

Santa Maria Public Airport District  
**Rehabilitate Runway 12-30**  
AIG 306-0237-0xx-2025, AIP 3-0-6-0237-0xx-2025

**Addendum No. 3**

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Contractors interested in bidding the work of this project are hereby notified of the following additions, deletions, changes, revisions, and/or modifications to the Plans and Specifications for this project.

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**I      General Changes:**

1. This addendum includes two revised bid schedules and a revised plan set, reflective of new limits of work.
2. Award of contract shall be within 30 days of the bid opening to facilitate an early start of construction, reflective of a new limitation on extended work windows. The extended work window will terminate Wednesday afternoon, October 15. Any and all work after October 15 will be during night shift closure windows (10:00 pm to 6:00 am).

**II     Changes to Specifications:**

3. Page 100 of 236 “10T-2 Project Schedule, Work Schedule and Time Limitations” replace schedule table with new schedule table below:

<b>SMX: Rehabilitate Runway 12-30</b>	
Bid Opening	June 20
Review bids and establish contractor	June 24
Contract prepared and documents released to contractor for bonds, insurance and signatures	June 24 - June 27
Contract completed by contractor and returned	July 11
District review and sign contract	July 18
Pre-Construction Conference with Pre-Pave Workshop	July 21
Administrative Notice to Proceed	July 21
Submittals and P-401 asphalt control strip	July 21 – August 22
Notice to Proceed	August 25
Extended runway closure – two 6-hour openings each week for Allegiant	August 25 – October 15
Suspension of work: Air Show	October 16 – 20
Night work construction – 10:00 pm to 6:00 am	October 21 – Completion

4. The contract time for this project will be 40 calendar days for the Base Bid Schedule and 22 calendar days for the Additive Alternate Schedule for total of 62 calendar days. Change all references to the allowable contract time to 62 calendar days.
5. At all locations in the specifications booklet that discuss the basis of determining low bidder; the language shall read “The lowest responsible bidder, for comparison only, will be derived from the **Base Bid Schedule** only”.

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6. Page 7 of 236 “Instructions to Bidders”. Change text in Sections 2. INTERPRETATION from “The written request must be received at least seven (7) calendar days prior to the date fixed for opening bids.” To now be “The written request must be received at least **five (5)** calendar days prior to the date fixed for opening bids.”
7. Page 9 of 236 “Instructions to Bidders” Change Text in Section 12. AWARD AND EXECUTION OF CONTRACT from “The award of a contract, if it is to be awarded, shall be within 120 calendar days of the bid opening. The district will award an initial contract to the designated contractor for the work of Bid Schedule A. The initial contract will be in the amount of the sum total of Bid Schedule A. The work of Bid schedule A is to stand alone, start to stop, complete.” To now be “The award of a contract, if it is to be awarded, shall be within **30** calendar days of the bid opening. The district will award **a contract** to the designated contractor for the work of **Base Bid or Base Bid + Additive Alternate, dependent of available funding.**”
8. Make the following revisions to Technical Specification **Item L-110 Airport Underground Electrical Duct Banks and Conduits:**

- a. After section **110-3.5 Backfilling for conduits**, add the following paragraph:

**110-3.5a conduits with concrete trench backfill.**

At the locations shown on the plans, where new conduit is being installed within the full strength runway or taxiway pavement, the contractor shall encase the conduit and backfill the trench with P-610 concrete. The concrete shall be poured so that the top of the concrete envelope 6” below top of proposed finish grade.

- b. After section **110-4.1 in the Method of Measurement section**, add the following paragraph:

**110-4.2** Underground conduits with P-610 concrete trench backfill shall be measured by the linear feet of conduit installed, including the trenching and excavation of existing pavement section, and backfilling and encasing the conduit as shown on the plans.

- c. In section **110-5.2**, add the following to the bid item payment table:

A35, B42	ELECTRICAL CONDUIT, 2” WITH PCC TRENCH BACKFILL	Lineal foot
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9. Make the following revisions to Technical Specification **Item L-125 Installation of Airport Lighting Systems:**
  - a. After section **125-3.6 Adjust Existing Elevated and Flush Edge lights and Install New LED Fixture**, add the following paragraphs:

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**125-3.6a Adjust Existing Blank Light Can to Finish Grade.** Contractor to perform vertical adjustment to existing blank edge light cans. Upward adjustment shall include installation of L-867 or L-868 base can extension (as appropriate), of the height as called for on the plans. Contractor shall locate existing cans and shoot the location with GPS. After pavement overlay, core drill the asphalt overlay to expose the edge light can, remove the cover, install the base can extension, and re-install the blank can cover. The gasket should be replaced if damaged during the removal process. Pour a concrete (P-610) grade extension to the concrete encasement, including a binder to adhere the new concrete with existing encasement. Using airport-provided concrete stamp, stamp each light base with the identified, 4-7 character alpha-numeric designation. Stamps and designations to be provided by the RPR.

**125-3.6b Install New LED Fixture on Existing Light Can (no vertical can adjustment required).** At locations identified on the plans where new LED fixtures are to be installed on existing cans, but no vertical adjustment is required, Contractor shall remove the existing edge light fixture and transformer, and install a new LED light fixture with new transformer in accordance with the standard installation procedures outlined in this specification.

b. In the **Method of Measurement** section, add the following paragraphs:

**125-4.4** Measurement of raising existing blank light cans with solid covers shall be the number of each adjusted light can, installed with extensions and concrete encasement, and re-installation of solid covers, and accepted as satisfactory.

**125-4.5** Measurement of installing new elevated led fixture on existing can (no can adjustment) shall be the number of each new light fixture installed on the existing light can, ready for operation, and accepted as satisfactory.

**125-4.6** Measurement of installing new in-pavement runway edge lights shall be the number of each new light fixture installed in accordance with the details on the plans and work described in this section.

c. Replace the entire **Basis of Payment** section, to now be:

**125-5.1** Payment will be made at the Contract unit price for each completed new elevated edge light, new in-pavement edge light, and new guidance sign with concrete foundation, and adjustment of existing cans with blank covers completed by the Contractor and accepted by the RPR. These payments as described will be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools and incidentals necessary to complete these items of the work. No separate payment will be made for coring pavement, or concrete materials for encasing items in this section.

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Payments will be made under:

A24, B24	RAISE EXISTING RUNWAY LIGHT CAN, INSTALL NEW ELEVATED LED FIXTURE	Each
A25, B25	RAISE EXISTING TAXIWAY LIGHT CAN, INSTALL NEW ELEVATED LED FIXTURE	Each
A26, B26	RAISE EXISTING IN-PAVEMENT RUNWAY LIGHT CAN, INSTALL NEW LED FIXTURE	Each
A27, B28	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 2 MODULE, SIZE 1	Each
A39, B29	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 3 MODULE, SIZE 1	Each
A34, B30	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 4 MODULE, SIZE 1	Each
A36, B43	INSTALL NEW ELEVATED LED FIXTURE ON EXISTING CAN (NO CAN ADJUSTMENT)	Each
A37, B44	INSTALL NEW IN-PAVEMENT LIGHT	Each
A38, B45	RAISE EXISTING BLANK LIGHT CAN TO GRADE	Each

**III     Changes to Plans:**

10. New set of plans distributed with this addendum. Previous plan set to be disregarded.
  - a. The contractor shall use the plans released in conjunction with this Addendum titled "Plans – Rehabilitate Runway 12-30 – June 2025"

**IV     Changes to Bid Schedule and Proposal:**

11. New bid schedules (Base Bid and Additive Alternate) distributed with this addendum. Previous bid schedules to be disregarded.
  - a. The contractor shall use the bid schedules released in conjunction with this Addendum.
12. Proposal pages to be removed and replaced: Pages 13-19.

**VI     Bid Date:**

13. **The bid opening is being changed from 2:00pm, Tuesday, June 17<sup>th</sup>, 2025, to now be 2:00pm Friday, June 20<sup>th</sup>, 2025.**

Bidding Contractors must acknowledge receipt of this Addendum in the appropriate blank on Page 18 of the contract book.

END OF ADDENDUM No. 3

/s/     Martin Pehl  
General Manager

Attachments:

1. Revised Proposal & Bid Schedule pages changed by this Addendum: Pages 13-19. Replace these pages in the Specification Book.
2. New Plan Set. This attachment will be uploaded in the Public Purchase Portal. The file is titled "Plans – Rehabilitate Runway 12-30 – June 2025".

# **BID PROPOSAL**

FOR

## **REHABILITATE RUNWAY 12-30**

To the Honorable Board of Directors  
Santa Maria Public Airport  
3217 Terminal Drive  
Santa Maria, California 93455

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**Name of Contractor Submitting Bid**

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**Contractor License Number**

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**Contractor D.I.R. Number**

Ladies and Gentlemen:

The undersigned, as bidder, hereby declares that he has carefully examined the site of the herein proposed work, the Notice Inviting Sealed Bids, the proposed form of Contract and all documents referred to therein as Contract Documents, including the plans and specifications, the bid security form for check or bond, and form of the performance bond and payment bond; that the only persons or parties interest in this proposal as principals are those named herein, and he proposes and agrees that if this proposal is accepted, that he will contract with the Santa Maria Public Airport District, in the form of the contract, within 10 days of the date of mailing of the award of the contract and the contract for execution, to provide all necessary labor, machinery, tools, apparatus, and other means of construction, and to do, perform and complete all the work and furnish and install all equipment, supplies and materials specified in the contract and plans and specifications, in the manner and time therein prescribed, and according to the requirements of the Engineer and the Board of Directors of the Santa Maria Public Airport District as therein set forth, all within **62 calendar days (Base Bid plus Additive Alternate), or 40 calendar days (Base Bid Schedule only)** after receipt of Notice to Proceed, and that he will take in full payment therefore the unit prices set forth in the following Bid Schedule, commencing on the next page:

(At a minimum, bidder to submit all pages within this BID PROPOSAL section, complete, along with Bid Bond documents)

**BID SCHEDULES  
FOR REHABILITATE RUNWAY 12-30**

<b>BASE BID SCHEDULE</b>						
<b>ITEM #</b>	<b>QTY</b>	<b>UNIT</b>	<b>ITEM DESCRIPTION</b>	<b>SPEC #</b>	<b>UNIT PRICE (IN FIGURES)</b>	<b>TOTAL (IN FIGURES)</b>
A1	1.0	LS	MOBILIZATION (8% Max)	C-105	\$	\$
A2	1.0	LS	AIRPORT SAFETY AND SECURITY (5% Max)	C-101T	\$	\$
A3	1.0	T&M	UNIDENTIFIED UNDERGROUND REMOVALS	C-105	\$ 55,000.00	\$ 55,000.00
A4	3,100.0	LF	SAWCUT	P-101	\$	\$
A5	105.0	SY	CLEAR AND GRUB SITE	P-151	\$	\$
A6	64,300.0	SY	COLD MILLING – UNIFORM THICKNESS: 0.06'	P-101	\$	\$
A7	9,700.0	SY	COLD MILLING – VARIABLE THICKNESS: 0.06' TO 0.25'	P-101	\$	\$
A8	1.0	LS	COLD MILLING – VARIABLE THICKNESS: TEMPORARY TAPERS	P-101	\$	\$
A9	1.0	LS	MISCELLANEOUS DEMOLITION AND REMOVALS	P-101	\$	\$
A10	15.0	CY	EXCAVATION	P-152	\$	\$
A11	NOT USED					
A12	1.0	T&M	UNSUITABLE SUBGRADE	P-152	\$ 30,000.00	\$ 30,000.00
A13	120.0	SY	SUBGRADE PREPARATION – PAVED SHOULDER	P-152	\$	\$
A14	10,300.0	SY	SURFACE PREPARATION – OLD RUNWAY PAVEMENT / ASPHALT STABILIZED SAND	P-152	\$	\$
A15	39,300.0	LF	CRACK FILL & SEAL	P-101	\$	\$
A16	50.0	CY	PLACE AND COMPACT RECYCLED ASPHALT/BASE FROM ON-AIRPORT STOCKPILE	P-207	\$	\$
A17	15,100.0	TON	P-401 HOT-MIX ASPHALT PAVEMENT	P-401	\$	\$
A18	46.0	TON	TACK COAT	P-603	\$	\$
A19	51,600.0	SY	GROOVING	P-621	\$	\$
A20	220.0	LF	ELECTRICAL CONDUIT, 2"	L-110	\$	\$
A21	1.0	LS	TEMPORARY ELECTRICAL	L-100T	\$	\$
A22	2,700.0	LF	AIRFIELD ELECTRICAL CONDUCTOR	L-108	\$	\$
A23	520.0	LF	COUNTERPOISE (W/GROUNDING)	L-108	\$	\$
A24	38.0	EA	RAISE EXISTING RUNWAY LIGHT CAN, INSTALL NEW ELEVATED LED FIXTURE	L-125	\$	\$
A25	12.0	EA	RAISE EXISTING TAXIWAY LIGHT CAN, INSTALL NEW ELEVATED LED FIXTURE	L-125	\$	\$
A26	2.0	EA	RAISE EXISTING IN-PAVEMENT RUNWAY LIGHT CAN, INSTALL NEW LED FIXTURE	L-125	\$	\$
A27	11.0	EA	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 2 MODULE, SIZE 1	L-125	\$	\$
A28	1.0	LS	PAVEMENT MARKING TEMPORARY TAPERS: 1-COAT	P-620	\$	\$
A29	64,700.0	SF	PAVEMENT MARKING: 2-COAT WITH REFLECTIVE MEDIA	P-620	\$	\$

<b>BASE BID SCHEDULE</b>						
<b>ITEM #</b>	<b>QTY</b>	<b>UNIT</b>	<b>ITEM DESCRIPTION</b>	<b>SPEC #</b>	<b>UNIT PRICE (IN FIGURES)</b>	<b>TOTAL (IN FIGURES)</b>
A30	19,400.0	SF	PAVEMENT MARKING: 2-COAT	P-620	\$	\$
A31	1,200.0	SF	PAVEMENT MARKING: 1-COAT WITH REFLECTIVE MEDIA	P-620	\$	\$
A32	2,000.0	SF	PAVEMENT MARKING: 1-COAT	P-620	\$	\$
A33	1.0	LS	CONSTRUCTION SITE ENVIRONMENTAL	C-103T	\$	\$
A34	1.0	EA	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 4 MODULE, SIZE 1	L-125	\$	\$
A35	300.0	LF	ELECTRICAL CONDUIT, 2" WITH PCC TRENCH BACKFILL	L-110	\$	\$
A36	4.0	EA	INSTALL NEW ELEVATED LED FIXTURE ON EXISTING CAN (NO CAN ADJUSTMENT)	L-125	\$	\$
A37	4.0	EA	INSTALL NEW IN-PAVEMENT LIGHT	L-125	\$	\$
A38	3.0	EA	RAISE EXISTING BLANK LIGHT CAN TO GRADE	L-125	\$	\$
A39	5.0	EA	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 3 MODULE, SIZE 1	L-125	\$	\$
TOTAL BASE BID SCHEDULE AMOUNT			<div></div> <div>(Written in Words)</div>		<div>\$</div> <div>(Written in Figures)</div>	

<b>ADDITIVE ALTERNATE BID SCHEDULE</b>						
<b>ITEM #</b>	<b>QTY</b>	<b>UNIT</b>	<b>ITEM DESCRIPTION</b>	<b>SPEC #</b>	<b>UNIT PRICE (IN FIGURES)</b>	<b>TOTAL (IN FIGURES)</b>
B1	1.0	LS	MOBILIZATION (8% Max)	C-105	\$	\$
B2	1.0	LS	AIRPORT SAFETY AND SECURITY (5% Max)	C-101T	\$	\$
B3	1.0	T&M	UNIDENTIFIED UNDERGROUND REMOVALS	C-105	\$ 25,000.00	\$ 25,000.00
B4	1,600.0	LF	SAWCUT	P-101	\$	\$
B5	120.0	SY	CLEAR AND GRUB SITE	P-151	\$	\$
B6	36,500.0	SY	COLD MILLING – UNIFORM THICKNESS: 0.06'	P-101	\$	\$
B7	4,600.0	SY	COLD MILLING – VARIABLE THICKNESS: 0.06' TO 0.25'	P-101	\$	\$
B8	1.0	LS	COLD MILLING – VARIABLE THICKNESS: TEMPORARY TAPERS	P-101	\$	\$
B9	1.0	LS	MISCELLANEOUS DEMOLITION AND REMOVALS	P-101	\$	\$
B10	15.0	CY	EXCAVATION	P-152	\$	\$
B11	NOT USED					
B12	1.0	T&M	UNSUITABLE SUBGRADE	P-152	\$ 30,000.00	\$ 30,000.00
B13	120.0	SY	SUBGRADE PREPARATION – PAVED SHOULDER	P-152	\$	\$
B14	6,500.0	SY	SUFRACE PREPARATION – OLD RUNWAY PAVEMENT / ASPHALT STABILIZED SAND	P-152	\$	\$
B15	22,900.0	LF	CRACK FILL & SEAL	P-101	\$	\$
B16	50.0	CY	PLACE AND COMPACT RECYCLED ASPHALT/BASE FROM ON-AIRPORT STOCKPILE	P-207	\$	\$
B17	8,600.0	TON	P-401 HOT-MIX ASPHALT PAVEMENT	P-401	\$	\$
B18	26.0	TON	TACK COAT	P-603	\$	\$
B19	29,500.0	SY	GROOVING	P-621	\$	\$
B20	240.0	LF	ELECTRICAL CONDUIT, 2"	L-110	\$	\$
B21	1.0	LS	TEMPORARY ELECTRICAL	L-100T	\$	\$
B22	3,100.0	LF	AIRFIELD ELECTRICAL CONDUCTOR	L-108	\$	\$
B23	470.0	LF	COUNTERPOISE (W/GROUNDING)	L-108	\$	\$
B24	17.0	EA	RAISE EXISTING RUNWAY LIGHT CAN, INSTALL NEW ELEVATED LED FIXTURE	L-125	\$	\$
B25	7.0	EA	RAISE EXISTING TAXIWAY LIGHT CAN, INSTALL NEW ELEVATED LED FIXTURE	L-125	\$	\$
B26	NOT USED					
B27	NOT USED					
B28	11.0	EA	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 2 MODULE, SIZE 1	L-125	\$	\$
B29	9.0	EA	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 3 MODULE, SIZE 1	L-125	\$	\$
B30	8.0	EA	INSTALL NEW GUIDANCE SIGN ON NEW PCC FOUNDATION - 4 MODULE, SIZE 1	L-125	\$	\$
B31	NOT USED					
B32	NOT USED					



<b>ADDITIVE ALTERNATE BID SCHEDULE</b>						
<b>ITEM #</b>	<b>QTY</b>	<b>UNIT</b>	<b>ITEM DESCRIPTION</b>	<b>SPEC #</b>	<b>UNIT PRICE (IN FIGURES)</b>	<b>TOTAL (IN FIGURES)</b>
B33	NOT USED					
B34	1.0	LS	PAVEMENT MARKING TEMPORARY TAPERS: 1-COAT	P-620	\$	\$
B35	19,900.0	SF	PAVEMENT MARKING: 2-COAT WITH REFLECTIVE MEDIA	P-620	\$	\$
B36	8,400.0	SF	PAVEMENT MARKING: 2-COAT	P-620	\$	\$
B37	1,600.0	SF	PAVEMENT MARKING: 1-COAT WITH REFLECTIVE MEDIA	P-620	\$	\$
B38	2,400.0	SF	PAVEMENT MARKING: 1-COAT	P-620	\$	\$
B39	NOT USED					
B40	NOT USED					
B41	1.0	LS	CONSTRUCTION SITE ENVIRONMENTAL	C-103T	\$	\$
B42	230.0	LF	ELECTRICAL CONDUIT, 2" WITH PCC TRENCH BACKFILL	L-110	\$	\$
B43	2.0	EA	INSTALL NEW ELEVATED LED FIXTURE ON EXISTING CAN (NO CAN ADJUSTMENT)	L-125	\$	\$
B44	3.0	EA	INSTALL NEW IN-PAVEMENT LIGHT	L-125	\$	\$
B45	4.0	EA	RAISE EXISTING BLANK LIGHT CAN TO GRADE	L-125	\$	\$
TOTAL ADDITIVE ALTERNATE BID SCHEDULE AMOUNT						
					\$	
			(Written in Words)		(Written in Figures)	

**Basis of Award:**

The determination of the low bidder and the basis of award of contract shall be the total of the Base Bid only. Additive Alternate, should it be awarded, will be based on availability of funds as determined by the Santa Maria Public Airport District.

**Total BASE BID:**

Written in words: \_\_\_\_\_.

Written in figures: \$ \_\_\_\_\_.

In the event of discrepancy between words and figures, the words shall prevail.

In the event that the product of a unit price and an estimated quantity does not equal the extended amount quoted, the unit price shall govern and the correct product of the unit price and the estimated quantity shall be deemed to be the amount bid.

**Abbreviations to Bid Schedules:**

LS = lump sum	TON = 2000 pounds	LF = lineal foot	EA = each unit
SF = square foot	CY = cubic yard	SY = square yard	T&M = time and materials
ACRE = 43,560 square feet	CF = cubic foot	GAL = 1 U.S. Gallon, liquid measure	

**LOWEST RESPONSIBLE BIDDER.** In selecting the lowest responsible bidder, consideration will be given not only to the financial standing, but also to the general competency of the bidder for the performance of the work covered by the proposal. To receive favorable consideration, a bidder may be required to present evidence that he has successfully performed similar work of comparable magnitude or submit other evidence satisfactory to the District that he or his associates are personally competent to manage the proposed undertaking and to carry it forward to a successful conclusion. Professional integrity and honesty of purpose shall be essential requirements. Each bidder must furnish, if required, a record of past performance and experience and show that his organization, capital and equipment are adequate for the successful prosecution of the required work and its completion within the time specified. **The lowest responsible bidder, for comparison only, will be derived from the Base Bid Schedule only.**

All blank spaces in this Bid Proposal forms must be fully and correctly filled in where indicated for each and every item. Bidder must state prices (written in ink, both in words and figures) for each item in the above Bid Schedules. In case of a discrepancy between the words and figures, the words (unless obviously incorrect) shall prevail. The undersigned bidder has checked carefully all words and figures on the above Bid Schedules and understands that the District will not be responsible for any errors or omissions on the part of the bidder in making up his bid.

**ESTIMATED QUANTITIES.** The undersigned understands that the quantities given are approximate only, being given as a basis for the comparison of bids, and the Santa Maria Public Airport District does not, expressly or by implication, agree that the actual amount of work will correspond therewith, but reserves the right to increase or decrease the amount of any portion of the work, or to omit portions of the work, as may be deemed necessary or advisable by the Engineer without claim for damage or loss of anticipated profit and that the payment will be made only on the basis of the actual quantities or work performed.

**ADDENDA:** Addenda No.(s) \_\_\_\_\_ issued by the District amending, modifying, or supplementing the specifications, special provisions, or contract documents were taken into consideration

in making this bid. The undersigned bidder has ascertained from District just prior to submitting this bid that he has received all addenda issued, if any.

INTERESTED PRINCIPALS: The names of all persons interested in the foregoing proposal as principals are as follows:

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If the bidder or other interested persons is a corporation, state legal name of corporation and state of incorporation, also names, titles, and business address of president and manager thereof; if partnership, state full firm name and name and post office address of each partner; if individual, state first, middle, and last name in full and post office address. (If space is insufficient, use reverse side.)

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BID SECURITY FORM: A ☐ cashier's check ☐ certified check ☐ bid bond properly made payable to Santa Maria Public Airport District, for the sum of \_\_\_\_\_

\_\_\_\_\_ Dollars (\$ \_\_\_\_\_), which amount is not less than ten percent (10%) of the total amount of this bid, is attached hereto and is given as a guarantee that the undersigned will execute the agreement and furnish the required bonds if awarded the contract and, in case of failure to do so within the time provided, the ☐ proceeds of said check shall be forfeited to the District, ☐ surety's liability to the District for forfeiture of the face amount of the bond shall be considered as established.

ACCEPTANCE: It is understood and agreed that this bid may be accepted by the District at any time within **thirty (30)** calendar days after the bid opening date. Airport District reserves the right to reject any or all bids or to waive any informalities in the bidding. The basis of selection will be the lowest responsible bid when comparing the total bid amount of each bidding contractor.

SUBCONTRACTOR SCHEDULE: A completed and signed subcontractor schedule required by the California Subletting and Subcontracting Fair Practices Act is attached hereto and made a part hereof.