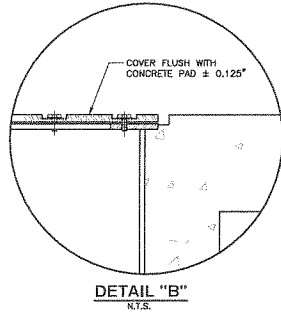
SHEET NUMBER
E-8

AVCON PROJECT NO. 2017.050.09 SHEET NUMBER E-9

NOTE:
 ** SEE SIGN DETAILS SHEET ###
 FOR APPLICABLE NOTES.



TWO MODULE SIGN PLAN VIEW
 N.T.S.



TWO MODULE SIGN FRONT VIEW
 N.T.S.



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**TWO MOD SIGN
 DETAIL**

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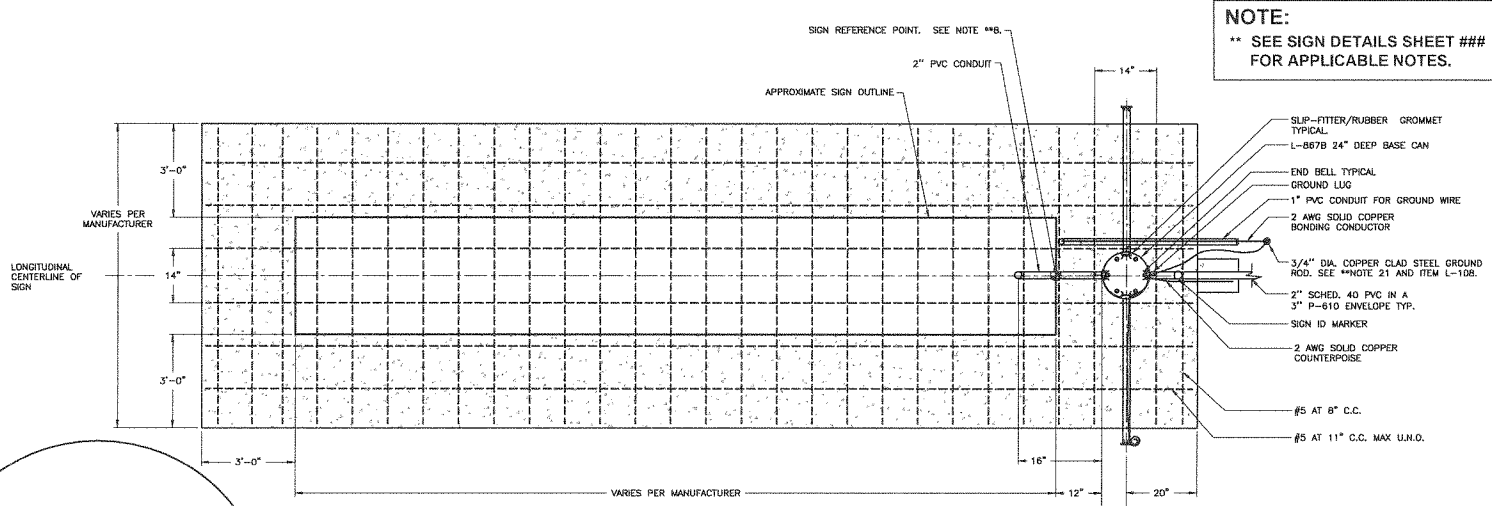
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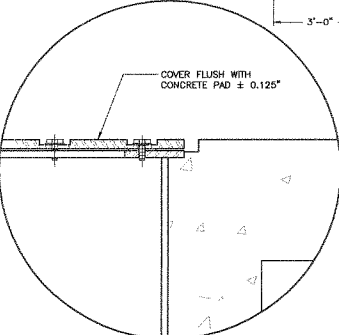
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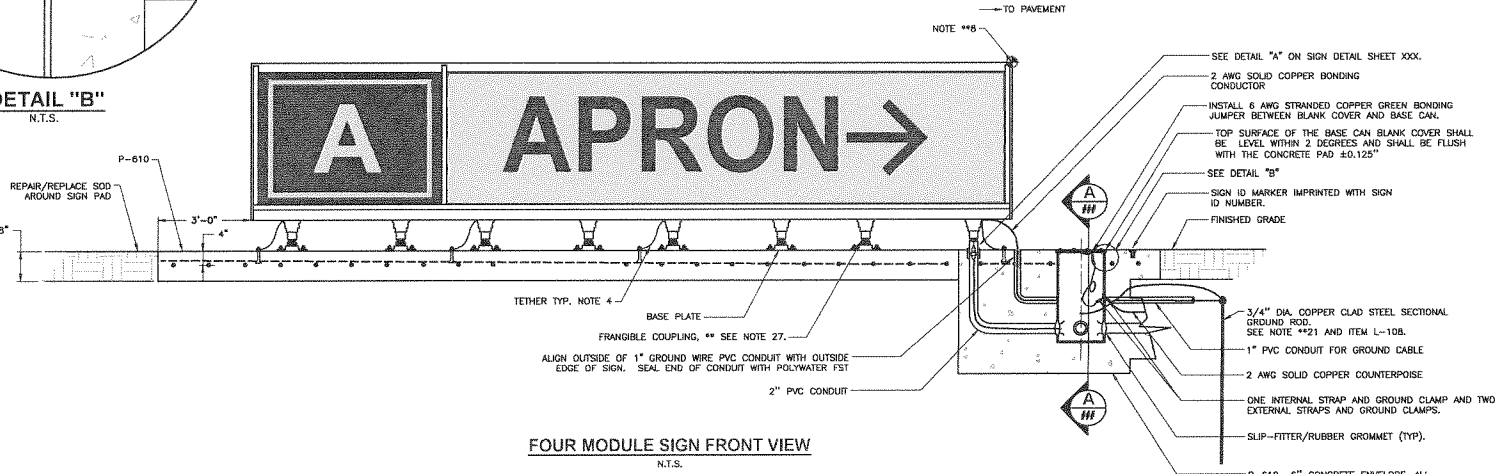
NOTE:
** SEE SIGN DETAILS SHEET ###
FOR APPLICABLE NOTES.

- SLIP-FITTER/RUBBER GROMMET TYPICAL
- L-887B 24" DEEP BASE CAN
- END BELL TYPICAL
- GROUND LUG
- 1" PVC CONDUIT FOR GROUND WIRE
- 2 AWG SOLID COPPER BONDING CONDUCTOR
- 3/4" DIA. COPPER CLAD STEEL GROUND ROD. SEE **NOTE 21 AND ITEM L-10B.
- 2" SCHED. 40 PVC IN A 3" P-610 ENVELOPE TYP.
- SIGN ID MARKER
- 2 AWG SOLID COPPER COUNTERPOISE
- #5 AT 8" C.C.
- #5 AT 11" C.C. MAX U.N.D.



FOUR MODULE SIGN PLAN VIEW
N.T.S.

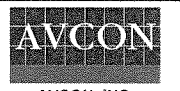
DETAIL "B"
N.T.S.



FOUR MODULE SIGN FRONT VIEW
N.T.S.

- SEE DETAIL "A" ON SIGN DETAIL SHEET XXX.
- 2 AWG SOLID COPPER BONDING CONDUCTOR
- INSTALL 6 AWG STRANDED COPPER GREEN BONDING JUMPER BETWEEN BLANK COVER AND BASE CAN.
- TOP SURFACE OF THE BASE CAN BLANK COVER SHALL BE LEVEL WITHIN 2 DEGREES AND SHALL BE FLUSH WITH THE CONCRETE PAD ± 0.125"
- SEE DETAIL "B"
- SIGN ID MARKER IMPRINTED WITH SIGN ID NUMBER.
- FINISHED GRADE
- 3/4" DIA. COPPER CLAD STEEL SECTIONAL GROUND ROD. SEE NOTE **21 AND ITEM L-10B.
- 1" PVC CONDUIT FOR GROUND CABLE
- 2 AWG SOLID COPPER COUNTERPOISE
- ONE INTERNAL STRAP AND GROUND CLAMP AND TWO EXTERNAL STRAPS AND GROUND CLAMPS.
- SLIP-FITTER/RUBBER GROMMET (TYP.)
- P-610 6" CONCRETE ENVELOPE, ALL AROUND BASE CAN.

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BOB SIKES AIRPORT
CRESTVIEW, FL

SOUTH APRON
REHABILITATION

FOUR MOD SIGN
DETAIL

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3	02/22/24	MAB	CHANGE ORDER #1

RELEASE FOR CONSTRUCTION

DESIGNED BY: J.R.C.
DRAWN BY: C.A.P.
CHECKED BY: J.R.C.
APPROVED BY: V.C.L.
DATE: JANUARY 2024

AVCON PROJECT NO. 2017.050.09

SHEET NUMBER

Change Order Request 02



3/12/2024

CEW South Apron Rehab/ Taxi-Way Connector

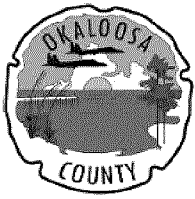
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850-612-6862

Item	Description	Qty	Unit	Unit Price	Total
1	Stab Subbase Course 8" JC	700	SY	\$10.00	\$7,000.00
2	Limerock Base Course 10" JC	635	SY	\$33.25	\$21,113.75
3	Bituminous Surface Course JC	138	TN	\$216.00	\$29,808.00
4	Total Excavation & Embankment	1	LS	\$126,725.00	\$126,725.00
5	Sod Taxiway Ph 1A	1,023	SY	\$5.00	\$5,115.00
6	Lighting	1	LS	\$233,800.00	\$233,800.00
7	Tie Downs	31	EA	\$1,130.00	\$35,030.00
8	Asphalt Index Increase	3,720	TN	\$9.00	\$33,480.00

Bid Total: \$492,071.75

We are pleased to offer our proposal for the changes to the above referenced project.



BOARD OF COUNTY COMMISSIONERS AGENDA REQUEST

DATE: December 5, 2023
TO: Honorable Chairman and Distinguished Members of the Board
FROM: Tracy Stage
SUBJECT: Award ITB 46-23 Contract CEW South Apron Rehab to Gum Creek Farms, Inc. \$1,930,713
DEPARTMENT: Airport
BCC DISTRICT: 1

STATEMENT OF ISSUE: The Airports Department requests the Board of County Commissioners award the construction contract for ITB 46-23, CEW South Apron Rehabilitation at the Bob Sikes Airport to the low responsive bidder, Gum Creek Farms, Inc. in the amount of \$1,930,713.50.

BACKGROUND: The South Apron Rehab at the Bob Sikes Airport (ITB 46-23) was advertised on May 30, 2023 with a bid opening on June 28, 2023. Two bids were received and both were deemed responsive. Gum Creek Farms, Inc. was the lowest responsive bidder for every bid line item. An invitation to award for the project went out on September 22, 2023. The basis of award for the contract will be the base bid plus additive alternate 1. For this scope of work Gum Creek Farms was 16% lower than the other bid received. They were also lower on all other alternates by 33.5% or \$2.47M less than the second bidder for the total project scope.

The Airports Department has been working with the FAA to increase eligible funding for remaining phases utilizing allocated Airport Infrastructure Grant (AIG) dollars enacted in the 2021 Bipartisan Infrastructure Law (BIL). In order to access these funds a ramp utilization study was accomplished and a report provided to the FAA Area District Office (ADO), which was approved. The Airport has since submitted a grant application for the BIL funds as well as a pre-application for non-primary entitlement funds, equating to roughly \$2.7M for the remaining phases of the project. Once the additional grant funds become available, the Airport will look to award additional alternates through the change order process to meet the growing needs of tenants and aircraft use on the south ramp at CEW. Currently the FAA does not expect a grant offer until late January 2024 at the earliest, and therefore awarding the current scope requested in this agenda item is prudent to not excessively delay the bid hold period further in fairness to the contractor and to execute FDOT grant funds prior to expiration in July 2024.

The base bid (Phase 1) will include a full rehabilitation of the southernmost portion of the apron, including removal and replacement of pavement for Taxilane J and approximately 370 x 250-foot of the apron. Additive Alternate 1 (Phase 2) will remove and replace the pavement adjacent to the base bid area to include approximately 440 x 250 feet of pavement and 110 LF of failed concrete pavement along Taxilane L. Taxilanes J and L both serve general aviation hangars, while the south ramp serves all local and transient general aviation traffic.

The construction period for the project is 165 days to achieve substantial completion and 195

days total contract time to achieve final completion from the notice to proceed. This timeline considers work for both phases and awarding now will allow grant time lines to be met.

This project will be funded through the following sources: FDOT Grant G1X18, with the potential for FAA funds for remaining phases/alternates once approved. The FDOT funds are split 80%

FUNDING SOURCE, (If Applicable): Local Match funds have been previously budgeted for utilizing Airport funds, as needed. A portion of the FDOT funds have been utilized for project design and bid phase services to date.

Funding Source	Grant	Local Match	Total
FDOT G1X18	\$1,544,570.80	\$386,142.70	\$1,930,713.50

Items attached to this Agenda Request:

- Gum Creek Farms, Inc. Contract
- Recommendation of Award Letter


FUNDING SOURCE, (If Applicable):

- Department #742143
- Account #563490

OPTIONS: Approve/Disapprove

RECOMMENDATIONS: Approval of the construction contract award for the Rehabilitation of the South Apron at the Bob Sikes Airport to the lowest responsive bidder, Gum Creek Farms, Inc. in the amount of \$1,930,713.50, and authorize the Chairman to sign the contract.

RECOMMENDED BY:


Tracy Stage, Airport Director 11/16/2023

APPROVED BY:


John Hofstad, County Administrator 11/29/2023