

Santa Maria Public Airport District
Taxiway Charlie Storm Drain Repair & Main Hangar Drainage Improvements
Addendum No. 2

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.

I Changes to Project Plans:

- 2.01** The Contractor Path of Travel to/from Taxiway Charlie detail on page 3 has been revised to now show the revision to the contractor’s point of access, and additional delineation along the path of travel. The gate that the contract shall use is a manual gate.

II Changes to Technical Specifications / Contract Book:

- 2.02** Add the following text to Specification Section 101T-9 Security: Badging and Escorts:
“k. The contractor shall pay a \$35 badging fee, per person, to obtain a badge from the Airport.”
- 2.03** The contractor does not need to provide an engineer’s field office for this project. Remove all references to the field office requirement in the specification booklet, including in Section 105-2 Mobilization, paragraph D and 60-05 Engineer/Resident Project Representative (RPR) field office.
- 2.04** In addition to the overall project completion liquidated damages clause, the following liquidated damages shall apply to Phase 1B, where there is a 5-calendar day limitation to complete the work. Add the following text to Specification Item C-10T General Requirements, paragraph **10T-3 Time for Performance / Liquidated Damages:**

“Should the above time schedule not be met for Phase 1B, it is agreed that the Contractor shall be liable for and shall pay to the Owner, as fixed, agreed, and liquidated damages and not as a penalty, the sum of **One Thousand Dollars (\$1,000.00) per day for each and every calendar day** subsequent to the time specified and until the work is completed and accepted.”

Additionally, insert the following row in the Penalties for Non-Compliance Table (Table 6) in the CSPP:

Violation	Consequence
Exceed calendar day allocation for Phase 1B:	\$1,000.00 per calendar day

III Answers to Contractor Questions:

- 2.05** Question: I see in the Construction Safety Phasing Plan that there is a \$10,000 penalty for a Category A or B airfield incursion. Do you really plan on charging that and if so, would we write the airport a check?

Answer: The Santa Maria Airport takes airfield safety and security very seriously. In the event of a Category A or B incursion, the provisions identified in the CSPP will be enforced. There will be an immediate suspension of work, followed by a full day stand down with an extensive safety meeting. The financial penalty will be assessed through a deduction in the contractor’s next pay application.

- 2.06** Question: How long do I need to run the pump to de-water the pit at Taxiway Charlie?

Answer: As long as it takes to completely vacate the water from the work site and to create a bypass from the upstream to the downstream catch basins, to facilitate your work.

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2.07 Question: How long does the concrete need to cure before the slurry is placed over it, and how long does the slurry need to cure before the native backfill can be placed over it?

Answer: Concrete shall cure a minimum of 48 hours before placing slurry and slurry shall cure a minimum of 48 hours before placing native earth backfill.

2.08 Question: Is there a brand or model of Trench Drain that meets the specification?

Answer: The design (plans, details, technical specifications) is based on the ACO brand trench drain, model S200K, with Class E grate. The contractor is advised the engineer will entertain and consider any brand of trench drain that meets the technical specifications and details.

2.09 Question: Am I responsible for site storm water management if it rains?

Answer: Yes. While there is no SWPPP, the contractor is obligated to manage and control storm water that originates on site and that passes through / across the site. Storm water shall be kept out of the work sites by diversion around all work areas including excavations and material stockpiles. This can be accomplished through the use of sand bags, fiber rolls, or other industry-standard means.. With storm water management also comes erosion control and soil tracking control responsibilities.

Bid Date and Time Remain the same: 2:00 pm, Wednesday, October 2, 2024

Bidding Contractors must acknowledge receipt of this Addendum in the appropriate blank on Page 17 of the contract book.

END OF ADDENDUM No. 2

/s/ Martin Pehl
 General Manager

Attachments:

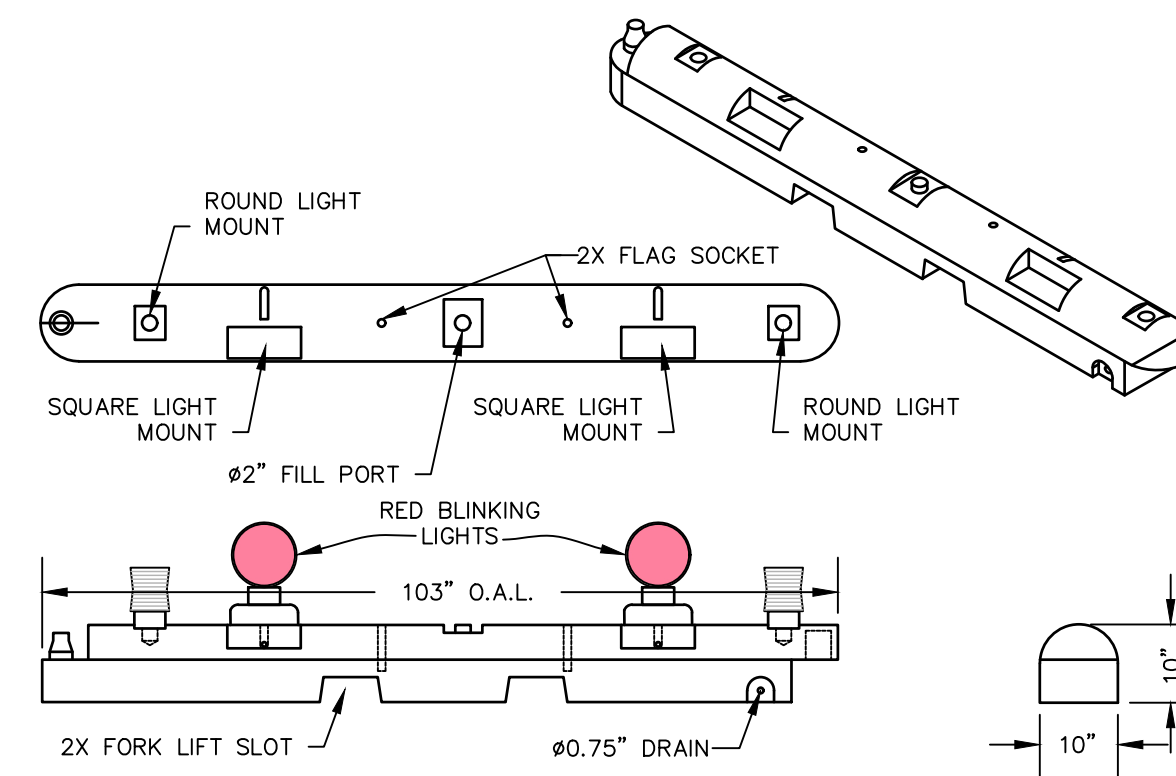
1. Revised Plan Sheet 3 (1 page)

GENERAL NOTES:

- THE CONSTRUCTION WORK ON THIS PROJECT WILL OCCUR WITHIN THE ACTIVE AIRPORT OPERATIONS AREA (AOA) AND IS SUBJECT TO THE OPERATIONAL SAFETY REQUIREMENTS OF THE FEDERAL AVIATION ADMINISTRATION (FAA). DURING THE COURSE OF THE PROJECT, CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS IN FAA ADVISORY CIRCULAR 5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", INCLUDED IN THE CONTRACT BOOK.
- NO WORK SHALL COMMENCE IN THE AOA WITHOUT PRIOR COORDINATION WITH THE AIRPORT AND APPROVAL FROM THE ENGINEER.
- THE AIRPORT SHALL BE SUPPLIED WITH THE NAMES AND NUMBERS OF AT LEAST TWO (2) PERSONS IN CHARGE OF, OR RESPONSIBLE FOR, THE WORK, WHO CAN BE REACHED FOR EMERGENCY WORK TWENTY-FOUR (24) HOURS A DAY, SEVEN (7) DAYS A WEEK.
- CONTRACTOR FOREMAN SHALL HAVE AN AIR-BAND RADIO ON HAND AT ALL TIMES, TUNED TO THE PROPER FREQUENCY. THE SANTA MARIA PUBLIC AIRPORT AIR-BAND RADIO FREQUENCY:
121.9 GROUND
118.3 AIR TRAFFIC (TOWER)
118.3 CTAF (WHEN AIR TRAFFIC CONTROL TOWER IS CLOSED)
- ALL REQUIRED PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR SECURING CONSTRUCTION WATER AND PAYMENT FOR ALL COSTS ASSOCIATED WITH CONSTRUCTION WATER.
- CONTRACTOR SHALL REFER TO THE PROJECT LAYOUT PLAN FOR EQUIPMENT AND MATERIAL STORAGE AND STAGING AREAS, ACCESS TO THE AIRPORT, AND CONTRACTOR ROUTES INSIDE THE AIRPORT. THERE SHALL BE NO CONTRACTOR FORCES IN THE AOA THAT IS OUTSIDE THE WORK AREA.
- THE CONTRACTOR SHALL BE REQUIRED TO ABIDE WITH AIRPORT PROCEDURES AND SPECIAL REQUIREMENTS FOR AOA ACCESS, AIRPORT SECURITY TRAINING/INDUCTION, AND SECURITY BADGING FOR AIRPORT ACCESS.
- THE CONTRACTOR IS RESPONSIBLE TO PERFORM ALL SURVEY LAYOUT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT. THE ENGINEER SHALL ESTABLISH NECESSARY HORIZONTAL AND VERTICAL CONTROL. CONTRACTOR IS RESPONSIBLE FOR PRESERVING INTEGRITY OF HORIZONTAL AND VERTICAL CONTROLS ESTABLISHED BY ENGINEER/RPR. IN CASE OF NEGLIGENCE ON THE PART OF THE CONTRACTOR OR THEIR EMPLOYEES, RESULTING IN THE DESTRUCTION OF ANY HORIZONTAL AND VERTICAL CONTROL, THE RESULTING COSTS WILL BE DEDUCTED AS A LIQUIDATED DAMAGE AGAINST THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL EXISTING IMPROVEMENTS, PROPERTY AND FACILITIES. CONTRACTOR IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH REPLACING EXISTING IMPROVEMENTS IF DAMAGED DURING CONSTRUCTION. DAMAGE SHALL BE REPORTED TO THE ENGINEER AND THE AIRPORT IMMEDIATELY.
- CONTRACTOR SHALL PERFORM A USA CALL (811) AND POT HOLE ALL IDENTIFIED UNDERGROUND UTILITIES, PIPES, CONDUITS, ETC., TO HIS SATISFACTION. CONTRACTOR SHALL DOCUMENT ALL FOUND PIPE, CONDUITS, AND UNDERGROUND IMPROVEMENTS ON A SET OF PLANS, TO BE PROVIDED TO THE ENGINEER.
- THE CONTRACTOR YARD IS IDENTIFIED ON THE PROJECT LAYOUT PLAN. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITIES NEEDED FOR THE YARD.
- CONTRACTOR SHALL IMPLEMENT A DUST CONTROL PROGRAM FOR THE DURATION OF THE PROJECT. THERE WILL BE NO SPECIFIC COMPENSATION FOR DUST CONTROL. THE CONTRACTOR'S RESPONSIBILITY FOR DUST CONTROL EXTENDS OVER EVENINGS, WEEKENDS, HOLIDAYS, AND ANY EXTENDED NON-WORK PERIODS.
- CONTRACTOR IS REQUIRED TO PRESENT TO THE ENGINEER ANY DISCREPANCIES BETWEEN THE PLANS AND SPECIFICATIONS AND THE EXISTING FIELD CONDITIONS AS SOON AS THEY ARE DISCOVERED.
- ALL ITEMS AND MATERIALS INTENDED TO BE REMOVED FROM THE SITE SHALL BE HAULED OFF IN A LEGAL-WEIGHT VEHICLE, TARPED, AND DISPOSED OF AT A LEGAL FACILITY.

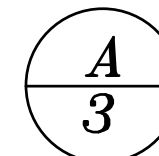
AIRPORT SAFETY AND SECURITY:

- THROUGHOUT THE DURATION OF THE PROJECT, AIRPORT PERIMETER SECURITY SHALL REMAIN EQUAL TO OR GREATER THAN WHAT CURRENTLY EXISTS.
- CONTRACTOR TO PRACTICE AUTOMATIC GATE PROTOCOL:
 - REMAIN IN CLOSE PROXIMITY UNTIL THE GATE COMES TO A COMPLETE CLOSE.
 - CONTRACTOR IS FULLY RESPONSIBLE FOR VEHICLES OR EQUIPMENT THAT ENTER A GATE BEHIND HIM.
 - CONTRACTOR MUST BE PREPARED TO DENY ACCESS TO ANYONE UNAUTHORIZED FOR AIRPORT ACCESS.
 - OTHERS WITH ACCESS AUTHORITY NOT AFFILIATED WITH THE PROJECT WILL WAIT UNTIL YOUR MOVEMENT IS COMPLETE. DO NOT ATTEMPT TO ACCOMMODATE.
- ALL VEHICLES AND EQUIPMENT ENTERING THE AIRPORT SHALL BE LABELED WITH THE NAME OF THE FIRM ON AT LEAST TWO SIDES OF THE VEHICLE.
- ALL VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AN ORANGE AND WHITE CHECKERED SAFETY FLAG (DAYTIME) OR ROTATING AMBER BEACON (DAYTIME OR NIGHT TIME), AT THE HIGHEST POINT OF THE VEHICLE.



- CONTRACTOR CAN ELECT EITHER 3 LED/SOLAR OR TWO BATTERY POWER LIGHTS PER DELINEATOR.
- DELINEATORS TO BE PLACED EITHER INTERLOCKED OR SPACED WITH A 10' MAXIMUM GAP.
- DELINEATORS TO BE WEIGHTED WITH SAND BAGS OR WATER.

LOW PROFILE LIGHTED DELINEATOR DETAIL
NO SCALE

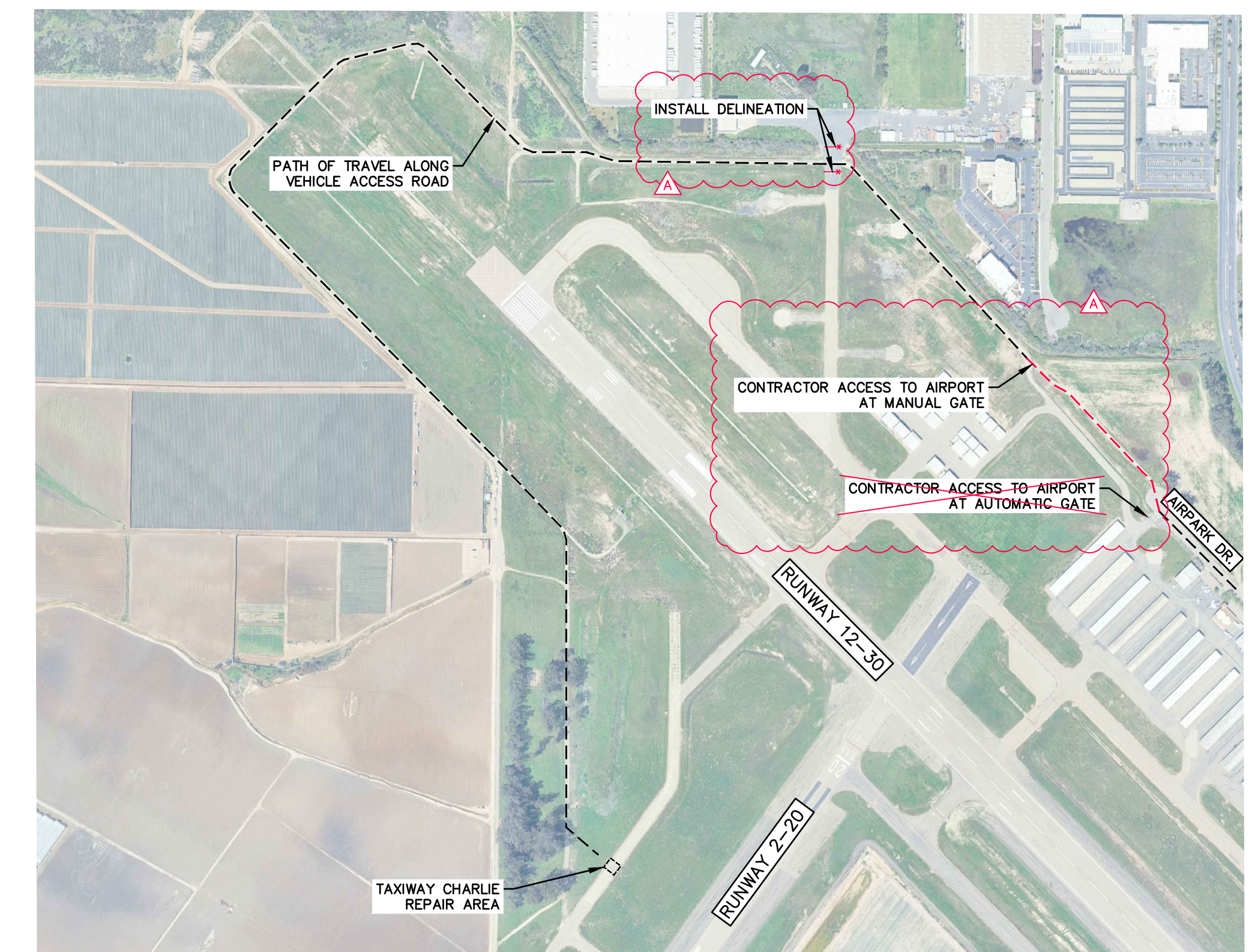


ABBREVIATIONS:


<	ANGLE POINT
AC	ASPHALTIC CONCRETE
BLDR	BOULDER
BRD	BOARD
BSW	BACK OF SIDEWALK
C	CONCRETE
CB	CATCH BASIN
CLVRT	CULVERT
COMM	COMMUNICATIONS
DS	DOWNSPOUT
DWY	DRIVEWAY
E	EAST
EP	EDGE OF PAVEMENT
FC	FENCE
FL	FLOW LINE
FSW	FRONT OF SIDEWALK
G	GROUND
HDPPE	HIGH DENSITY POLY ETHYLENE
HDR	HEADER
HDWL	HEADWALL
ICV	IRRIGATION CONTROL VALVE
INTX	INTERSECTION
INV	INVERT
JT	JOINT
LIP	LIP OF GUTTER
LITE	TAXIWAY OR RUNWAY LIGHTING
N	NORTH
NP	NO PARKING
POC	POINT ON CURVE
PVR	PAVER
RCP	REINFORCED CONCRETE PIPE
RET	RETAINING
S	SOUTH
SD	STORM DRAIN
STRIPE	PAINTED PAVEMENT MARKING
TC	TOP OF CURB
USA	UNDERGROUND SERVICE ALERT MARKING
VL	VAULT
W	WEST
AOA	AIRPORT OPERATIONS AREA
BRL	BUILDING RESTRICTION LINE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA

*NOTE SOME ABBREVIATIONS MAY NOT HAVE BEEN REFERENCED IN THIS DRAWING SET.

SHEET LIST TABLE		
NO.	TITLE	SUBTITLE
1	COVER SHEET	---
2	PROJECT LAYOUT PLAN	WORK AREAS AND PHASING
3	GENERAL NOTES	NOTES AND DELINATION DETAILS
4	DEMOLITION & IMPROVEMENT PLAN	MAIN HANGAR - NORTH SIDE
5	DEMOLITION PLAN	MAIN HANGAR - SOUTH SIDE
6	IMPROVEMENT PLAN	MAIN HANGAR - SOUTH SIDE
7	STORM DRAIN IMPROVEMENTS	PLAN & PROFILE
8	DETAILS	TRENCH DRAIN
9	DETAILS	STORM DRAIN
10	STORM DRAIN REPAIR	TAXIWAY CHARLIE



CONTRACTOR PATH OF TRAVEL TO /FROM TAXIWAY CHARLIE

UNDERGROUND SERVICE ALERT
 DIAL 811
 TWO WORKING DAYS BEFORE YOU DIG

GENERAL NOTES
 NOTES AND DELINATION DETAILS

REV.	DESCRIPTION	DATE	APP.
▲	REVISED ACCESS GATE, DELINEATION ADDED	9/24/24	JTH

TARTAGLIA ENGINEERING
 SANTA MARIA AIRPORT
 SD REPAIR & HANGAR DRAINAGE

REGISTERED PROFESSIONAL ENGINEER
 JOHN A. SMITH
 No. 46852
 EXP. 6-30-25
 CIVIL
 STATE OF CALIFORNIA

DESIGN	JTH
DRAWN	JTH
CHECKED	JTH
SCALE	1"=200'
DWG. NO.	24-11
DATE	8-24-2024
SHEET	3
OF	9

PL01-DAT159-242024