

Santa Maria Public Airport District
Runway 20 Displaced Threshold
Addendum No. 1
(October 4, 2021)

Revisions to the Plans and Specifications for the **Runway 20 Displaced Threshold** 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 At numerous locations within the specification booklet including the Cover and Notice Inviting Sealed Bids, change the Bid Opening Date from 2:00 pm, Wednesday, October 13, 2021, to now be **2:00 pm, Wednesday, October 27, 2021**.
- 1.02 At numerous locations within the specification booklet including the Cover and Notice Inviting Sealed Bids, add the following: “A second Mandatory Pre-Bid Job Walk has been scheduled for **10:00 am, Wednesday, October 13, 2021**. Contractors that attended the first Job Walk need not attend this second Job Walk.
- 1.03 Remove and replace Bid Schedule (page 12 of the specification book - attached), reflecting upward adjustments to Bid Items 3, 6, and 7, to address the expansion of removal of more of the Runway 2-20 edge markings and an expansion to the application for these same markings (2-coat, with and without reflective media).
- 1.04 Additions to the Construction Safety Phasing Plan:
 - A. Airfield Incursion section has been added to 5. Contractor Access
 - B. Penalties section and table has been added to 12. Penalties

Changes to Contract Plans:

- 1.05 Added additional pavement markings removal of Runway 2-20 edge markings full length: Plan Sheets 3 and 4; revision note 1.
- 1.06 Added additional 2 coat pavement markings for Runway 2-20 edge markings full length: Plan Sheets 5 and 6; revision note 2.

Santa Maria Public Airport District

Runway 20 Displaced Threshold

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(October 4, 2021)

Mandatory Pre-Bid Job Walk #2: **10:00 am, October 13, 2021**
Revised Bid Date: **2:00 pm, October 27, 2021**

END OF ADDENDUM No. 1

/s/ Chris Hastert
General Manager

Enclosures:

1. Revised Page 12 of the specification book (1 page)
2. CSPP Supplemental Information & Requirements (1 page)
3. Revised Plan Sheets 3, 4, 5 and 6 (11" x 17" format.) (4 sheets)

**BID SCHEDULE
RUNWAY 20 DISPLACED THRESHOLD**

Addendum No. 1

ITEM #	QTY	UNIT	ITEM DESCRIPTION	SPEC #	Unit Price (IN FIGURES)	TOTAL (IN FIGURES)
1	1.0	LS	Mobilization	12	\$	\$
2	1.0	LS	Safety and Security	11	\$	\$
3	14,000.0 36,700.0	SF	Remove Existing Pavement Marking	13	\$	\$
4	7,000.0	SF	Pavement Marking: Single Coat, With Reflective Media	14	\$	\$
5	2,500.0	SF	Pavement Marking: Single Coat, Without Reflective Media	14	\$	\$
6	11,530.0 25,150.0	SF	Pavement Marking: Two Coat, With Reflective Media	14	\$	\$
7	2,800.0 12,000.0	SF	Pavement Marking: Two Coat, Without Reflective Media	14	\$	\$
8	1,300.0	GAL	Slurry Seal Emulsion	15	\$	\$
9	30.0	TON	Slurry Seal Aggregate	15	\$	\$
10	4,500.0	SY	Surface Prep, Slurry seal, Mix, Spread, and Roll	15	\$	\$
11	350.0	GAL	Asphalt Emulsion Tack Coat	15	\$	\$
TOTAL BID AMOUNT			_____			

			(Written in Words)			
				\$ _____		
				(Written in Figures)		

LS = Lump Sum
SY = Square Yard

EA = Each
CY = Cubic Yard

SF = Square Foot
TON = Ton

LF = Lineal Feet
GAL = Gallons

Total Bid Amount (written in figures): \$ _____.

Total Bid Amount (written in words), is _____ Dollars, and _____ Cents. In the event of discrepancy between unit pricing and total pricing, unit pricing shall prevail. In the event of discrepancy between words and figures, the words shall prevail.

LOWEST RESPONSIBLE BIDDER. In selecting the lowest responsible bidder, consideration will be given not only to the financial standing, but also to the general competence 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

5. CONTRACTOR ACCESS

Airfield Incursions

- a. An airfield incursion is an unauthorized entry into controlled space within the AOA. An incursion can be on foot or in a vehicle.
- b. At towered airports, when the tower is open, unauthorized movement or entry into the Movement Area is considered an incursion.
- c. At towered airports, when the tower is closed, unauthorized movement or entry into any Runway Object Free Area or Taxiway Object Free Area of a runway or taxiway that is open without adequate and proper announcement of your intent and confirmation of a safe condition, is considered an incursion.
- d. There are four (4) categories of incursion, based on the level of risk or exposure, from most to least significant:
 - Category A: A serious incident in which a collision was narrowly avoided.
 - Category B: An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective / evasive response to avoid a collision.
 - Category C: An incident characterized by ample time and/or distance to avoid a collision.
 - Category D: An incident that meets the definition of airfield incursion such as incorrect presence of a single vehicle / person / aircraft on the protected area of a surface designated for the landing, take off, or taxiing of aircraft but with no immediate safety consequences.

12. PENALTIES

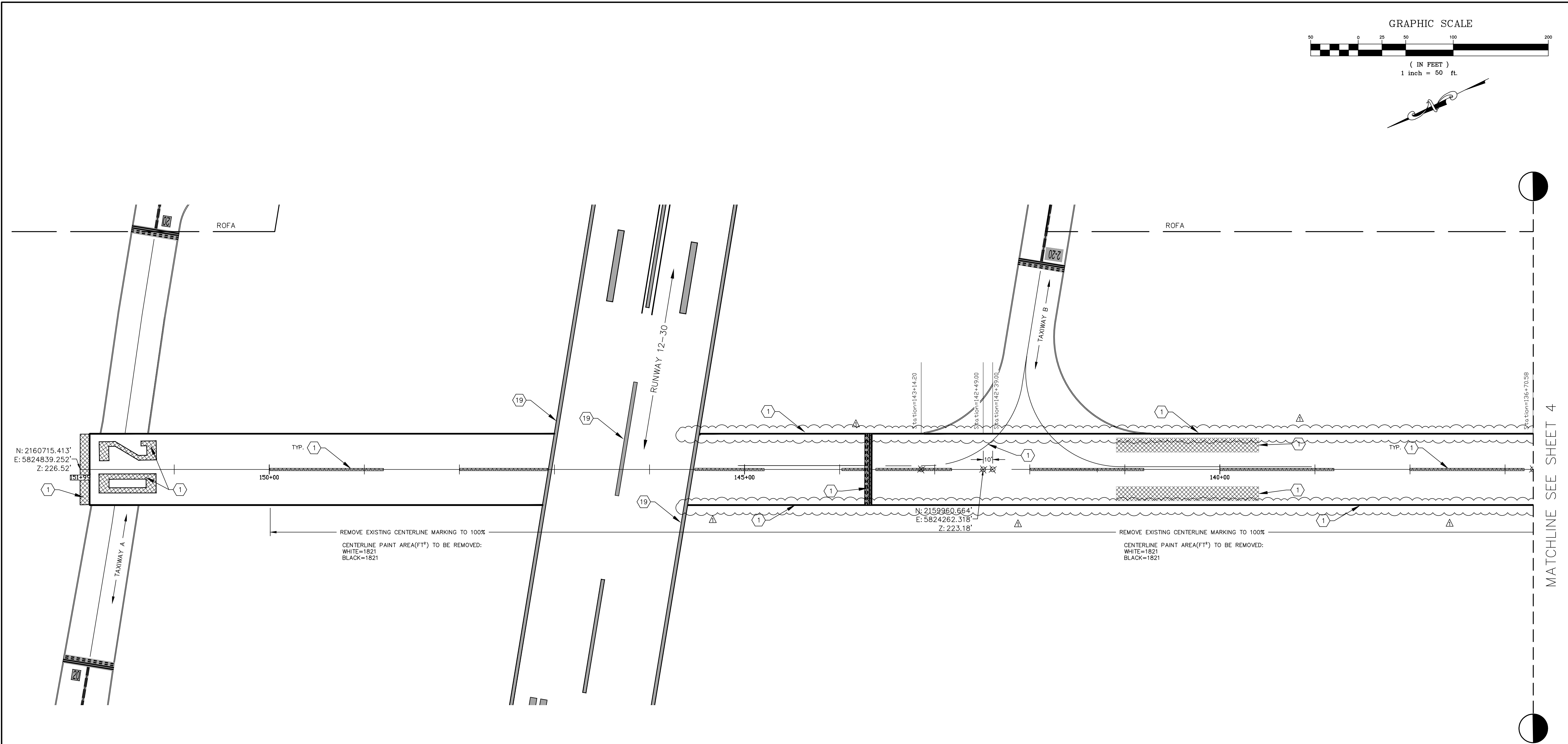
Penalties

The following financial penalties are in place for this project. Penalties apply to all team members on the field; Engineer, Inspector and Quality Assurance technicians included.

Penalties for Noncompliance	
Violation	Consequence
Exceed work days allocation for construction: Overall contract	\$500.00 per calendar day
Exceed work days allocation for construction: Individual phases 1, 2, 3	None
Failure to facilitate runway opening at end of shift:	\$1,000.00 per ten-minute period or portion thereof (\$6,000.00 per hour) beyond identified time for opening Runway 12-30.
Access gate violation: Unattended gate, vehicle depart before fully closed, unauthorized third-party access	\$5,000.00 per event
Badge / escort violation: employees not under direct control of escort	1 st occurrence: \$500.00 fine & written warning
	2 nd occurrence: \$1,000.00 fine & permanent removal from project
Category A & B airfield incursion	1 st occurrence: \$5,000.00 fine & written warning
	2 nd occurrence: \$5,000.00 fine & permanent removal from project
Category C & D airfield incursion	1 st occurrence: \$2,000.00 fine & written warning
	2 nd occurrence: \$2,000.00 fine & permanent removal from project
Abnormal behavior deemed a risk to public safety	Permanent removal from project
General Safety Plan Violation	1 st occurrence: \$500.00 fine & written warning
	2 nd occurrence: \$1,000.00 fine & permanent removal from project

Financial penalties to be deducted from periodic pay requests when and if they occur, as appropriate.

To be included in Addendum No. 1



PAVEMENT MARKING NOTES (SHEETS 3-6):

1. REMOVE EXISTING MARKING TO 100%.
2. REMOVE EDGE MARKING IN CONFLICT WITH PORTION OF INTERMEDIATE HOLD POSITION MARKING, APPROXIMATELY 8' X 18".
3. APPLY SINGLE COAT TAXIWAY CENTERLINE MARKING WITH BLACK BORDER OVER EXISTING IN ACCORDANCE WITH DETAIL I, SHEET 7.
4. APPLY TWO COAT TAXIWAY CENTERLINE AND LEAD IN LINE MARKINGS WITH BLACK BORDER IN ACCORDANCE WITH DETAIL I, SHEET 7 AND DETAIL H, SHEET 7.
5. APPLY SINGLE COAT RUNWAY CENTERLINE WITH BLACK BORDER OVER EXISTING IN ACCORDANCE WITH DETAIL C, SHEET 7 AND DETAIL D, SHEET 7.
6. APPLY SINGLE COAT RUNWAY DESIGNATOR MARKING (NUMBER) WITH BLACK BORDER OVER EXISTING IN ACCORDANCE WITH DETAIL A, SHEET 7.
7. APPLY TWO COAT RUNWAY DESIGNATOR MARKING (NUMBER) WITH BLACK BORDER IN ACCORDANCE WITH DETAIL A, SHEET 7.
8. APPLY SINGLE COAT RUNWAY AIMING POINT MARKING, WHITE, TO THE DIMENSIONS SHOWN OVER EXISTING, WITH BLACK BORDER IN ACCORDANCE WITH DETAIL B, SHEET 7.
9. USING EQUIPMENT AND PROCEDURES TO REMOVE PAVEMENT MARKING PAINT (DRY METHOD, PLANNER, OR MICRO-MILLING, NO WATER-BLASTING PERMITTED); REMOVE THE RUNWAY DESIGNATION MARKINGS IN THIS AREA - IN ADDITION, TO PREVENT THE SHADOW EFFECT, CONTINUE THE PROCEDURE TO THE FULL EXTENT OF THE 70'-BY-70'-AREA SHOWN, CREATING A SURFACE THAT IS UNIFORM IN APPEARANCE.
10. APPLY TWO COAT RUNWAY CENTERLINE MARKING WITH BLACK BORDER IN ACCORDANCE WITH DETAIL C, SHEET 7 AND DETAIL D, SHEET 7.
11. APPLY TWO COAT RUNWAY 20 THRESHOLD BAR WITH BLACK BORDER IN ACCORDANCE WITH DETAIL E, SHEET 7.
12. APPLY TWO COAT RUNWAY HOLDING POSITION MARKING WITH BLACK BORDER IN ACCORDANCE WITH DETAIL G, SHEET 7.
13. APPLY TWO COAT ARROW WITH SHAFT MARKING WITH BLACK BORDER IN ACCORDANCE WITH DETAIL F, SHEET 7.
14. APPLY TWO COAT ARROW MARKING WITH BLACK BORDER IN ACCORDANCE WITH DETAIL F, SHEET 7.
15. END OF MARKING EFFORT.
16. APPLY TWO COAT RUNWAY AIMING POINT MARKING, WHITE, TO THE DIMENSIONS SHOWN, WITH BLACK BORDER IN ACCORDANCE WITH DETAIL B, SHEET 7.
17. APPLY TWO COAT RUNWAY EDGE MARKING, WHITE, TO THE DIMENSIONS SHOWN, IN ACCORDANCE WITH DETAIL C, SHEET 7 AND DETAIL D, SHEET 7.
18. APPLY SINGLE COAT TAXIWAY EDGE MARKING, YELLOW WITH BLACK BORDER, OVER EXISTING IN ACCORDANCE WITH DETAIL J, SHEET 7.
19. SAVE AND PROTECT EXISTING MARKING.
20. FOLLOWING MARKING REMOVAL AND PRIOR TO MARKING APPLICATION, APPLY SLURRY SEAL.

GENERAL CONSTRUCTION NOTES (SHEETS 3-6):

1. SURFACE TO BE DRY AND CLEAR OF ALL VEGETATION, ROCK, LOOSE FINES, ETC., BEFORE APPLYING MARKINGS.
2. PAVEMENT SURFACE MUST BE A MINIMUM OF 50 DEGREES F AND RISING, AND A MINIMUM OF 5 DEGREES F OVER THE DEW POINT.
3. ONE HUNDRED PERCENT OF MATERIAL REMOVED FROM THE SURFACE (PAINT, FOD, SILT, RUBBER, ETC.), INCLUDING MEDIA USED IN THE REMOVAL MUST BE ACCUMULATED, CONTAINED, AND PROPERLY DISPOSED OF OFF AIRPORT PROPERTY.
4. ALL MARKINGS WITHIN THE RUNWAY OBJECT FREE AREA (ROFA) REQUIRES RUNWAY CLOSURE.
5. FOR 2-COAT MARKINGS, A MINIMUM OF 30 DAYS BETWEEN COATS. REFLECTIVE MEDIA WHERE SHOWN TO BE INCLUDED IN BOTH COATS.

UNDERGROUND SERVICE ALERT

811

DIAL 811

TWO WORKING DAYS
BEFORE YOU DIG

RUNWAY 20 DISPLACED THRESHOLD

DEMOLITION: MARKING REMOVAL: STATION 151+99 TO STATION 136+70.58

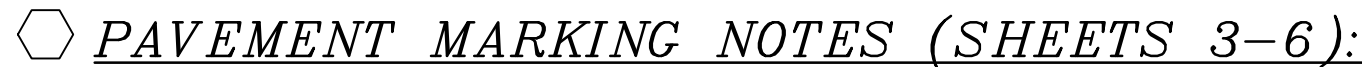
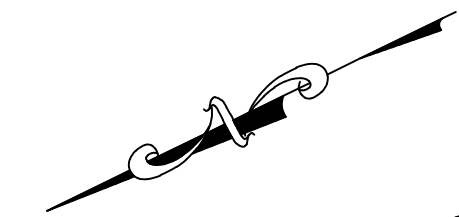
REV.	DESCRIPTION	DATE	APP.
1	REMOVE EXISTING EDGE STRIPE	10/01/2021	BD

TARTAGLIA
ENGINEERING

SANTA MARIA AIRPORT
SMX


REGISTERED PROFESSIONAL ENGINEER
JOHN A. SMITH
No. 46852
EXP. 6-30-23
CIVIL
STATE OF CALIFORNIA

DESIGN	JAS
DRAWN	MRA
CHECKED	JAS
SCALE	1" = 50'
DWG.NO.	21-72
DATE	9/1/21
SHEET	3



1. REMOVE EXISTING MARKING TO 100%.
2. REMOVE EDGE MARKING IN CONFLICT WITH PORTION OF INTERMEDIATE HOLD POSITION MARKING, APPROXIMATELY 8' X 18".
3. APPLY SINGLE COAT TAXIWAY CENTERLINE MARKING WITH BLACK BORDER OVER EXISTING IN ACCORDANCE WITH DETAIL I, SHEET 7.
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9. ~~USING EQUIPMENT AND PROCEDURES TO REMOVE PAVEMENT MARKING PAINT (DRY-METHOD, FLANNER-OR-GRINDING-MILLS, NO-WATER-BLASTING) COMPLETELY REMOVE THE RUNWAY DESIGNATION MARKINGS IN THIS AREA. IN ADDITION, TO PREVENT THE SHADOW EFFECT, CONTINUE THE PROCEDURE TO THE FULL EXTENT OF THE 70'-BY-70'-AREA SHOWN, CREATING A SURFACE THAT IS UNIFORM IN APPEARANCE.~~
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14. APPLY TWO COAT ARROW MARKING WITH BLACK BORDER IN ACCORDANCE WITH DETAIL F, SHEET 7.
15. ~~IN LACK OF MARKING EFFORT,~~
16. ~~APPLY TWO COAT RUNWAY AIMING POINT MARKING, WHITE, TO THE DIMENSIONS SHOWN, WITH BLACK BORDER IN ACCORDANCE WITH DETAIL B, SHEET 7.~~
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19. ~~SAVE AND PROTECT EXISTING MARKINGS.~~
20. FOLLOWING MARKING REMOVAL AND PRIOR TO MARKING APPLICATION, APPLY SURESEAL.

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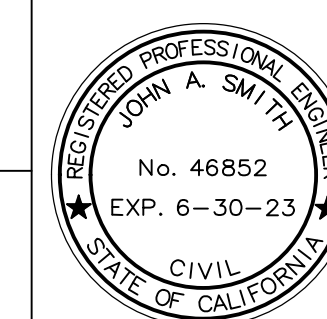
**TWO WORKING DAYS
BEFORE YOU DIG**

RUNWAY 20 DISPLACED THRESHOLD

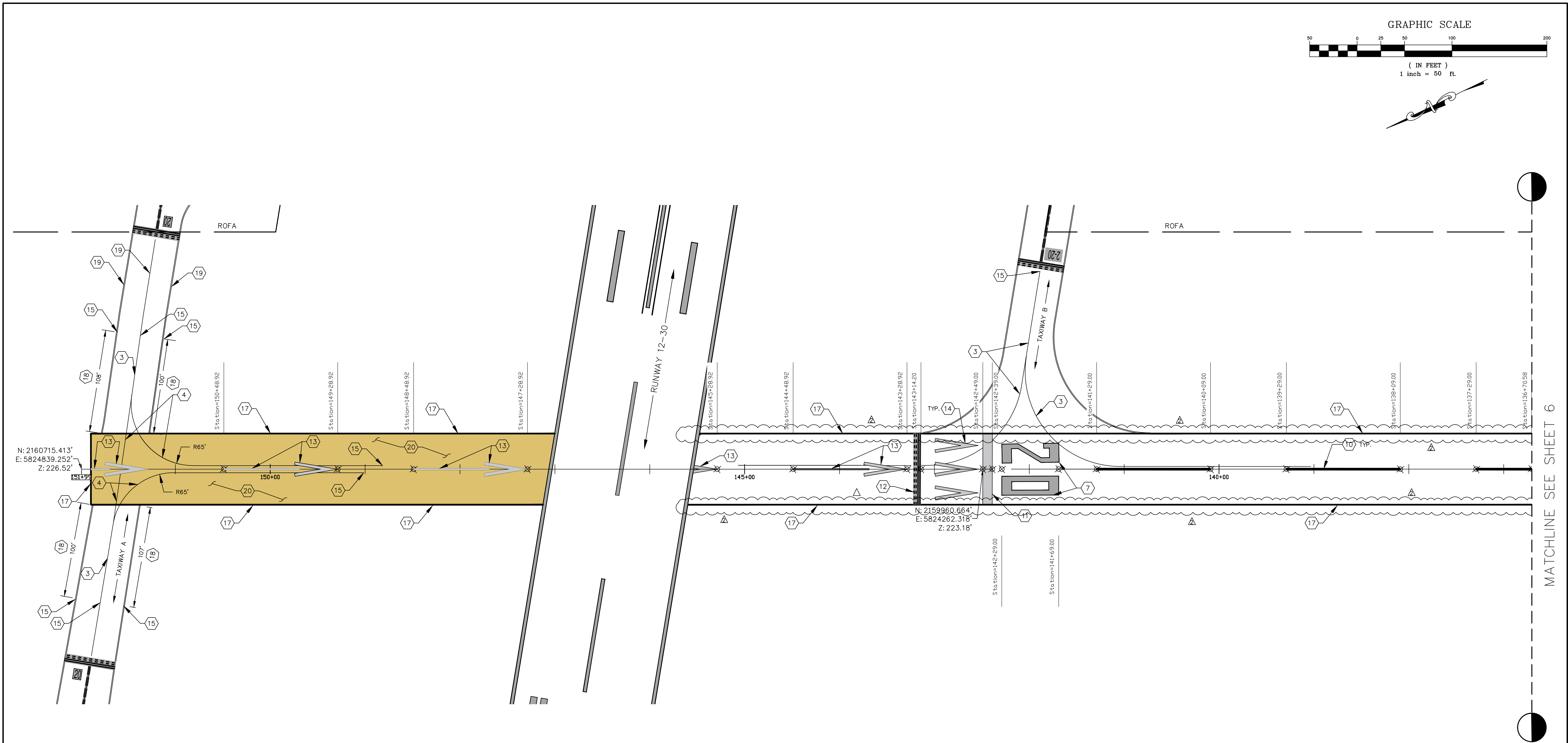
DEMOLITION: MARKING REMOVAL: STATION 136+70.58 TO STATION 100+00

REV.	DESCRIPTION	DATE	APP
△	REMOVE EXISTING EDGE STRIPE	10/01/2021	BD
△			

TARTAGLIA ENGINEERING



DESIGN	JAS
DRAWN	MR
CHECKED	JAS
SCALE	1" =
DWG.NO.	21-7
DATE	9/1/
SHEET	4



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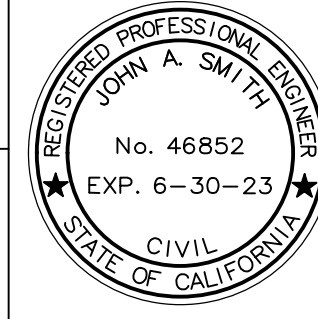
RUNWAY 20 DISPLACED THRESHOLD

CONSTRUCTION: SLURRY MARKING APPLICATION:
STATION 151+99 TO STATION 136+70.58

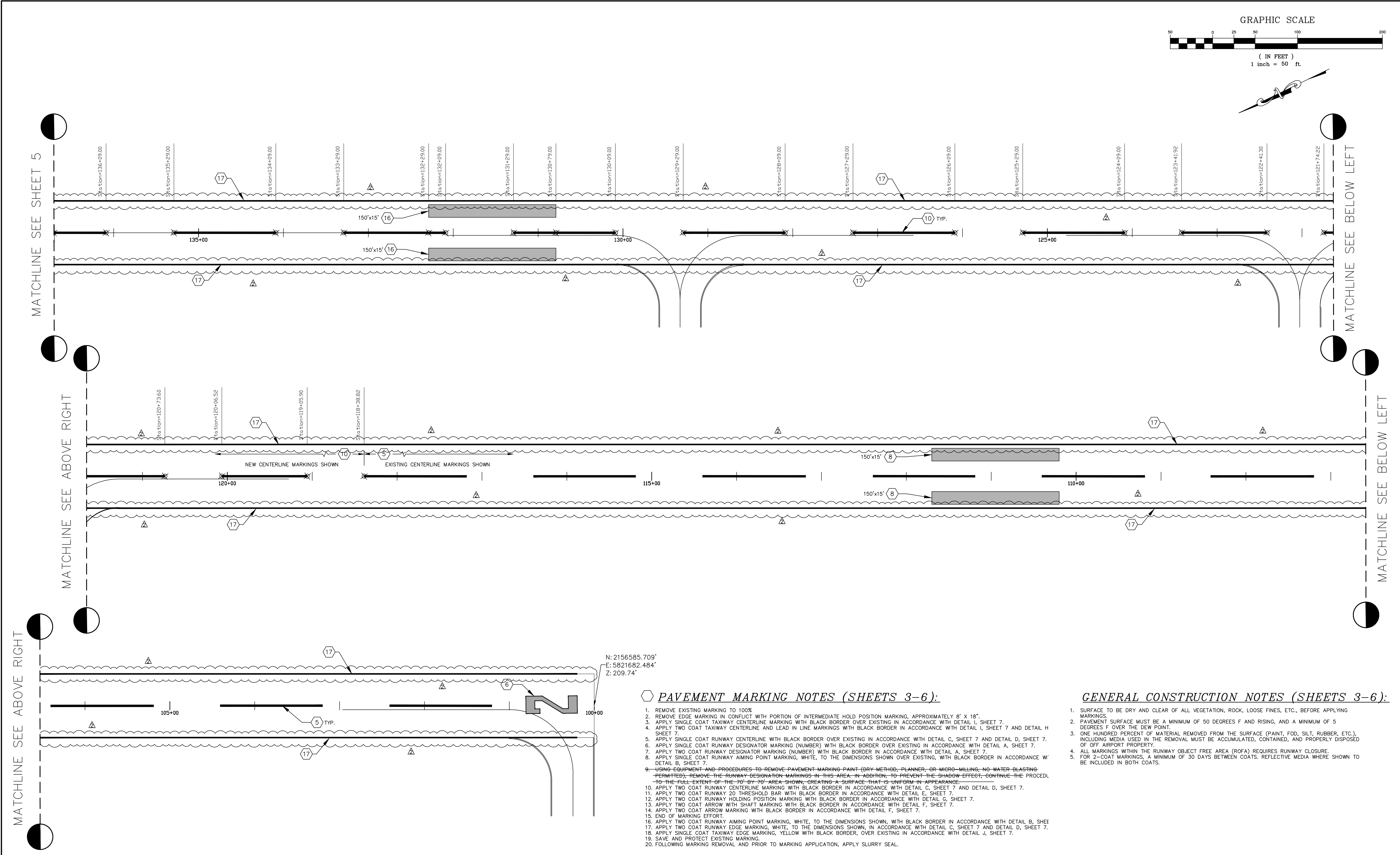
REV.	DESCRIPTION	DATE	APP.
1	APPLY NEW 2-COAT EDGE STRIPE	10/01/2021	BD

TARTAGLIA
ENGINEERING

SANTA MARIA AIRPORT
SMX



DESIGN JAS
DRAWN MRA
CHECKED JAS
SCALE 1" = 50'
DWG. NO. 21-72
DATE 9/1/21
SHEET 3



UNDERGROUND SERVICE ALERT

DIAL 811

TWO WORKING DAYS BEFORE YOU DIG

RUNWAY 20 DISPLACED THRESHOLD

CONSTRUCTION: MARKING APPLICATION: STATION 136+70.58 TO STATION 100+00

REV.	DESCRIPTION	DATE	APP.
1	APPLY NEW 2-COAT EDGE STRIPE	10/01/2021	BD

SMX

SMX

DESIGN JAS

DRAWN MRA

CHECKED JAS

SCALE 1" = 50'

DWG. NO. 21-72

DATE 9/1/21

SHEET 6