

Santa Maria Public Airport District  
**Rehabilitate Runway 12-30**  
AIG 306-0237-0xx-2025, AIP 3-0-6-0237-0xx-2026

## Addendum No. 1

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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. Bid Schedule B is no longer part of this project. Contractor proposals shall only include Bid Schedule A. The basis of determining low bidder will be to the lowest responsive, responsible contractor based on Bid Schedule A.

### **II Changes to Specifications:**

2. The contract time for this project will be the 28 calendar days for Bid Schedule A. Change all references to the allowable contract time to 28 calendar days.
3. 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 Bid Schedule A total only”.
4. The grindings/millings generated through the pavement grind effort shall be kept on the airport at the designated stockpile location. At the start of the project, the RPR and/or airport staff will identify the stockpile location.

Add the following paragraph in technical specification section 101-3.4 Cold Milling:

“Material generated through the pavement grind effort shall be loaded, hauled, placed, and dressed in a designated permanent stockpile area. The permanent stockpile location is on airport property, with a haul distance of approximately five (5) miles, that includes existing the AOA, traveling on public / city streets, and re-entering the airport through a manual access gate. All loads, shall be tarped, and legal. The maximum height of the grindings stockpile shall be 15’ and shall be within the limits identified by the RPR and airport staff.”

There will be no separate payment for hauling and placing the asphalt grindings at the designated stockpile location. This effort shall be part of the contract unit prices for cold milling: uniform, variable, and temporary tapers.

5. Technical Specification Item L-125: In the 125-5.1 Basis of Payment section table, add Bid Item A34 in the same cell as B30.
6. Remove Technical Specification Item L-109 Airport Vault Equipment.
7. Remove Technical Specification Item C-103T Environmental Compliance – SWPPP.

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**III     Changes to Plans:**

8. Several revisions were made to the plan set, including modifications to existing sheets, deletion of entire sheets, and insertion on new sheets. For convenience, a revised plan set is included as an attachment to this addendum. Contractors should use the revised plan set and discard the old plan set. The following summarizes the plan sheets that were removed and added to the plan set:
  - a. Plan Sheets Removed:
    - i. Sheets 8, 9, 10, and 11 (Demolition Plan)
    - ii. Sheets 14, 15, 16, 17, 18, 19, 20, and 21 (Improvement Plan)
    - iii. Sheets 25, 26, 27, and 28 (Electrical Improvements)
    - iv. Sheets 35, 36, 37, and 38 (Airfield Markings)
  - b. New Plan Sheets:
    - i. Sheets 24.1 and 24.2 (Finish Grades)
    - ii. Sheets 24.3 and 24.4 (Cross Sections)
    - iii. Sheet 30.1 (Guidance Signs)

**IV     Changes to Bid Schedule:**

9. Bid Item A11, Embankment, has been removed.
10. Bid Schedule B, in its entirety, has been removed. Contractor to leave Bid Schedule B blank.
11. Bid A27. Change the quantity from “2.0” to “3.0”.
12. Add a new bid item at the end of Bid Schedule A: A34, Install New Guidance Sign on New PCC Foundation – 4 module, size 1. The quantity for Bid Item A34 is “1.0” EA.

**V     Answers to Contractor Questions:**

13. Question: Where is the small quantity of excavation, subgrade preparation, and P-207 in bid schedule A. Where does this work occur?  
**Answer: The work will occur at a small area of the north shoulder of Runway 12-30 near Taxiway A7 where the old military asphalt was removed and replaced with native material. The plans have been revised to depict where the mentioned work will occur.**
14. Question: Can you clarify the correct markings that are required to be replaced within the Temporary Tapers for Bid Item Numbers A28 and B34?  
**Answer: All markings identified on the airfield markings sheets shall be applied on the temporary tapers. The markings that need to be applied will depend on where the taper gets constructed. For temporary markings, glass beads and black borders are not required.**
15. Question: If the construction schedule is sequenced where no temporary tapers are constructed and temporary markings aren't required will Bid Item A28 and B34, Pavement Marking Temporary Tapers:1-coat still be paid?  
**Answer: Yes. Regardless of how many temporary markings are applied, the bid items for Pavement Marking Temporary Tapers:1-Coat will be paid 100% of the Lump Sum bid price.**

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16. Question: Will there be a contract time suspension if all work has been completed aside from the grooving and second coat of markings due to the required 30-day cure period?

**Answer: Yes.**

17. Question: Will the P-401 paving be a constant depth or will the paver be targeting finish grade elevations?

**Answer: The paving will be variable depth. Bidders are encouraged to review the paver equipment and grade control requirements outlined in item 401-4.5 Asphalt Pavers (Page 167).**

18. Question: Is a field office required for this project?

**Answer: Yes. The contractor shall provide a field office. Refer to Item C-105 Mobilization for field office requirements.**

19. Question: The FAA Standard Specifications for Airport Construction 150/5370-10H also include guidelines for designing P-401 Asphalt Concrete using Superpave Gyratory Compaction. Gyratory has been used successfully for other local FAA paving jobs in California, such as Lompoc Airport and various China Lake projects. We noticed that while part of the technical specifications required blows for compaction as per the Marshall hammer for the P-401 submittal requirements, the Asphalt Design Criteria table specified "Number of Blows or Gyrations" to be 75. Will the Owner allow Superpave Gyratory Compaction as an option in addition to Marshall Compaction for designing P-401 Asphalt Concrete? As gyratory compaction is performed with calibrated machinery, the test results are more consistent, and mix designs are more robust with less data variation and fewer outliers. By avoiding manual compaction and technician fatigue, it also provides faster results in a safer manner. This gives valuable time back to both the Contractor and the Owner.

**Answer: The P-401 shall be a Marshall Mix.**

**Bid Date and Time Remain unchanged: 2:00 pm, Thursday, June 5, 2025**

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

END OF ADDENDUM No. 1

/s/      Martin Pehl  
            General Manager

Attachments:

1. Revised Bid Schedule pages changed by this Addendum: Page 14, Page 15. Replace these pages in the Specification Book.
2. Revised Plan Set. This attachment will be uploaded in the Public Purchase Portal. The file is titled "Plans Addendum 1 – Rehabilitate Runway".

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

<b>BID SCHEDULE A</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	\$ 35,000.00	\$ 35,000.00
A4	900.0	LF	SAWCUT	P-101	\$	\$
A5	30.0	SY	CLEAR AND GRUB SITE	P-151	\$	\$
A6	29,800.0	SY	COLD MILLING – UNIFORM THICKNESS: 0.06’	P-101	\$	\$
A7	5,700.0	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	10.0	CY	EXCAVATION	P-152	\$	\$
A11	<b>BID ITEM REMOVED THROUGH ADDENDUM 1</b>					
A12	1.0	T&M	UNSUITABLE SUBGRADE	P-152	\$ 30,000.00	\$ 30,000.00
A13	20.0	SY	SUBGRADE PREPARATION – PAVED SHOULDER	P-152	\$	\$
A14	5,900.0	SY	SURFACE PREPARATION – OLD RUNWAY PAVEMENT / ASPHALT STABILIZED SAND	P-152	\$	\$
A15	22,900.0	LF	CRACK FILL & SEAL	P-101	\$	\$
A16	10.0	CY	PLACE AND COMPACT RECYCLED ASPHALT/BASE FROM ON-AIRPORT STOCKPILE	P-207	\$	\$
A17	8,100.0	TON	P-401 HOT-MIX ASPHALT PAVEMENT	P-401	\$	\$
A18	23.0	TON	TACK COAT	P-603	\$	\$
A19	27,400.0	SY	GROOVING	P-621	\$	\$
A20	50.0	LF	ELECTRICAL CONDUIT, 2”	L-110	\$	\$
A21	1.0	LS	TEMPORARY ELECTRICAL	L-100T	\$	\$
A22	500.0	LF	AIRFIELD ELECTRICAL CONDUCTOR	L-108	\$	\$
A23	50.0	LF	COUNTERPOISE (W/GROUNDING)	L-108	\$	\$
A24	24.0	EA	RAISE EXISTING RUNWAY LIGHT CAN, INSTALL NEW ELEVATED LED FIXTURE	L-125	\$	\$
A25	8.0	EA	RAISE EXISTING TAXIWAY LIGHT CAN, INSTALL NEW ELEVATED LED FIXTURE	L-125	\$	\$
A26	1.0	EA	RAISE EXISTING IN-PAVEMENT RUNWAY LIGHT CAN, INSTALL NEW LED FIXTURE	L-125	\$	\$
A27	3.0	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	44,400.0	SF	PAVEMENT MARKING: 2-COAT WITH REFLECTIVE MEDIA	P-620	\$	\$
A30	9,700.0	SF	PAVEMENT MARKING: 2-COAT	P-620	\$	\$

<b>BID SCHEDULE A</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>
A31	600.0	SF	PAVEMENT MARKING: 1-COAT WITH REFLECTIVE MEDIA	P-620	\$	\$
A32	1,000.0	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	\$	\$
TOTAL BID SCHEDULE A AMOUNT			<div></div> <div>(Written in Words)</div>		<div>\$</div> <div>—</div> <div>(Written in Figures)</div>	

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