

Santa Maria Public Airport District
Terminal Apron Reconstruction, Phase 2
AIP 3-06-0237-036-2018
Addendum No. 1

- 1.01 Change text on bottom of page 14 that reads “(At a minimum, bidder to submit pages 13 - 31, complete, along with Bid Bond documents)” to now read “(At a minimum, bidder to submit pages 14 - 32, complete, along with Bid Bond documents)”.
- 1.02 Contractor Question: What is the anticipated start date for construction?
- 1.03 Answer: Construction on the Terminal Apron, Phase 2 project is dependent on the Airport District being successful in receiving a federal grant for the work. The FAA has identified their intent on issuing grants as early in the grant season as they can, however there is never any guarantee. The Santa Maria Airport District does not issue a Notice to Proceed until after receipt of the federal grant. Work in the field shall not start until after Monday, October 8, 2018.
- 1.04 The Airport District has an Air Show scheduled for the weekend of October 6th and 7th. The footprint of this airshow and its support facilities extends through the entire extend of the project limits. The site must be fully usable during that weekend. Work in the field shall not start until after Monday, October 8, 2018.
- 1.05 The potential for an air-attack operation during the construction period is very possible. It is understood, however, that no requirement for temporary use of contractor work areas will be requested or facilitated. For Phases 1 – 5, once the contractor starts the phase, the area is his to perform and complete his work. During Phases 6 – 7 it is possible that air-attack could be operating in proximity to these work areas, and on accepted product of previous phases.
- This does not preclude the airport from requesting a temporary suspension of contractor operations due to high levels of activity at the airport and an overall need to temporarily eliminate contractor presence on the airport.
- 1.06 Contractor Question: is a job site trailer required?
- Answer: Yes. Refer to section “10-16 PROJECT OFFICE” of the technical specification. Trailer can be set up outside the fence in the Contractor yard (see sheet 2 of the plans).
- 1.07 Contractor question: Is there a test strip required for asphalt pavement?
- Answer: No. Due to the limited overall tonnage on this project, a test section is not required.
- 1.08 Contractor question: Section 403-4.2a (2) ‘Testing Facilities’ states the contractor must have a lab facility at the plant with various requirements, including an unobstructed view of the trucks being loaded with the plant materials. At a local plant there is a testing lab at the plant, but not within view of trucks loading. Will you please confirm that this requirement for the small quantity of HMA can be voided?
- Answer: It appears that the configuration of which you describe regarding plant testing lab and truck loading area are deemed acceptable, meeting the intent of this specification.
- 1.09 Specification section Contract, paragraph 7, Time for Completion; Liquidated Damages, change the two referenced liquidated damage amounts from \$500.00 and \$1,000.00, to now be \$1,200.00 and \$2,000.00, to be consistent with the Notice Inviting Sealed Bids, page 5.

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- 1.10 Discussion regarding side-form and slip-form concrete construction:
- A. Page 128, Section 18 – P-501 Portland Cement Concrete.
Delete the statement in bold under Section 18-1, General: “Two placement methods will be . . . be placed using slip form paving methods.”
 - B. Subject to the provisions of Paragraph 501-4.1 Equipment, c. Finishing equipment: Due to the small placement areas, the irregular placement areas, and not fully knowing the contractors paving plan, the 500 square yard limitation / threshold does not apply to this project.
 - C. The contractor can employ the side form or the slip form construction method for any concrete work on this project.
 - D. Contractor’s attention is directed to Page 204, paragraph 501-4.8 Placing Concrete, b. Side-form construction, that states in part “Concrete shall be spread, screeded, shaped, and consolidated by one or more self-propelled machines.”
- 1.11 Contractor question: What if a cold planer is not used to remove the existing AC? If the AC is removed with an excavator or loader, can the rubble AC still go to the stockpile location on Airport property?
- Answer: No. Used asphalt pavement delivered to the stockpile shall exhibit a maximum particle size of 2” in accordance with specification section 14 – Demolition, Clearing, Grubbing, and Removals.
- 1.12 Specification Section 14 – Demolition, Clearing, Grubbing, & Removals, add the following to 14-3 Demolition, Clearing, Grubbing, and Removals, D, Miscellaneous items:
- “The waterline is 6” diameter. In the abandoning of the waterline across the project, the contractor shall assume the pipe is asbestos-cement and full of water. Contractor to sawcut the pipe at the limits of the subgrade excavation, de-water the pipe, remove and dispose approximately 435 feet of the pipe in total, and plug each remaining, exposed end with a concrete slug extending a minimum of 3 feet into each exposed end. The waterline alignment traverses three phases. Contractor shall repeat this effort with each phase.

END OF ADDENDUM No. 1

/s/ Chris Hastert
General Manager