

**HALL-MILLER MUNICIPAL AIRPORT (ATA)
ATLANTA, TEXAS**

TxDOT CSJ No.: 2419ALNTA

ADDENDUM NO. 2

February 19, 2025

TO ALL PROSPECTIVE BIDDERS:

All bidders shall acknowledge receipt of this and all other addenda on page 3 of 4 of the Bid Form. **Failure to acknowledge receipt of an addendum may be cause for rejection of the bid.** This addendum becomes a part of the contract documents. All provisions of the original plans, specifications, and contract documents shall remain in full force and effect, except as modified by this addendum.

A. You are hereby notified of the following amendments to the Bid Form for the subject project.

a) See Revised Bid Form.

B. You are hereby notified of the following amendments to the Contract Documents/Specifications for the subject project.

a) F-164 will be replaced with the attached revised specifications.

C. You are hereby notified of the following amendments to the Construction Plans for the subject project.

a) Sheets G1.3, C2.4, C2.5, C3.0, C3.1 have been revised.

D. A copy of the pre-bid meeting minutes, and sign-in sheet are included with this addendum.

E. Additional Clarification and Questions:

a) See Questions and Answers included with pre-bid meeting minutes.

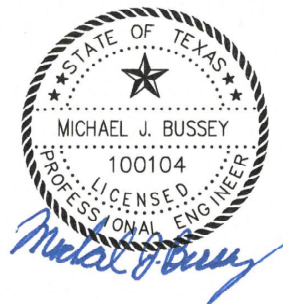
ADDENDUM NO. 1 ISSUED BY:

H.W. Lochner, Inc.



Michael J. Bussey, P.E.
Project Engineer

MJB/caw/sls
Enclosures
pc: 21674 - I



TBPE Firm Registration No. 10488

**HALL-MILLER MUNICIPAL AIRPORT (ATA)
ATLANTA, TEXAS**

**TxDOT CSJ No.: 2419ALNTA
Lochner No.: 21674**

PRE-BID MEETING AGENDA

Date: Tuesday, February 11, 2025 | 1:00 PM

Location: Hall-Miller Municipal Airport
Airport Terminal Building
W. Main Street
Atlanta, Texas 75551

Agenda:

I. Sign In Sheet:

II. Identify Key Personnel:

- Danica Porter, City Manager
- Brandon Kruse / Ryan Hindman, TxDOT Aviation Division
- Stephen Schwieterman / Chris Whitfield, Lochner

III. Bidding Procedure:

A. Receipt and Opening of Bids:

1. Proposals will be received until **2:00 pm CST on Thursday, February 27, 2025**, then publicly opened and read.

Sealed bids for the construction of airport improvements at **Hall-Miller Municipal Airport** need to be addressed and delivered to **Dawn Denson, TxDOT Aviation Division, 6230 E. Stassney Lane, 2nd Floor, Austin, Texas 78744**. The delivered package must be clearly marked as "Bid Proposal". Any bid received after closing time will be returned unopened.

2. Bidding documents may be examined at: Lochner, 12750 Merit Drive, Suite 570, Dallas, Texas 75251
3. Envelopes containing bids must be sealed and addressed as shown in the Instructions to Bidders of the Contract Documents/Specifications.
4. See Notice to Bidders and Instructions to Bidders section in Contract Documents for bidding information.

B. Contract Provisions and Proposal Form:

1. Mandatory contract provisions are identified in the General Provisions and Supplementary Provisions of the Contract Documents. **The DBE goal for this project is 3% and the bidders shall use the attached DBE participation plan and appropriate commitment agreement forms and submit those documents to TxDOT Aviation within 5 calendar days after the bid opening via email to AVRNFAQ@txdot.gov.**
2. Proposers shall provide a statement of qualifications with their proposal of past similar work, a financial statement, and a statement of plant and equipment proposed for use on the project. In lieu of the financial statement, Contractors may provide evidence that they are pre-qualified with TXDOT for similar work and are on the current TXDOT bidders list.
3. The Contractor and his/her Subcontractors will be required to provide certificates of insurance for at least the minimum amounts specified in the Special Provisions.
4. Bidder shall reference the Aviation Division General Construction Contract Provisions. <http://txdot.gov/inside-txdot/division/aviation/general-provisions.html>
5. The bidder shall submit the completed bid either on the form furnished by TxDOT or by submitting an electronically printed version. All blank spaces in the TxDOT bid form must be correctly filled in where indicated for each and every item for which quantity is given. The bidder shall state the price both in words and numerals for each pay item furnished in the bid.
6. A Bid Bond guarantee will be required with each bid see bid documents for requirements, must include the Power of Attorney and claim notice page).

IV. Scope of Work:

- A. The project consists of:

➔ **Hall-Miller Municipal Airport**

Base Bid: Perimeter Fencing and Access Gates

Alternate 1: Additional Access Gates

- B. The contract period for construction is **one hundred and forty (140)** calendar days from the commencement date specified in the Notice-to-Proceed. **Liquidated damages are set at \$1,000.00 per calendar day.** Delays due to weather and other factors out of the control of the Contractor that are above and beyond a typical season may be requested in writing as a reason for contract period extension.

V. Site Access/Staging Area:

- A. Coordinate with the Airport Management on access and staging areas.
- B. Routes must be kept swept at all times.

VI. Safety and Phasing Plan:

- A. Contractor will be required to be in compliance with FAA Advisory Circular 150/5370-2G, Operational Safety on Airports during Construction (or latest edition).
- B. Lochner will provide Construction Observation throughout the project. The Contractor shall provide all testing as outlined in the Contract Documents / Specifications.

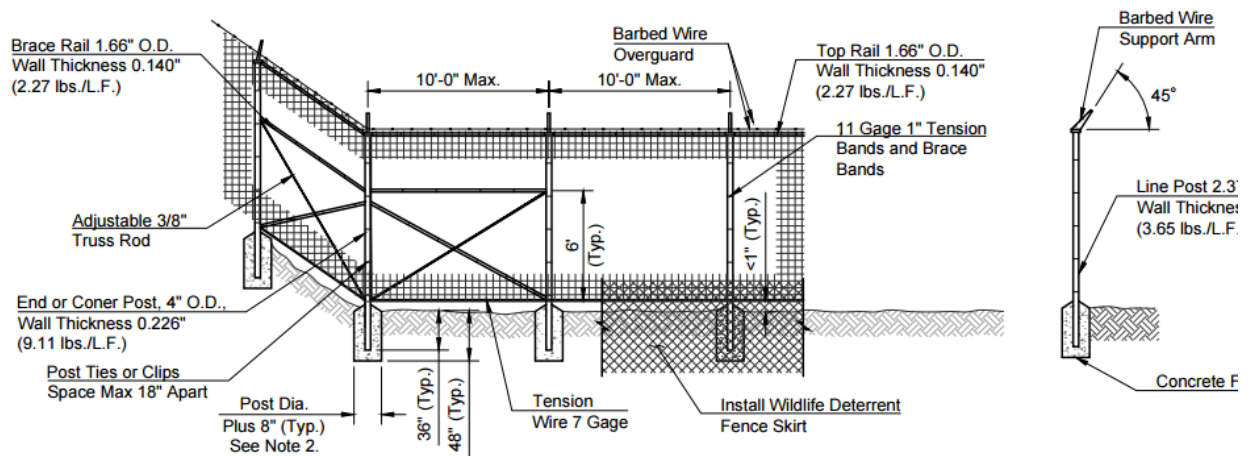
VII. Questions:

1. Can material on hand be paid for?
 - a. Material on hand can be paid as indicated in the general provisions, items need to be secured on site and documented before payment can be made.
2. Is this Buy American project?
 - a. Yes, all materials must meet buy American certifications. Refer to the TxDOT Aviation Contract Provisions for requirements.
3. Do you have an engineer's estimate on this project you could share?
 - a. The engineers' estimate for this project is \$675,000.00. TxDOT reserves the right to award base bid and additive alternate if funds are available.
4. Can a manufacturer / part # be provided for the desired Airport Obstruction Lights? It appears there are many makes and variations with a wide price range of the Type L-810 as listed in the spec
 - a. Please reference FAA AC 150/5345-53D Addendum published November 2024 for a list of approved providers. These lights shall be affixed to the top of a line pole and set in concrete. [Addendum to Advisory Circular 150/5345-53D, Airport Lighting Equipment Certification Program \(November 2024\)](#) The solar panel shall be compatible with the with the mount of voltage the solar panel puts out. These lights shall be steady burns and not flashing.
5. How many calendar days for this project?
 - a. The entire project will be 140 calendar days.
6. The plans call for 1 Acre of clearing & grubbing but clarifies to have a cleared 10' path for the proposed fence.
 - i. This number has been revised to be 2.5 AC to reflect additional clearing around the fence alignment. No additional increase to seeding or bonded fiber matrix mesh shall be made.
 - b. Can we pile and burn on-site, or do we need to haul the grubbed materials off-site?

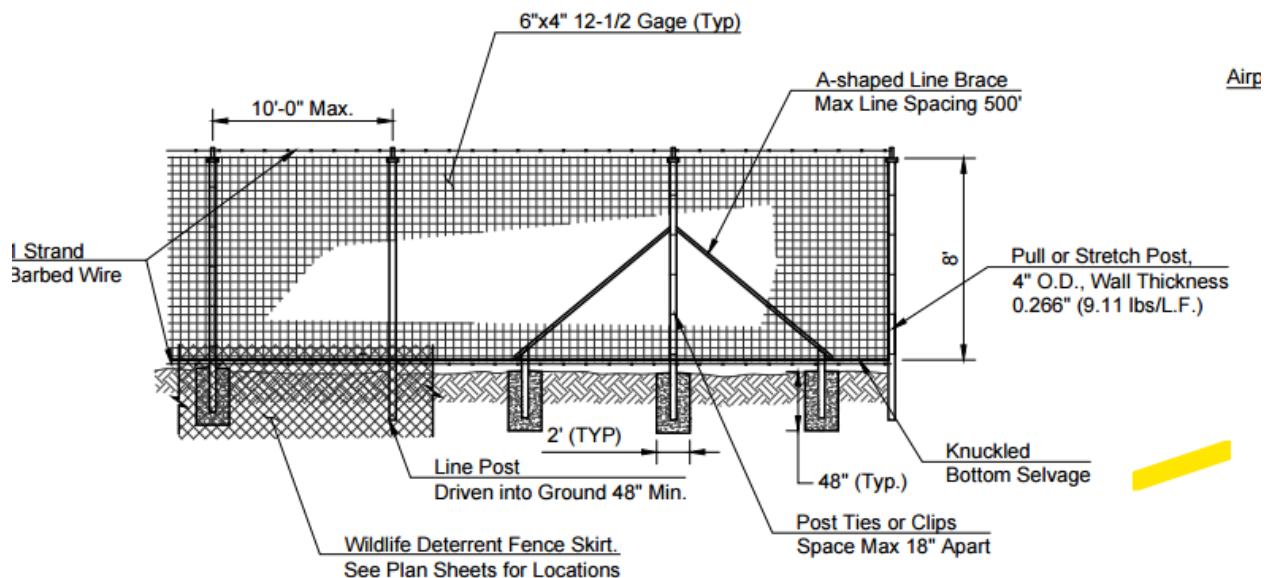
- i. Materials must be hauled offsite per local laws.
- 7. We are to remove the existing fence in specific areas.
 - a. Does any of the neighboring properties have livestock or cattle that will need to be kept off the airport property during construction?
 - i. Yes, some adjacent properties do have livestock. In these areas the contractor shall coordinate with the RPR, engineer, and landowner to provide advance notice of 14 calendar days. The contractor must maintain a closed perimeter of the fence at the end of the working day. This may be achieved by either the use of temporary fencing or installing proposed fence for limits of removal each day. The airport property fencing should be maintained to prevent livestock intrusion during construction operations.
- 8. On the low water crossing adjacent to the taxiway there is a lot of ponding/backed-up water due to a beaver dam.
 - a. Will we be able to remove the beaver dam to demo existing fence and install the proposed?
 - i. All state and federal requirements shall be met for dam removal. A request has been made to the city to remove this before construction commences. Contractor to coordinate with the RPR to mitigate future dam problems.
- 9. Will any other clearing and grubbing be required outside of the 10' path for the proposed fence?
 - a. A lot of the property is new growth timber/brush between the mowed areas and the fence.
 - i. The pay item is for the 10' path. However, the contractor should use their best judgement along the fence alignment, and work with the RPR to identify any areas that may need expanded clearing outside of this 10' path.
- 10. From fence corner 19 to fence corner 21, the neighboring property owner has recently installed a new barbed wire fence.
 - a. Plans call for removal of existing, but the property owner stopped us on-site and demanded that his new fence not to be removed.
 - i. This property owners' fence will not be removed. The proposed airport game fence will offset the existing fence.
 - b. He also requested for there to be enough space between the proposed fence and his existing fence to be able to mow and kept clean.
 - ii. Correct, please see detail.
 - c. Please advise on whether we are to remove the new fence or install the new per neighbor's request.
 - i. Answers have been provided above in regards to this segment from 19 to 21 and this property owner. This project will require coordination between the landowners, stakeholders, RPR, and engineer, which will be ongoing from the pre-construction meeting and throughout construction.

11. Between fence corners 22 & 23, there are numerous materials stored on the neighbor's property against the existing fence to be removed.
 - a. Will this section of fence be removed as it isn't clear on the plans.
 - i. This existing fence section will be removed between 22 and 23. Between points 23, 24 and 25 is an existing pipe fence, which will remain in place per the property owners request. The new proposed fence will offset the existing pipe fence in this location. Any existing three-strand barb wire in this area will be removed and replaced with the proposed game fence.
 - b. If so, will the contractor be in charge of moving the materials for the 10' cleared path?
 - i. The property owner shall be notified before the start of construction and shall move their own materials to create a clear and workable path. The contractor will not be required to move personal property on the land owners property.
12. Between fence corner 23 & end of proposed fence, it calls for the removal of existing fence.
 - a. The existing fence is welded pipe fence, are we to remove this as called?
 - i. This has been previously answered. This property owner requested this pipe fence be left alone. The new airport game fence shall be offset.
13. In areas where brush extends out past the 10' path for proposed fence inwards towards the airfield, would we need to expand the clearing?
 - a. In an instance between fence corners 2 & 3 there are several spots where the brush would be 20-40' off the fence. Should we leave the trees/brush standing between the proposed fence and airfield? (Some cases 10-30' widths).
 - i. In this area between 2 and 3, the contractor shall remove all trees between the fence and the taxiway pavement. The contractor shall also remove trees on the inboard side of the fence towards the runway between points 6, 7, 8, and 9.
14. The corner detail indicates a fence with Barb arms, 1-5/8 top rail, and 7 gauge tension wire. While Game Fence detail does not have any barb arms, 1-5/8 top rail, or 7 gauge tension wire. Please clarify the Game Fence Layout.
 - a. Please see revised detail. The game fence shall have a single strand of barb wire at the top.
15. The note on DWG C3.0 #1. Line post every 100'. Is the intent to clarify that every 100' a line post must be set in concrete.
 - a. Line Posts shall be every 100' and set in concrete. Intermediate T-Posts shall be used at a maximum spacing of 10' and do not need to be set in concrete.
16. Spec book Item F- 164 2.3 - Only states wood post are "Not Used" Please provide a spec of acceptable products and standards.
 - a. No wood posts shall be used. A combination of metal posts and T-posts shall be used throughout this project.
17. Spec book Item F-164 2.4 and 2.6 Call out items that would be used on wood post. Please clarify fabric to post material.
 - a. No wood posts shall be used.

18. Spec book Item F164 2.0 C - Chain link skirt fabric - Has height requirement of 5' wide. The bid proposal form indicates a 3' skirt. Please clarify width requirement, over lap requirement, and depth Required. 164-3.7 Installing chain-link skirt fabric. Excavate trench to the depth required for proper installation of the chain-link fabric. Obtain RPR's approval of depth of excavation before placing the wire fabric. Place the fabric and lap splice it to existing fence fabric and tie with wire ties at 2-foot (0.6-m) spacing. Cut wire fabric around fence post footing to allow proper placement. Backfill with native soil to original grade. Please clarify.



FENCE CORNER DETAILS



- a. The requirement is 5'. Please see revised detail and bid form.

19. Is there a weed control line item?

- a. Weed control is subsidiary to the item it is contained per F-164-4.6.
- 20. Can the contractor use sakrete? What type of testing will be required? Where can the contractor park the concrete truck vs haul route?
 - a. The intention is to use concrete that meets the requirements of the specifications. In areas that are hard to reach and can't be reached by a concrete truck due to no access alternative concrete may be used provided it meets the strength requirements of the specifications.
- 21. Will the engineer perform the testing?
 - a. The engineer's lab will perform testing on an as needed basis. However, Lochner's current contract does not have a testing lab for materials testing.
- 22. Who is performing layout and are we sure the coordinates are correct?
 - a. Contractor to perform layout and staking. RPR, engineer, and stakeholders to review layout before construction commences.
- 23. What is the effort needed for Clearing and Grubbing and what equipment can be used.
 - a. The intention is the airport and property owner(s) can easily mow and maintain the grass in these areas. No exposed stumps or rocks should be left behind.
- 24. In some areas there are big trees or limbs that may be hanging over the property line or fence line. Are we able to cut those trees and limbs or do we have any issue.
 - a. The contractor shall use his best judgment and work with the RPR to delineate these areas. In some areas it may be in the best future interest of the airport to remove and clear outside of the established width.
- 25. What does the contractor do with the leftover debris?
 - a. Contractor shall remove all waste off site per local city laws.
- 26. What about the power to the gate, can the contractor use the spare meter poles, who makes the application the city?
 - a. The contractor will file for a permit with the power company and city. If they are spare meter poles, they could be used provided the power company chooses to use them.
- 27. DBE Goal states 8% is that correct?
 - a. No, it should be 3% per TxDOT Aviation.
- 28. Access Control who is in charge?
 - a. The city oversees this access for the airport. The city wants a keypad, and open and close during certain durations. They do not want a key fob system. The contractor will need to educate the city staff on how to program and operate the gate.
- 29. Are there any allowances in this project?
 - a. No
- 30. How are the obstruction lights affixed to the fence at the plan locations?
 - a. The solar powered lights will affix to the top of the proposed fence pole. See revised detail sheet.
- 31. Can you provide a deer hearing gate detail?
 - a. See the revised detail sheet.
- 32. Single barb wire on top of the fence, and another detail states the arm. Can you clarify?
 - a. See revised detail. Single barb wire on top.
- 33. Controller for the gate arm, can it be equal to?
 - a. Yes. However, the intention is the controller can be easily replaced or parts sourced regionally.
- 34. For the concrete pad at the main entrance gate how will that be phased to accommodate vehicular traffic?
 - a. An alternative route could be proposed by the contractor, or this work could be done in two phases to allow for vehicles to use one side at a time during construction. The successful contractor will coordinate this with the engineer, and airport.
- 35. Will the gate be V-Trak or Cantilever?

- a. Cantilever. See updated revised detail sheet.
- 36. If there are tree limbs that are just outside of the 10' width should the contractor go ahead and remove them?
 - a. The contractor shall work with the RPR to identify these areas in the field for additional removal limits.
- 37. Is the intent to skirt around the Pond?
 - a. Yes.



HALL-MILLER MUNICIPAL AIRPORT(ATA)
ATLANTA, TEXAS

PAVEMENT REHABILITATION

CSJ No. 2419ALNTA

PRE-BID MEETING

Tuesday, February 11, 2025; 1:00 p.m.

Name		Company	Email	Telephone	Present	Call-In
1.	Danica Porter	City of Atlanta	dporter@atlantatexas.org	(903) 796-2192		
2.	Ryan Hindman	TxDOT Aviation	Ryan.Hindman@txdot.gov	(512) 520-7467		✓
3.	Brandon Kruse	TxDOT Aviation	Brandon.Kruse@txdot.gov	(512) 416-4500		
4.	Dawn Denson	TxDOT Aviation	Dawn.Denson@txdot.gov	(512) 416-4500		
5.	Eli Lopez	TxDOT Aviation	Eli.Lopez@txdot.gov	(512) 416-4500		✓
6.	Chris Whitfield	Lochner	cwhitfield@hwlochner.com	(972) 658-2433	<i>Chris</i>	
7.	Stephen Schwieterman	Lochner	sschwieterman@hwlochner.com	(214) 492-3621	<i>SSS</i>	
8.	<i>Caleb Young</i>	<i>TEC, Inc.</i>	<i>caleb@tatumexcavation.com</i>	<i>(903) 277-1667</i>	<i>C.Y.</i>	
9.	<i>Casey Stone</i>	<i>Casey Stone Construction</i>	<i>casey@caseystoneconstruction.com</i>	<i>903 505 3733</i>	✓	
10.	<i>Dustin Bobbitt</i>	<i>Casey Stone Construction</i>	<i>office@caseystoneconstruction.com</i>	<i>903-930-8059</i>	✓	



HALL-MILLER MUNICIPAL AIRPORT(ATA)
ATLANTA, TEXAS

PAVEMENT REHABILITATION
CSJ No. 2419ALNTA

PRE-BID MEETING
Tuesday, February 11, 2025; 1:00 p.m.

Name		Company	Email	Telephone	Present	Call-In
11.	Jacob Bebbitt	TEC, Inc.	jacob@taturnexcavating.com	903-280-2011	<input checked="" type="checkbox"/>	
12.						
13.						
14.						
15.						
16.						
17.						
18.						
19.						
20.						

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SUMMARY OF QUANTITIES					
ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
BID SCHEDULE 1					
PERIMETER FENCING AND ACCESS GATE IMPROVEMENTS					
1.01	C-105-1	Mobilization	LS	1	
1.02	P-151	Clearing and Grubbing	AC	2.5	
1.03	SS-01	Remove Existing Fence	LF	4,773	
1.04	F-164-1	Wildlife Exclusion Fence, 8 ft Tall	LF	12,300	
1.05	F-164-2	Deterrent Skirt, 5 ft Tall.	LF	11,516	
1.06	F-164-3	Low Water Crossing	EA	5	
1.07	F-164-4	Vehicle Gate, 14 ft Wide, Manual Single Swing	EA	3	
1.08	F-164-5	Electrical Slide Vehicle Gate, 24 ft Wide	EA	1	
1.09	PLAN DETAIL	No Trespass Sign	EA	5	
1.10	L-119-1	Airport Obstruction Light	EA	10	
1.11	T-901-1	Seeding	SY	13,700	
1.12	T-901-2	Bonded Fiber Matrix Mulch	SY	13,700	

PAY ITEM NOTES:

1. Prior to any work the Contractor shall complete a Safety Plan Compliance Document.
2. All material submittals for items to be used in construction of the project shall be submitted to the Engineer for review and acceptance fifteen (15) days prior to commencement of work.
3. Upon completion of the project, all stockpiles shall be removed off airport property.
4. Dimensions for Item 1.02 - Clearing and Grubbing, shall be 10' wide, centered on fence alignment.
5. Weed Control, FAA Specification F-164-2, shall be applied to all disturbed areas immediately following fencing installation.

SUMMARY OF QUANTITIES					
ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
ADD ALTERNATE 1					
ADDITIONAL ACCESS GATES TO HANGARS					
A1.01	F-162-1	Chain-Link Fence	LF	589	
A1.02	F-162-2	Vehicle Gate, 16 ft Wide, Double Swing Manual	EA	2	
A1.03	F-162-3	Vehicle Gate, 24 ft Wide, Double Swing Manual	EA	1	
A1.04	F-162-4	Pedestrian Gate, 40 in. Wide	EA	2	



LOCHNER

12750 Mерт Drive | Suite 570 | Dallas, Texas 75251
P 214.373.7873 | www.hwochner.com
TBPE Firm Registration No. 10488

CITY OF ATLANTA

HALL-MILLER MUNICIPAL AIRPORT
ATLANTA, TEXAS

PROJECT NO.	000021674
DRAWN BY	DATE
MB	10/06/2023
CHECKED BY	DATE
KWR	12/22/2023
DESIGNED BY	DATE
MB	10/06/2023
REVISIONS	DATE
ADDENDUM 2	02/19/2025

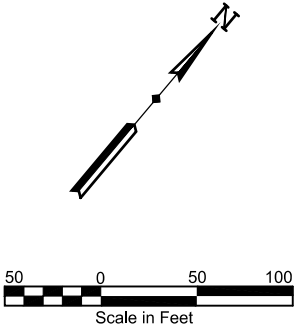
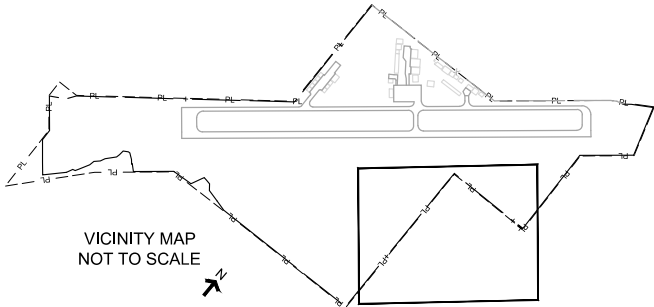
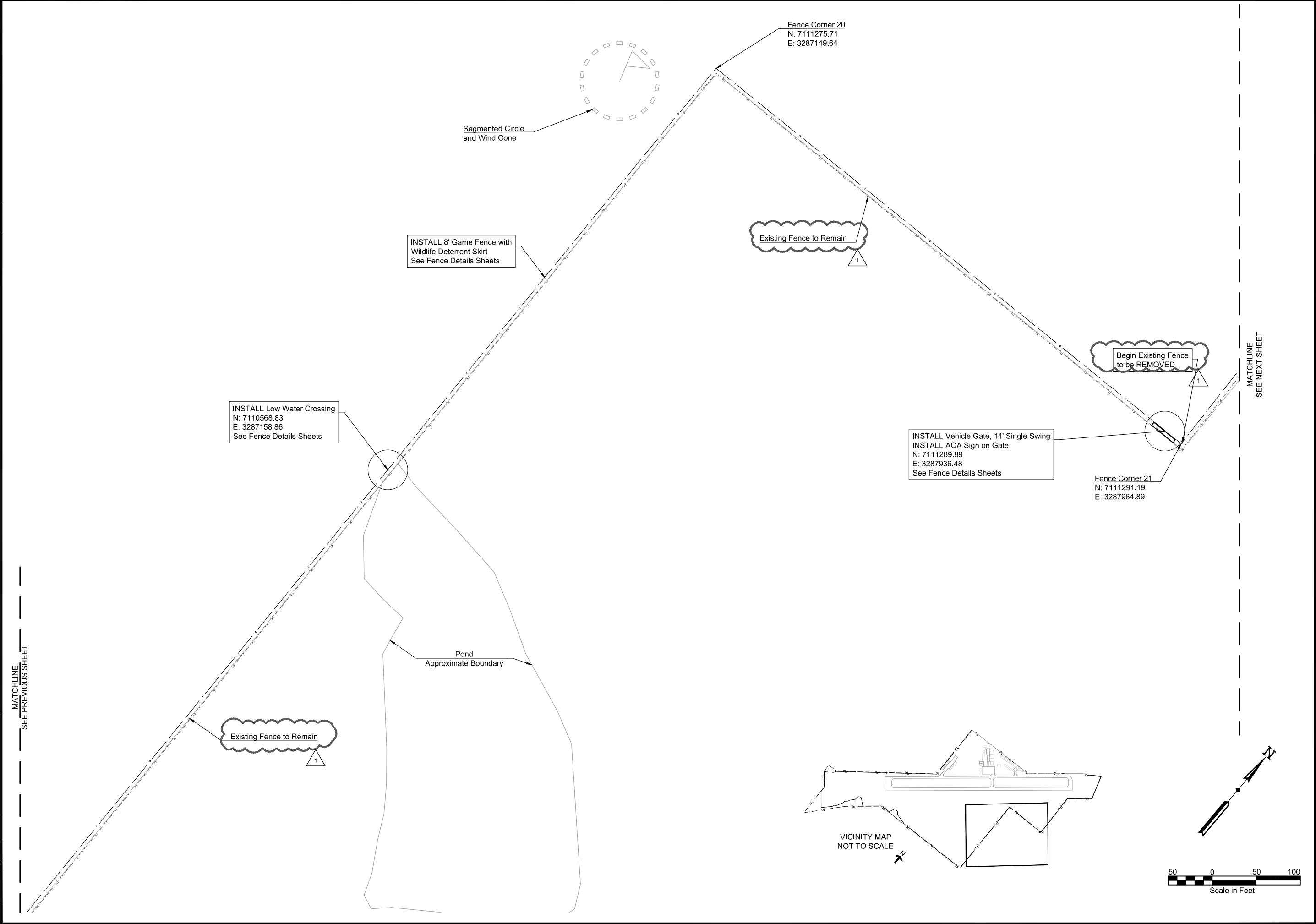
SUMMARY OF QUANTITIES

G1.3

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02/19/2025

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CITY OF ATLANTA

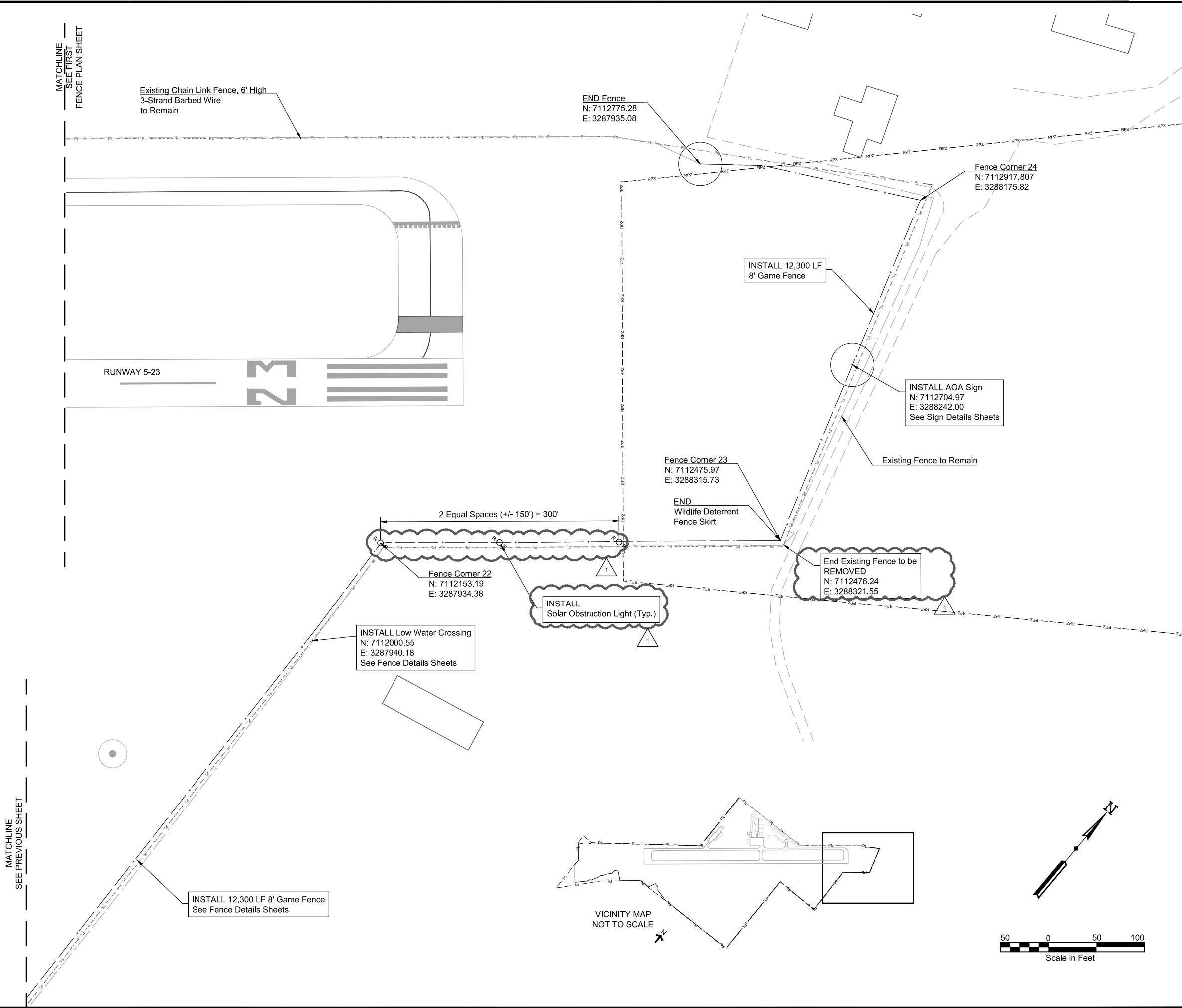
HALL-MILLER MUNICIPAL AIRPORT

ATLANTA, TEXAS

PROJECT NO.	000021674
DRAWN BY	MB
CHECKED BY	KWR
DESIGNED BY	MB
REVISIONS	ADDENDUM 2
DATE	10/06/2023
DATE	12/22/2023
DATE	10/06/2023
DATE	02/19/2025

FENCE PLAN

C2.4



STATE OF TEXAS

★

MICHAEL J. BUSSEY

100104

PROFESSIONAL ENGINEER

02/19/2025

Michael J. Bussey

LOCHNER

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P 214.373.7873 | www.hwlochner.com
TBPE Firm Registration No. 10488

CITY OF ATLANTA

HALL-MILLER MUNICIPAL AIRPORT
ATLANTA, TEXAS

PROJECT NO. 000021674

DRAWN BY MB DATE 10/06/2023

CHECKED BY KWR DATE 12/22/2023

DESIGNED BY MB DATE 10/06/2023

REVISIONS ADDENDUM 2 DATE 02/19/2025

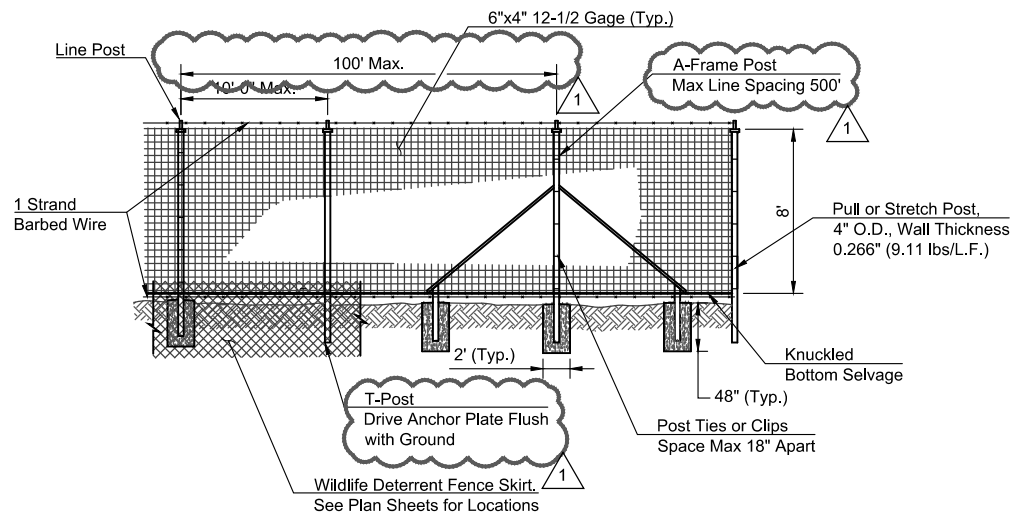
FENCE PLAN

C2.5

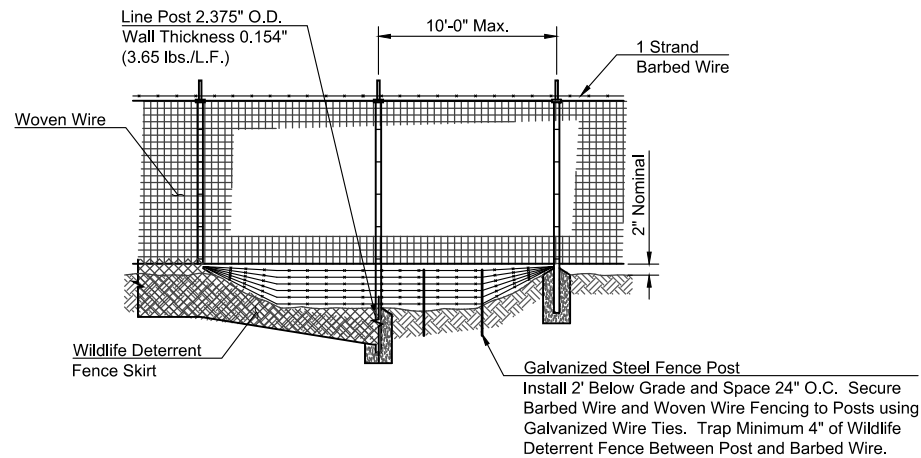
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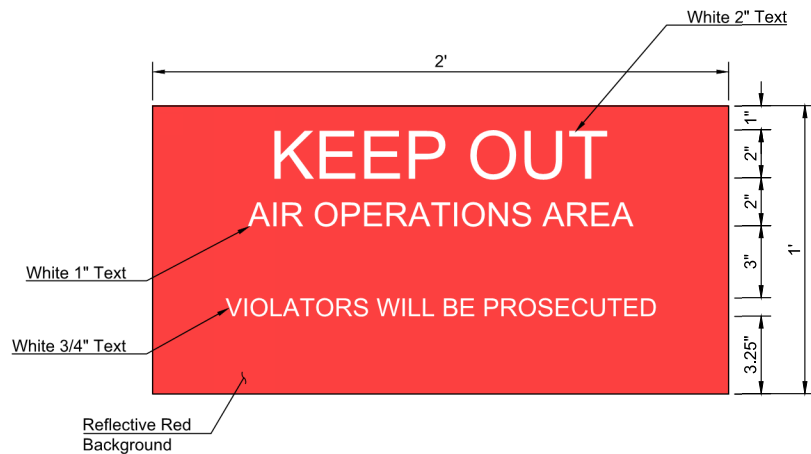
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GAME FENCE DETAILS
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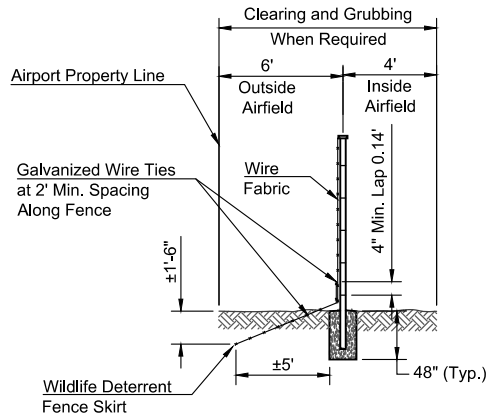


WILDLIFE EXCLUSION FENCE
LOW WATER CROSSING
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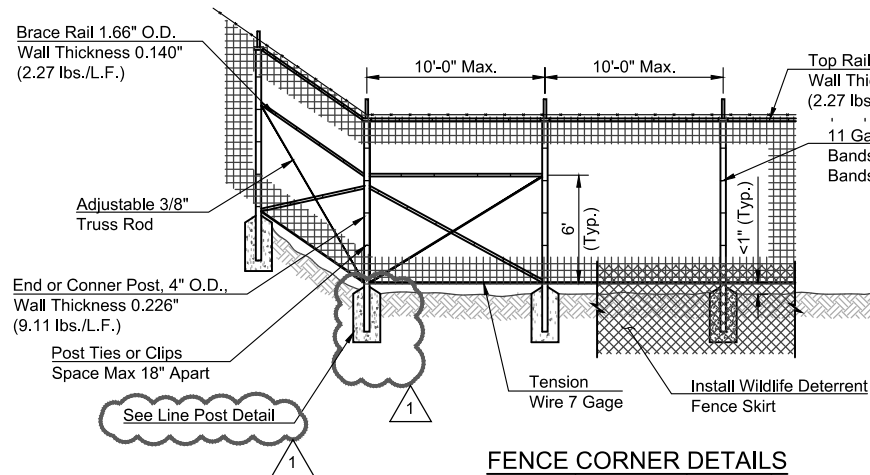


KEEP OUT AOA SIGN DETAIL
No Scale

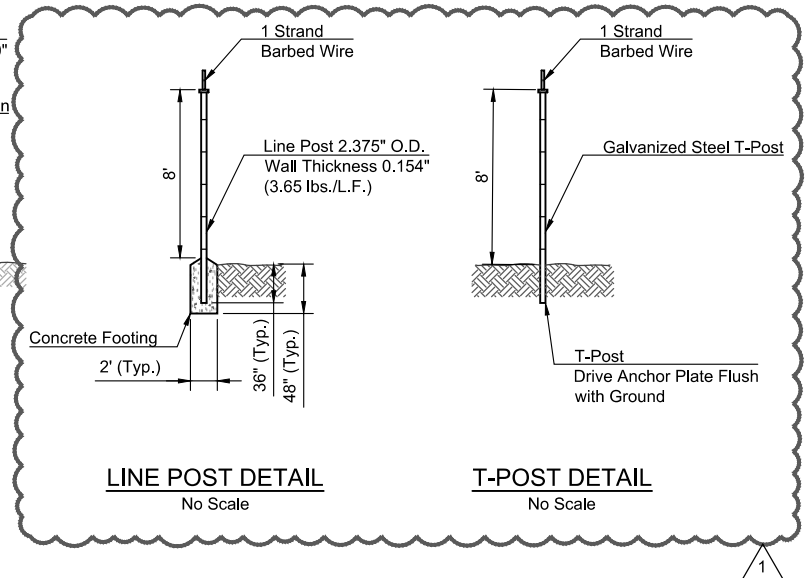
See Fence Plans for AOA Sign Locations



VEHICLE GATE
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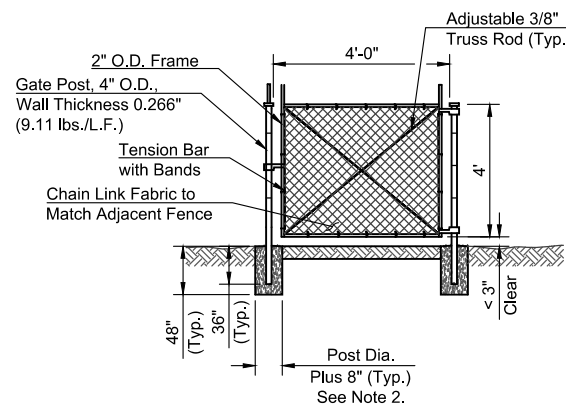


FENCE CORNER DETAILS
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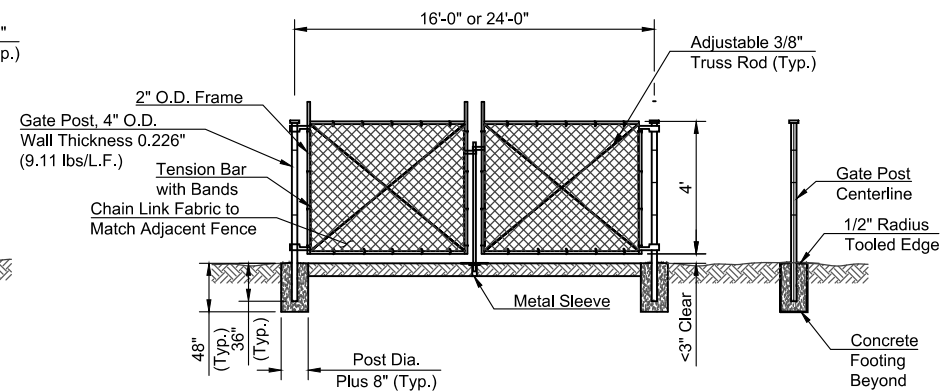


LINE POST DETAIL
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T-POST DETAIL
No Scale



CHAIN-LINK WALK GATE
ADD ALT.
No Scale



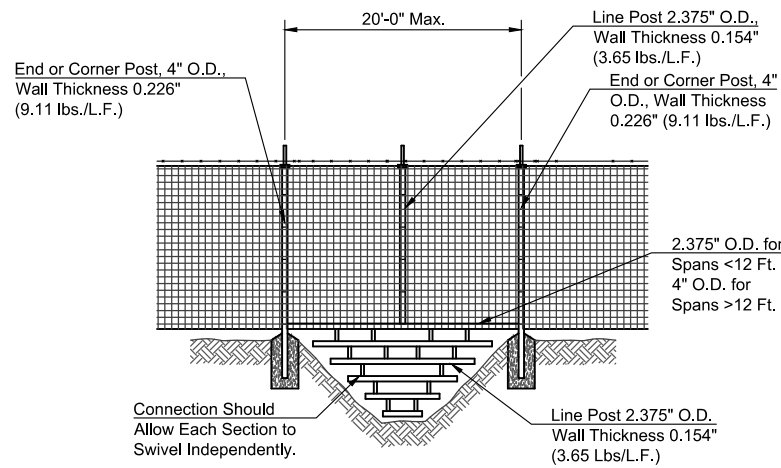
CHAIN-LINK DOUBLE GATE
ADD ALT.
No Scale

NOTES:

- Bracing typical for end, corner, or pull post. As a minimum, install a single line post assembly every 100'.
- When solid rock is encountered, a hole is core drilled 2" larger than the diameter of the post, to a minimum depth of 24", and the post is grouted into place.
- Corner posts and pull posts shall be set in concrete in accordance with these details. Line posts shall be driven to a depth of 48". If posts cannot be driven to depths indicated because of rocky soils or other conditions, they shall be removed and replaced in footings. Post tops shall be protected against damage and all posts which are damaged during installation shall be removed and replaced.
- The maximum horizontal gap between corner posts and buildings or gate posts and gates is 4". The maximum vertical gap between the bottom of the fence and the groundline shall be 1".
- Weights of materials shown are for ASTM F 1043, Group IA. Sizes shown are for steel and aluminum. Equivalent ASTM F 1043 Alternatives may be used.
- T-Post shall be spaced at 10' frequency between line posts and A-Shaped line brace. T-Post are not required to be in concrete foundation.

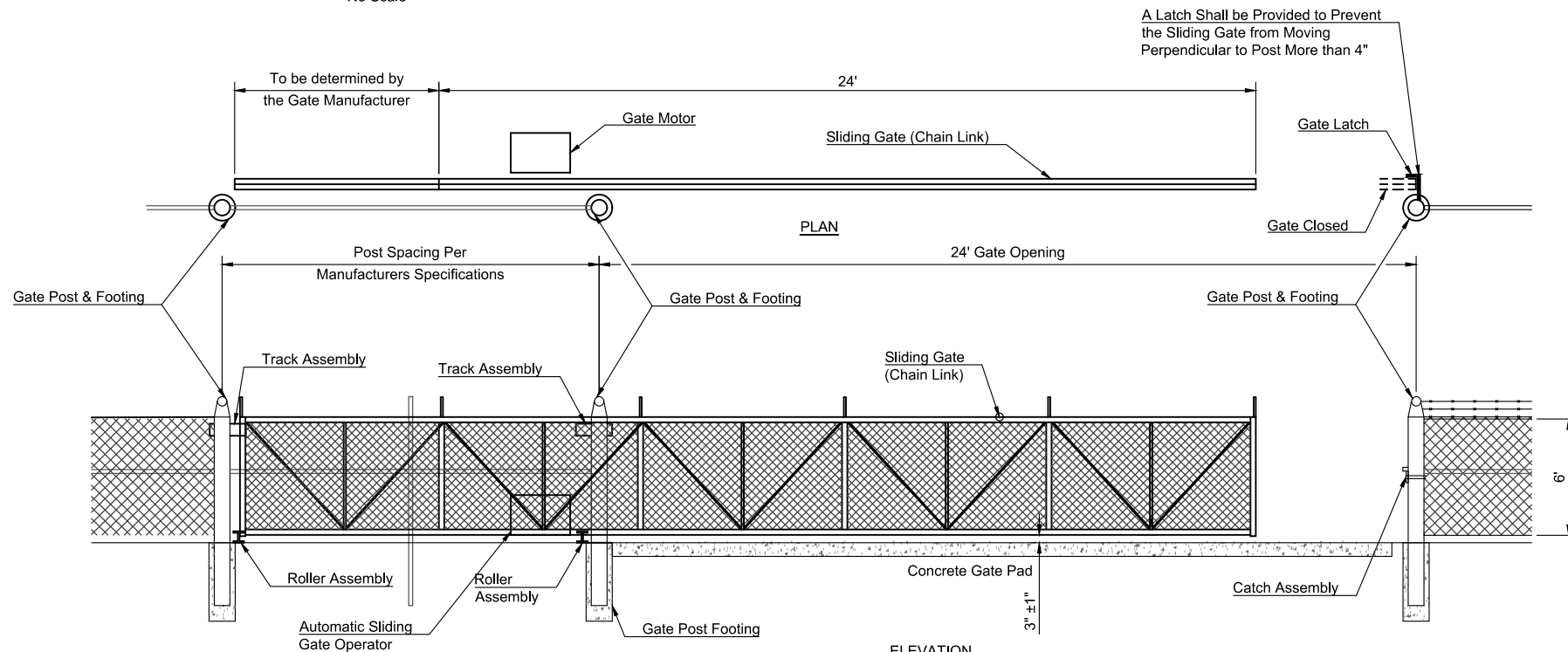
Plot Style: as.ctb

Last Saved By: mbussey 2025/02/19



WELL DEFINED CHANNELS WATER CROSSING GATE

No Scale

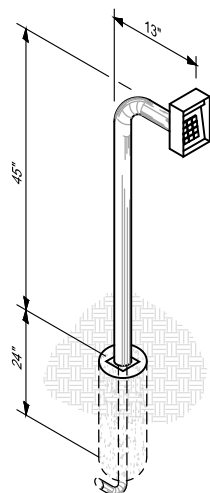


AUTOMATIC CHAIN-LINK SLIDING GATE

No Scale

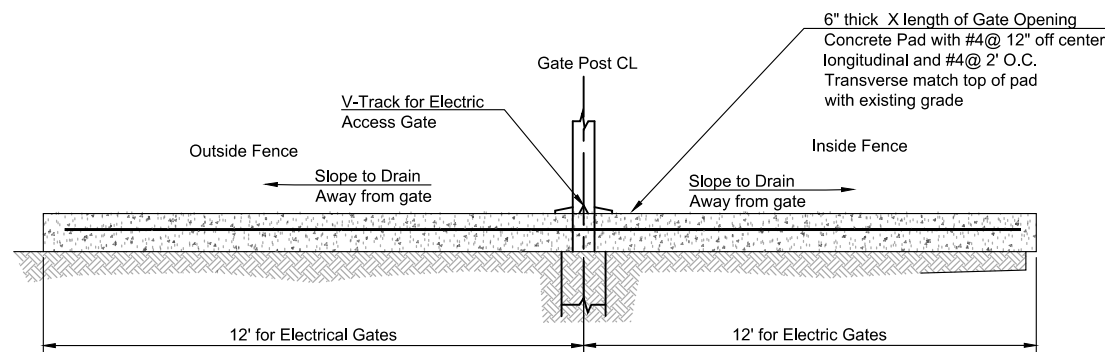
NOTES:

- Sliding gate and assembly shall be compatible for installation of motorized operator.



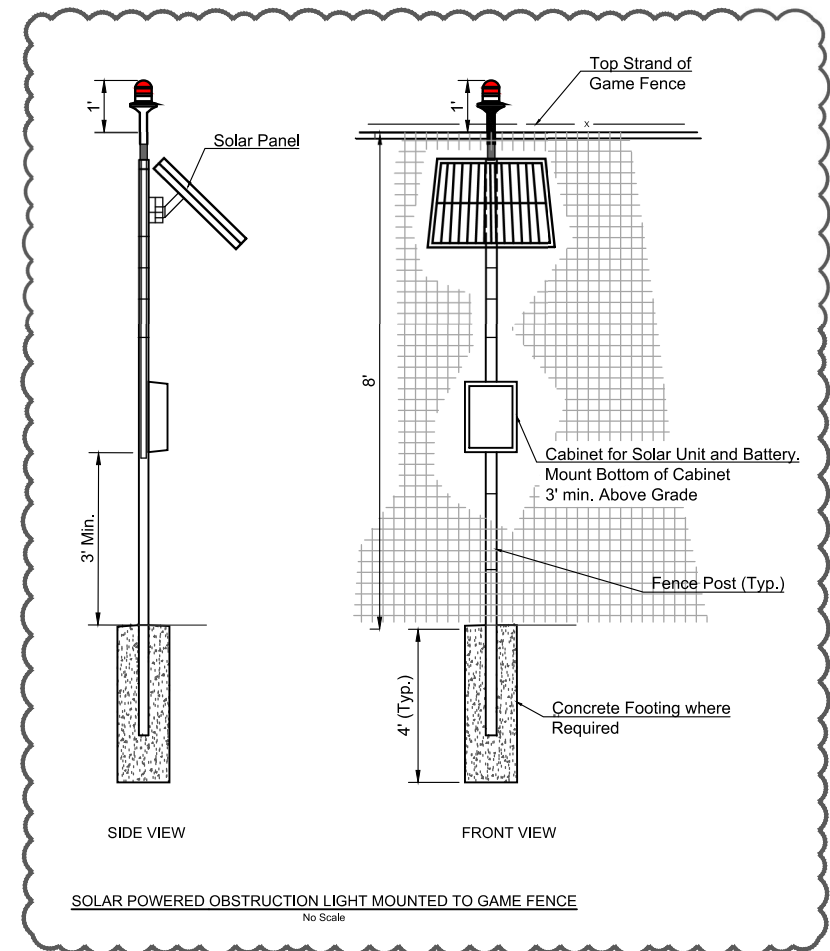
LIGHTED DIGITAL KEYPAD

No Scale



GATE CONCRETE PAD DETAIL

No Scale



LOCHNER

12750 Merit Drive | Suite 570 | Dallas, Texas 75251
P 214.373.7873 | www.hwlochner.com
TBPE Firm Registration No. 10488

CITY OF ATLANTA

HALL-MILLER MUNICIPAL AIRPORT
ATLANTA, TEXAS

PROJECT NO.	000021674
DRAWN BY	DATE
MB	10/06/2023
CHECKED BY	DATE
KWR	12/22/2023
DESIGNED BY	DATE
MB	10/06/2023
REVISIONS	DATE
ADDENDUM 2	02/19/2025

FENCE DETAILS

C3.1

ITEM F-164

WILDLIFE EXCLUSION FENCE

DESCRIPTION

164-1.1 This item covers the requirements for furnishing materials and constructing new wire wildlife exclusion fences and gates with wood posts; furnishing and installing chain-link fence fabric underground along the wire fence line; and constructing concrete pads at fence gates in accordance with the details included here and as shown on the plans. The fence to be erected shall be woven wire fencing topped by one strand of barbed wire, as indicated on the plans and in the bid proposal.

MATERIALS

164-2.0 Wire.

a. Woven wire (zinc-coated). The woven wire fence shall be 23-bar, 120-inch (3 m) field fence with top and bottom wires No. 12-1/2 gauge, and filler and stay wires No. 12-1/2 gauge. Stay wires shall be spaced 6 inches (150 mm) apart. All wires shall be smooth galvanized steel wire, conforming to ASTM A116. All wires shall be twice-dipped and shall be spaced as shown on the plans.

b. Chain-Link fence Fabric. Chain-link fence fabric is not required.

c. Chain link skirt fabric. The fabric shall be woven with a 9-gauge galvanized steel wire in a 2-inch (50-mm) mesh and shall meet the requirements of ASTM A392, Class II. The fabric shall be 5 feet (1.5 m) wide.

d. Barbed wire (zinc-coated). Zinc-coated barbed wire shall be 2-strand twisted No. 12-1/2 gauge galvanized steel wire with 4-point barbs of No. 14 gauge galvanized steel wire. All wire shall conform to ASTM A121, Type A. The barbs shall be spaced approximately 5 inches (125 mm) apart.

e. Wire ties and tension wires. Wire fabric ties, wire ties, and tension wire for a given type of fabric shall be the same material as the fabric type. The tension wire shall be 7-gauge coiled spring wire coated similarly to the respective wire fabric being used. The fabric shall be attached to the tension wire as shown on the plans, but not greater than every four feet. Wire fabric ties shall be hog rings of galvanized steel wire not less than 9-gauge. All material shall conform to Federal Specification RR-F-191/4.

f. Bracing wire (zinc-coated). Wire used for cable for bracing shall be No. 9 smooth galvanized soft wire.

164-2.1 Gates and hardware. Gates shall be constructed of galvanized steel tubing conforming to Federal Specification RR-F-191 and shall be the size shown on the plans. Heavily galvanized hinges and latches for wood posts shall be furnished with each gate. A bolt or lag screw hinge shall be used, and either a wing or butterfly latch shall be furnished. The fabric shall be the same as required for the fence, F-164-2.0.

164-2.2 Miscellaneous fittings and hardware. Miscellaneous steel fittings and hardware for use with zinc-coated steel fabric shall be of commercial grade steel or better quality, wrought or cast as appropriate to the fitting or hardware, and sufficient in strength to provide a balanced design when used with fabric, posts, and wires of the specified quality. All steel fittings and hardware shall be protected with a zinc coating applied in conformance with ASTM A153.

164-2.3 Wood posts. **Not Used**

164-2.4 Braces. Cleats, gate stops, and braces shall be of the size shown on the plans. They shall be of the same species and quality specified for the posts or approved by the RPR, and they shall be free from knots larger than one-third the width of the piece. Gate stops shall be made of posts of suitable length. Braces may be made of posts of suitable length or of sawed lumber. All cleats, gate stops, and any braces in contact with the ground and for a distance of at least 6 inches (150 mm) above the ground shall be treated by the hot and cold bath process, specified herein for posts. The wire used in cable for bracing shall conform to paragraph 164-2.0f.

164-2.5 Steel posts, rails, and braces. Line posts, rails, and braces shall conform to the requirements of ASTM F1043 or ASTM F1083 as follows:

Galvanized tubular steel pipe shall conform to the requirements of Group IA, (Schedule 40) coatings conforming to Type A, or Group IC (High Strength Pipe), External coating Type B, and internal coating Type B or D.

Roll Formed Steel Shapes (C-Sections) shall conform to the requirements of Group IIA, and be galvanized in accordance with the requirements of ASTM F1043, Type A.

Hot-Rolled Shapes (H Beams) shall meet the requirements of Group III, and be galvanized in accordance with the requirements of ASTM F1043, Type A.

Aluminum Pipe shall conform to the requirements of Group IB.

Aluminum Shapes shall conform to the requirements of Group IIB.

Vinyl or polyester coated steel shall conform to the requirements of ASTM F1043, Paragraph 7.3, Optional Supplemental Color Coating.

Composite posts shall conform to the strength requirements of ASTM F1043 or ASTM F1083. The strength loss of composite posts shall not exceed 10% when subjected to 3,600 hours of exposure to light and water in accordance with ASTM G152, ASTM G153, ASTM G154, and ASTM G155.

Posts, rails, and braces furnished for use in conjunction with aluminum alloy fabric shall be aluminum alloy or composite.

Posts, rails, and braces, with the exception of galvanized steel conforming to ASTM F1043 or ASTM F1083, Group 1A, Type A, or aluminum alloy, shall demonstrate the ability to withstand testing in salt spray in accordance with ASTM B117 as follows:

- External: 1,000 hours with a maximum of 5% red rust.
- Internal: 650 hours with a maximum of 5% red rust.

The dimensions of the posts, rails, and braces shall be in accordance with Tables I through VI of Federal Specification RR-F-191/3.

164-2.6 Staples. The staples shall be No. 9 galvanized steel wire, one inch (25 mm) long for hardwood posts and 1-1/2 inch (38 mm) long for use in softwood posts.

164-2.7 Concrete pads at gates. Concrete shall be of a commercial grade with a minimum 28-day compressive strength of 3000 psi (2670 kPa).

164-2.8 Weed control material. A commercially available weed control material shall be applied at the manufacturer's recommended rate.

CONSTRUCTION METHODS

164-3.1 General. The fence shall be constructed in accordance with the details on the plans using new materials. All work shall be performed in a workmanlike manner, satisfactory to the RPR. The Contractor

shall layout the fence line based on the plans. The Contractor shall span the opening below the fence with barbed wire at all locations where it is not practical to conform the fence to the general contour of the ground surface because of natural or manmade features such as drainage ditches. The new fence shall be permanently tied to the terminals of existing fences whenever required by the RPR. The finished fence shall be plumb, taut, true to line and ground contour, and complete in every detail. When shown on the plans or directed by the RPR, the Contractor shall stake down the woven wire fence at several points between posts. The Contractor shall arrange the work so construction of the new fence immediately follows the removal of existing fences. The length of unfenced section at any time shall not exceed 300 feet (90 m). The work shall progress in this manner, and at the close of the working day, the newly constructed fence shall be tied to the unremoved existing fence.

164-3.2 Clearing fence line. The site of the fence shall be sufficiently clear of obstructions, and surface irregularities. The fence line shall be graded so that the fence will conform to the general contour of the ground. The fence line shall be cleared on each side of the centerline of the fence. This clearing shall consist of the removal of all stumps, brush, rocks, trees, or other obstructions that will interfere with proper construction of the fence. Stumps within the cleared area of the fence line shall be grubbed or excavated. The bottom of the fence shall be placed a uniform distance above ground as specified in the plans. When shown on the plans or as directed by the RPR, the existing fences which interfere with the new fence location shall be removed by the Contractor as part of the construction work, unless removal is listed as a separate item in the bid schedule. All holes remaining after post and stump removal shall be refilled with suitable soil, gravel, or other suitable material and shall be compacted with tampers.

The work shall include the handling and disposal of all material cleared, of excess excavation and the removal of spoiled material regardless of the type, character, composition, or condition of such material encountered.

164-3.3 Setting posts. Steel posts shall be spaced as shown on the plans. Corner, brace, anchor, end, and gate posts shall be set in concrete bases as shown on the plans. The top of the base concrete shall be slightly above the ground surface, trowel finished, and sloped to drain. Post holes of full depth and size for the concrete bases for posts shall be provided. All line posts may be either driven or set in dug holes to a penetration depth of 3 feet (90 cm). All post setting shall be done carefully and to true alignment. Dirt removed for placing posts, anchor bars, flanges, etc., shall be replaced, tamped, and leveled. When posts are driven, care shall be exercised to prevent marring or buckling of the posts. Damaged posts shall be replaced at the Contractor's expense. After posts are placed and lined, the holes shall be backfilled with suitable material that shall be properly compacted by the use of tampers. The posts adjacent to end, corner, anchor, and gate posts shall be set and braced with braces and wire, as shown on the plans. No extra compensation shall be made for rock excavation.

164-3.4 Anchoring and bracing. Corner, end, gate, and adjacent intermediate posts shall be anchored and brace as shown on the plans. Anchor posts shall be set at approximately 500 feet (150 m) intervals and braced to the adjacent posts. Posts shall be braced before the wire fencing is placed.

164-3.5 Installing wire. The wire shall be placed on the side of the posts away from the airport or as shown on the plans. The wire fence shall be placed on the posts at the height indicated on the plans. Longitudinal wires shall be installed parallel and drawn uniformly taut. The vertical stay wires of the woven wire fencing shall be straight and vertical. At end and gate posts the woven wire and barbed wire shall be wrapped once around the post; each longitudinal wire shall be stapled at least three times and the ends of these wires shall be tied with a snug, tight twist. Each longitudinal wire shall be stapled to each intermediate post with one steel wire staple; at the corner and anchor posts, two or more staples shall be used. The top strands of barbed wire of all fences shall be stapled with two staples in each post. All staples shall be set diagonally with the grain of the wood and driven up tight. After the fence has been erected, the tops of the wood posts shall be sawed off with a 1-to-3 pitch. The bottom wire of the wire

fencing shall clear the ground by not more than 2 inches (50 mm) or less than one inch (25 mm) at any place.

164-3.6 Splicing wire. Wire splices in longitudinal wires will be permitted if made with an approved galvanized bolt-clamp splice or a wire splice made as follows: the end of the wires shall be carried 3 inches (75 mm) past the splice tool and wrapped around the other wire away from the tool for at least six turns in opposite directions. After the tool is removed, the space occupied by it shall be closed by pulling the ends together. The unused ends of the wires shall be cut close to make a neat, workmanlike job. Woven wire shall be spliced only at posts.

164-3.7 Installing chain-link skirt fabric. Excavate trench to the depth required for proper installation of the chain-link fabric. Obtain RPR's approval of depth of excavation before placing the wire fabric. Place the fabric and lap splice it to existing fence fabric and tie with wire ties at 2-foot (0.6-m) spacing. Cut wire fabric around fence post footing to allow proper placement. Backfill with native soil to original grade.

164-3.8 Installing gates. Gates shall be hung on gate fittings, as shown on the plans. Fittings on the gate posts shall be clamped, screwed, or bolted to prevent slipping. Gates shall be erected to swing in the direction indicated and shall be provided with gate stops, as specified or as shown on the plans. Gates shall be erected at locations shown on the plans. Gate concrete pads shall be installed at each gate or as shown on the plans.

164-3.9 Existing fence connections. Wherever the new fence joins an existing fence, either at a corner or at the intersection of straight fence lines, a corner or anchor post shall be set at the junction and braced and anchored the same as described for corner posts. If the connection is made at other than the corner of the new fence, the last span of the old fence shall contain a brace span.

164-3.10 Electrical grounds. Electrical grounds shall be constructed where a power line passes over the fence. The ground shall be installed directly below the point of crossing. The ground shall be accomplished with a copper clad rod 8 feet (2.4 m) long and a minimum of 5/8 inches (16 mm) in diameter driven vertically until the top is 6 inches (150 mm) below the ground surface. A No. 6 solid copper conductor shall be clamped to the rod and to the fence in such a manner that each element of the fence is grounded. Installation of ground rods shall not constitute a pay item and shall be considered incidental to fence construction. The Contractor shall comply with FAA-STD-019, Lightning and Surge Protection, Grounding, Bonding and Shielding Requirements for Facilities and Electronic Equipment, paragraph 4.2.3.8, Lightning Protection for Fences and Gates when fencing is adjacent to FAA facilities.

164-3.11 Weed control application. Weed control material shall be applied over an area 5 feet (1.5 m) wide, measured from the fence centerline, and over the chain link wildlife fence. Apply weed control material as recommended by the manufacturer's instructions and in compliance with state and local regulations.

164-3.12 Cleaning up. The Contractor shall remove from the vicinity of the completed work all tools, buildings, equipment, etc., used during construction. All disturbed areas shall be seeded per Item T-901.

METHOD OF MEASUREMENT

164-4.1 Fence. Fence shall be measured in place from outside to outside of end posts or corner posts and shall be the length of fence actually constructed, except for the space occupied by the gates.

164-4.2 Chain link fence skirt fabric. Chain-link fence fabric shall be measured for payment by the linear foot (m) to the nearest foot (meter). Measurement shall be along the fence from center to center of end or corner posts, excluding the length occupied by gate opening.

164-4.3 Low Water Crossing. Shall be measured by the unit

164-4.4 Vehicle gates and pedestrian gates. Vehicle gates and pedestrian gates shall be measured in units for each gate installed and accepted. **Electric gates shall meet the requirement of Item SS-02 specifications.**

164-4.5 Concrete gate pad. Concrete gate pads will not be paid for directly but will be subsidiary to each gate.

164-4.6 Weed control application. Weed control application is required for all fencing/gates, but will not be paid for directly but will be subsidiary to the fencing/gate pay items

BASIS OF PAYMENT

164-5.1 Fence. Payment will be made at the contract unit price per linear foot (meter) for fence. This price shall be full compensation for furnishing all materials and for preparation, erection, and installation of these materials, and for all labor, equipment, tools and incidentals necessary to complete the item.

164-5.2 Chain link fence skirt fabric. Payment for chain-link fence skirt fabric shall be made at the contract unit price per linear foot. This price shall be full compensation for furnishing materials, all labor (including preparation, excavation, backfill, fill, and installation), equipment, tools, and incidentals necessary to complete this item. Utility locates shall be included in this pay item.

164-5.3 Low Water Crossing. Payment will be made at the contract unit price per each for low water crossing. This price shall be full compensation for furnishing all materials and for preparation, erection, and installation of these materials, and for all labor, equipment, tools and incidentals necessary to complete the item.

164-5.3 Vehicle gates and pedestrian gates. Payment will be made at the contract unit price per each for driveway or for walkway gates. This price shall be full compensation for furnishing all materials and for all preparation, erection, and installation of these materials and for all labor, equipment, tools, and necessary incidentals to complete the item.

164-5.4 Concrete gate pad. Concrete gate pads will not be paid for directly but will be subsidiary to each gate.

164-5.5 Weed control application. Weed control application is required for all fencing/gates, but will not be paid for directly but will be subsidiary to the fencing/gate pay items

Payment will be made under:

Item F-164-5.1	Wildlife Exclusion Fence, 8 ft Tall	- per linear foot
Item F-164-5.2	Deterrent Skirt, 5 ft Tall	- per linear feet
Item F-164-5.3	Low Water Crossing	- per each
Item F-164-5.4	Vehicle Gate, 14 ft Wide, Single Swing	- per each
Item F-164-5.5	Electrical Slide Vehicle Gate, 24 ft Wide	- per each

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM A116	Standard Specification for Metallic-Coated, Steel Woven Wire Fence Fabric
ASTM A121	Standard Specification for Metallic-Coated Carbon Steel Barbed Wire
ASTM A153	Standard Specification for Zinc Coating (Hot-Dip) on Iron and Steel Hardware
ASTM A392	Standard Specification for Zinc-Coated Steel Chain-Link Fence Fabric
ASTM A491	Standard Specification for Aluminum-Coated Steel Chain-Link Fence Fabric
ASTM F668	Standard Specification for Polyvinyl Chloride(PVC), Polyolefin and other Organic Polymer Coated Steel Chain-Link Fence Fabric
ASTM F1043	Standard Specification for Strength and Protective Coatings on Steel Industrial Fence Framework
ASTM F1083	Standard Specification for Pipe, Steel, Hot-Dipped Zinc-Coated (Galvanized) Welded, for Fence Structures
ASTM F1183	Standard Specification for Aluminum Alloy Chain Link Fence Fabric
ASTM F1345	Standard Specification for Zinc 5% Aluminum-Mischmetal Alloy Coated Steel Chain-Link Fence Fabric
ASTM G152	Standard Practice for Operating Open Flame Carbon Arc Light Apparatus for Exposure of Nonmetallic Materials
ASTM G153	Standard Practice for Operating Enclosed Carbon Arc Light Apparatus for Exposure of Nonmetallic Materials
ASTM G154	Standard Practice for Operating Fluorescent Ultraviolet (UV) Lamp Apparatus for Exposure of Nonmetallic Materials
ASTM G155	Standard Practice for Operating Xenon Arc Light Apparatus for Exposure of Nonmetallic Materials

American Wood Preservers Association (AWPA)

AWPA U1	Use Category System: User Specification for Treated Wood
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Federal Specifications (FED SPEC)

FED SPEC RR-F-191/Gen	Fencing, Wire, and Post Metal (and Gates, Chain-link Fence Fabric, and Accessories) (General Specification)
FED SPEC RR-F-191/4	Fencing, Wire and Post, Metal (Chain-Link Fence Accessories)

FAA Standard

FAA-STD-019	Lightning and Surge Protection, Grounding, Bonding and Shielding Requirements for Facilities and Electronic Equipment
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FAA Order

5300.38	AIP Handbook
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END OF ITEM F-164

NOTICE TO BIDDERS
Hall-Miller Municipal Airport
TxDOT Solicitation No.: NTB2419ALNTA00020

Sealed bids for the construction of airport improvements at **Hall-Miller Municipal Airport** need to be addressed and delivered to Dawn Denson, TxDOT Aviation Division, 6230 E. Stassney Lane, 2nd Floor, Austin, Texas 78744. The delivered package must be clearly marked as “Bid Proposal”. Bids will be received until 2 PM, February 27, 2025, then publicly opened and read. Any bid received after closing time will be returned unopened.

In general, the Aviation Construction work consists of: Install Wildlife Fence and Access Gates

Bidding documents may be examined at: H. W. Lochner, Inc. 12750 Merit Drive, Ste. 570, Bldg. 7, Dallas, TX 75251

Please visit the TxDOT Aviation website or contact the engineer of record for a current engineer estimate.

Bidders may view and obtain plan sets, free of charge, from Plans Online at the following link <https://www.dot.state.tx.us/business/plansonline/ftpinfo.htm> on the TxDOT website. **Bidders are responsible for checking this website regularly for any changes to the bid documents, such as Addendums. TxDOT can only guarantee the accuracy of information on its Aviation Projects website located at <http://www.txdot.gov/inside-txdot/division/aviation/projects.html>. If another agency or construction data website references this project, please also refer to the TxDOT Aviation website mentioned above to verify the accuracy and completeness of the data.**

TxDOT Aviation uses the eGrants electronic grant management system for projects beginning Fiscal Year 2017. The awarded bidder will be required to electronically submit contract documents, pay request forms, change order requests, certified payroll, DBE/HUB reports and insurance certificates. Signing the Bid Form certifies that the bidder meets the eGrants minimum system requirements in the External User Manual found at <http://www.txdot.gov/government/funding/egrants-2016/aviation.html>

To be placed on the Bidders List for this project, please email your company name, mailing address, and your phone & email address to AVNRFQ@txdot.gov.

Technical questions concerning the specifications should be directed to Stephen Schwieterman at 214.492.3621. Please call Dawn Denson, TxDOT Aviation at 512-416-4526 for questions concerning the bid document or further information.

Minimum wage rates have been predetermined as required by law and are set forth in the specifications.

Cashier's check, money order, or teller's check drawn by or on a state or national bank, a savings and loan association, or a state or federally chartered credit union (collectively referred to as “bank”) in the amount of two percent (2%) of the total bid price stated in the bid, made payable without recourse to TxDOT Aviation, Agent for the Owner or a bid bond in the same amount from a reliable corporate surety authorized to do business in the State of Texas and acceptable to TxDOT Aviation, Agent for the Owner must accompany each bid as a guarantee that the bidder, if successful, will enter into a contract, and make bond in accordance with the requirements of the specifications. TxDOT Aviation reserves the right to retain any check, bank money order or bank draft as liquidated damages in the event the bidder withdraws its bid after the bids are opened and before official rejection of the bid by TxDOT Aviation/Owner, or, if

successful in securing the award of the contract, the successful bidder fails to enter into the contract and fails to furnish satisfactory performance and payment bonds.

All noted documents below shall be completed and submitted to be considered a complete Bid Package. If any of the listed documents are incomplete or missing, the bid will be deemed non-responsive.

Required Documents:
<input type="checkbox"/> Bid Form
<input type="checkbox"/> Bid Bond (must include the Power Attorney and claim notice page)
<input type="checkbox"/> Required Language in Proposals for AIP Contracts
<input type="checkbox"/> Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
<input type="checkbox"/> Buy American Certification
<input type="checkbox"/> Certification of Non-Segregated Facilities
<p><input type="checkbox"/> DBE Participation Plan: The DBE Participation Plan must be submitted <u>no later than 5 calendar days from bid opening</u>. <i>When computing any period of time described in this part, the day from which the period begins to run is not counted, and when the last day of the period is a Saturday, Sunday, or Federal holiday, the period extends to the next day that is not a Saturday, Sunday, or Federal holiday. Similarly, in circumstances where the recipient's offices are closed for all or part of the last day, the period extends to the next day on which the agency is open.</i></p> <p>1) DBE Commitment Agreement Form No. SMS.4901, 2) DBE Program Material/Supplier Form No. SMS.4901-MS and, 3) DBE Trucking Commitment Form No. SMS.4901-T.</p> <p>Please download the appropriate DBE Commitment Agreement <u>or</u> Good faith effort form from the TxDOT website at http://www.txdot.gov/business/partnerships/dbe-forms.html. There are three available DBE commitment forms. You must pick the commitment form that applies to your subcontract agreement. Then you and your DBE(s) must complete the form and return it with the signed DBE plan by the required date.</p> <p style="text-align: center;">4) Form 4000 Contractor's Certification Good Faith Effort <u>(if unable to meet specified goal)</u></p>

The successful bidder will be required to furnish a Performance Bond and Payment Bond with the Power of Attorney and claim page, each in the full amount of the contract price, executed by a surety company or surety companies authorized to execute surety bonds under and in accordance with the laws of the State of Texas.

The Agent reserves the right to reject any bid and the right to waive technicalities if such waiver is in the best interest of the Owner and conforms to State and local laws and ordinances pertaining to the letting of construction contracts.

The Agent, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award. The

Disadvantage Business Enterprise (DBE) Goal is **3%**.

In accordance with 49 CFR Part 26.53 the bidder/offerer must submit an acceptable DBE plan and commitment or good faith effort no later than 5 calendar days after bid opening as a matter of responsibility.

For all federally funded construction projects with a DBE goal, bidders shall use the attached DBE participation plan and appropriate commitment agreement form/s and submit these documents to TxDOT Aviation within 5 calendar days after the bid opening via email to AVNRFQ@txdot.gov.

The proposed contract is subject to 49 CFR Part 26 concerning the participation of Disadvantaged Business Enterprises and is under and subject to Executive Order 11246 of September 24, 1965 and to the Equal Opportunity Clause contained in the bidding documents.

The proposed contract is subject to the Aviation Safety and Capacity Expansion Act of 1990.

A Pre-Bid conference concerning this project will be held at 1 PM on February 16, 2025 at Hall-Miller Municipal Airport-ATA, W. Main Street, Atlanta, TX 75551.

City of Atlanta, Cass County, Texas

DBE PARTICIPATION PLAN

**MUST BE SUBMITTED AND RECEIVED NO LATER THAN 5 CALENDAR DAYS FROM
BID OPENING at the following email address: AVNRFQ@txdot.gov**

TxDOT Project No.: 2419ALNTA	Project Airport: Hall-Miller Municipal Airport
Percentage Goal: 3%	Contractor:
Contractor Bid Amount:	Notes:

I propose to use the following DBE Plan in accordance with the requirements of the Disadvantaged Business Enterprise

TX TAX Vendor Number (11 Digit #)	Name of DBE Sub/Supplier*	Type of Work	Amount (\$)
			\$
			\$
			\$
			\$
			\$
		b) Total Dollar Value of Participation	\$

Assurances Attachment of the bid document and intend to utilize the following DBE firm(s) in performance of the contract.
Commitment Agreement Forms from these DBE firm(s) are attached to this DBE Participation Plan.

*The VENDOR NUMBER(s) and SUBCONTRACTOR NAME(s) supplied on this report must match what appears in the Texas Unified Certification Program (TUCP) Directory.

Acceptance of this DBE Participation Plan fulfills the requirements for only this DBE contract(s), between General Contractor and Subcontractor(s).

Signature of Company Official

Date