

Santa Maria Public Airport District
Airfield Pavement Marking
Addendum No. 1
(May 28, 2019)

Revisions to the Plans and Specifications for the Airfield Pavement Marking Project at Santa Maria Airport.

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. The Contractor shall acknowledge receipt of this and all addenda on Page 13 of the Bid Proposal.

Changes to Contract Specifications:

- 1.01 Section 10, paragraph 10-4: Runway Closure – Work Within The ROFA, paragraphs A & B:
1. Remove all references to contractor taking possession of runway closure crosses, lighted and non-lighted.
 2. Remove all references to contractor installing, maintaining, and removing closure crosses at each shift, and contractor maintenance of closure crosses for the duration of the project.
- 1.02 Section 11-9, Security:
Delete the following paragraph in its entirety:
- All employees working inside the fence at Santa Maria Airport shall successfully proceed through a background security check and security training program, and then receive a photo identification (badge) that shall be carried with the worker at all times while inside the fence. Upon receipt of a badge, the employee is considered safe and suitable for work within the secured area. He is responsible for himself. In addition, the employee can be considered an escort, tasked to accompany those whom do not acquire a badge. As an escort, he is responsible for himself and those in his charge.
- 1.03 Section 11-8, Air-Band Radio:
As a matter of clarification, the requirement for contractor to be in possession of an air-band radio remains within the specifications.
- 1.04 Section 11-9, Security:
Change Paragraph A to now read:
- A. Contractor forces, being non-badged individuals, shall work under the direct control of an airport staff member or their representative, serving as an escort inside the secured Airport Operations Area (AOA). This means close enough to hear and respond to verbal commands.
- 1.05 Section 15-3, Work:
Change paragraph B to now read:
- B. The surface in advance of marking application shall be clean, dry, and free from all FOD, fines, **vegetation**, and laitance. Contractor shall clean and dry the surface prior to application of any markings. For markings requiring a second coat, contractor to re-clean the pavement surface a second time, ahead of the application of second coat of markings.

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Changes to Contract Plans:

- 1.06 General Notes, 2, sheet 2:
Change note to now read:
2. Airport staff shall serve as escorts to contractor forces while working inside the Airport Operations Area (AOA). No background check or badging required.
- 1.07 General Notes, 5, sheet 2:
Delete note in its entirety.
- 1.08 Airport Safety and Security, Notes 5, 6, and 7, sheet 2:
Delete notes in their entirety.
- 1.09 Detail A, sheet 2:
Delete text related to contractor taking ownership, installing, maintaining, and returning to the airport at the conclusion of the project.
- 1.10 Detail B, sheet 2:
Delete text related to contractor taking ownership, installing, maintaining, and returning to the airport at the conclusion of the project.
- 1.11 General Construction Note 8, sheets 3-7:
Change to now read:
8. For 2-coat markings, a minimum of 14 days between coats. Reflective media where shown to be included in the second coat only.
- 1.12 General Construction Note 27, sheets 3-7:
Change to now read:
27. Apply two coat runway edge marking with black border, 20 feet in length, in accordance with Detail F, Sheet 8.

No change to bid date or time: 2:00 pm, June 4, 2019

END OF ADDENDUM No. 1

/s/


Chris Hastert
General Manager