

April 29, 2019

To: Plan Holders for the Pavement Maintenance Project at
Elko Regional Airport
Elko, Nevada
AIP Project No. 3-32-0005-050
PWP-EL-2019-169

Transmitted herewith is Addendum **No. 3** to the Issued for Bid Contract Documents, Specifications and Plans dated April 10, 2019 for the improvements to the Elko Regional Airport:

Schedule I: Asphalt Pavement Maintenance (Federal)

Schedule II: Asphalt Pavement Maintenance (Non-Federal)

Sincerely,

Kirk Nielsen, P.E.



Project Manager

Jviation, Inc.



**ADDENDUM NO. 3
 TO
 CONTRACT DOCUMENTS, SPECIFICATIONS AND PLANS
 FOR IMPROVEMENTS TO THE
 ELKO REGIONAL AIRPORT
 ELKO, NEVADA
 AIP PROJECT NO. 3-32-0005-050
 PWP-EL-2019-169**

To All Bidders: You are requested to make all changes and/or additions contained in this addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal shall result in rejection of bid. Bidders are informed that the above referenced Contract Documents, Specifications and Plans are modified as follows as of April 29, 2019:

1. CONTRACT DOCUMENTS/SPECIFICATIONS

PLAN SHEET C750: Corrected compass detail to show inner circle as white. Added width dimension for all compass arms.

2. QUESTIONS

1. *Is the asphalt paving on this project subject to Percent Within Limits (PWL)?*

Answer: No, per Section 403-6.2 of the P-403 specification, acceptance and payment of paving associated with this project will be on a pass/fail basis based on Air Voids, Mat Density, Joint Density, and Grade.

2. *Is the 2" patch paving for the major crack repair considered incidental paving as a "patch", or is it subject to the FAA testing criteria; cores and sub lots?*

Answer: Payment for the asphalt associated with the major crack repair is incidental to that pay item. However, the asphalt placed for the major crack repair must meet the requirements of the P-403 specification in regard to density, air voids, and grade. Due to the small tonnage of asphalt that will be installed during this project, the bidder can assume that one lot of paving will be placed, which includes 3 sublots. The sublots will be tested in accordance with the P-403 specification.

3. *On Plan Sheet 43 Detail 5, what are the colors of the Compass? What are dimensions of various elements of the Compass (e.g. Width of arms, size of numbers along the outside, Radius of the interior Circle)?*

Answer: The compass is Yellow, Red, and White and must comply with the P-620 Marking specification. See amended plan sheet C750 for the dimensions and colors of the compass.

4. *On Plan Sheet 43 and 45 is the Oval shown around all the Numbers and Compass supposed to be striped in?*

Answer: The ovals shown around the elements on these sheets are not painted, they are simply in place to represent the asphalt pavement upon which these elements will painted.

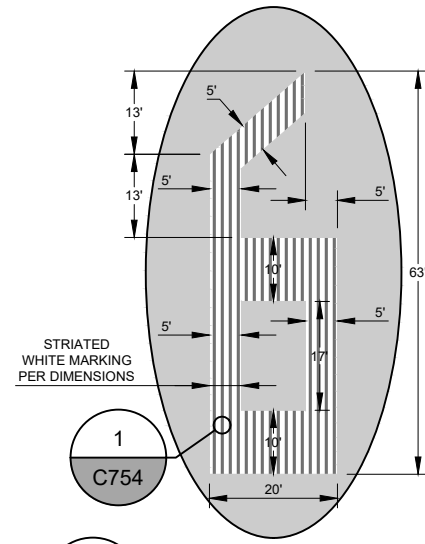
5. *On Plan Sheet 44, what is the width of the black outline around the red Box Outlining the Hold Position Numbers?*

Answer: **All** pavement markings on the project shall be outlined in a **6"** black border.

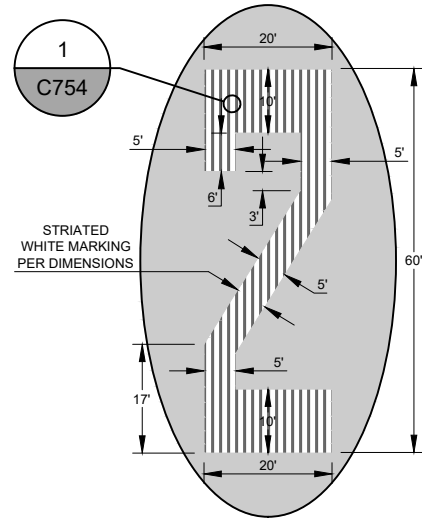
6. *Is the P-608 dilution rate 1:1 or 2:1?*

Answer: The dilution rate for the P-608 Asphalt Seal Coat is 2:1.

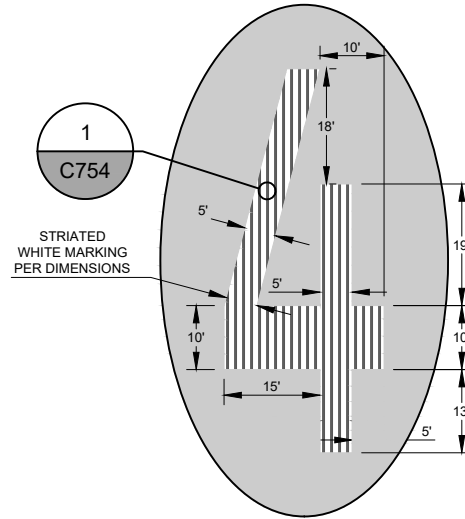
**** END OF ADDENDUM NO. 3 ****



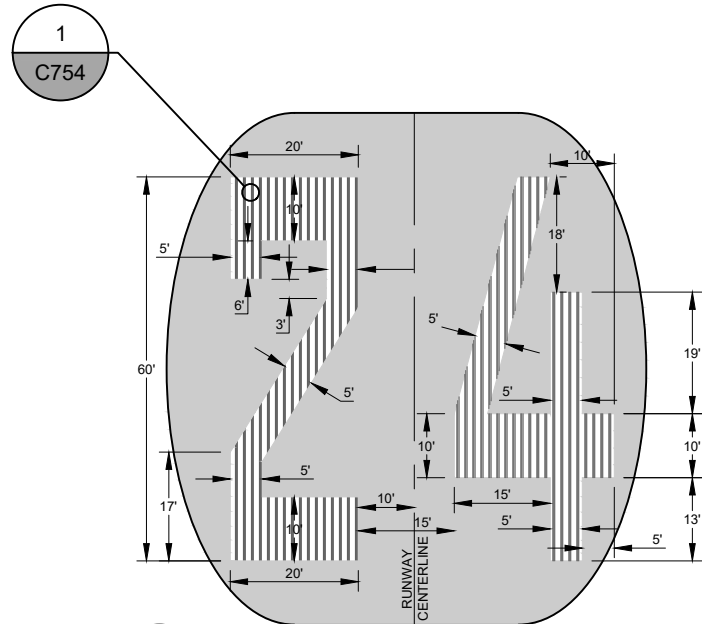
1 DESIGNATION "6" DETAIL
N.T.S.



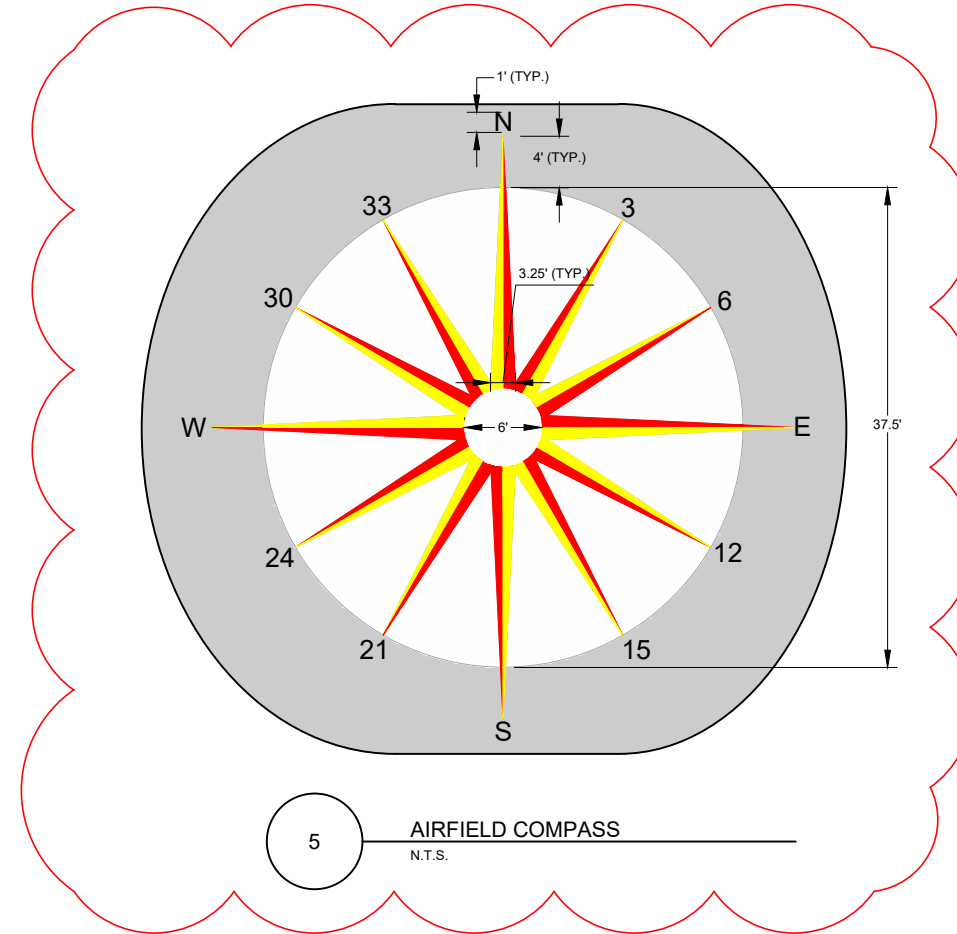
2 DESIGNATION "2" DETAIL
N.T.S.



3 DESIGNATION "4" DETAIL
N.T.S.



4 COMBINED NUMBERS 2 AND 4
N.T.S.



5 AIRFIELD COMPASS
N.T.S.

GENERAL MARKING NOTES

- UNLESS OTHERWISE SPECIFIED, ALL TAXIWAY MARKINGS SHALL BE YELLOW AND ALL RUNWAY MARKINGS SHALL BE WHITE IN ACCORD WITH SPECIFICATION P-620.
- ADJUST RUNWAY CENTERLINE STRIPE AND SPACING BETWEEN STRIPES AT CENTER POINT OF RUNWAY TO ACCOMMODATE RUNWAY LENGTH. THE SPACING SHALL BE AS SHOWN ON SHEETS C703 AND C710.
- ALL STRIPING WILL HAVE A BLACK BORDER AT THE DIMENSIONS INDICATED ON THE DETAILS UNLESS STRIPING IS BEING APPLIED TO NEW ASPHALT PAVEMENT.
- CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE THE PROJECT WORK LIMITS WHICH ARE DAMAGED BY THE CONTRACTORS OPERATIONS. REPAINTING OF THESE DAMAGED AREAS WILL BE AT THE CONTRACTORS EXPENSE.
- PAINT SHOULD BE STORED IN A CLIMATE-CONTROLLED ENVIRONMENT IN ORDER TO MEET MANUFACTURERS RECOMMENDED TEMPERATURES BEFORE IT IS APPLIED. MATERIAL THAT DOES NOT MEET REQUIRED TEMPERATURE REQUIREMENTS WILL BE WARMED TO THE MINIMUM TEMPERATURE FOR 24 HOURS BEFORE IT IS APPLIED OR AS APPROVED BY THE RESIDENT ENGINEER.
- ONLY A PERMANENT APPLICATION OF PAINT WILL BE APPLIED. RATES OF APPLICATION SHALL BE AS SPECIFIED IN SECTION P-620.
- GLASS BEADS SHALL BE APPLIED TO ALL PERMANENT PAVEMENT MARKINGS. APPLICATION RATES AND GLASS BEAD TYPE SHALL BE AS SPECIFIED IN ITEM P-620. GLASS BEADS SHALL NOT BE APPLIED TO BLACK PAINT.
- UNLESS OTHERWISE SPECIFIED, ALL TAXIWAY MARKINGS ARE 6" WIDE (YELLOW).
- ALL RUNWAY MARKINGS WILL BE STRIATED EXCEPT FOR THE CENTERLINE STRIPE AND ARROWHEADS. MARKINGS SHALL BE ALTERNATING WHITE AND BLACK STRIATED 6" STRIPES.
- RUNWAY MARKINGS HAVE PRECEDENCE OVER THE TAXIWAY LEAD IN LINES ON CENTERLINE MARKINGS.
- FINAL PAINT LAYOUT WILL BE CONFIRMED BY THE AIRPORT PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL MATCH THE EXISTING PAINT LAYOUT. EXISTING MARKINGS SHALL BE SURVEY VERIFIED PRIOR TO PAVEMENT REMOVAL.
- ENHANCED TAXIWAY CENTERLINE SHALL MATCH EXISTING LAYOUT.
- CONTRACTOR SHALL HAVE A COPY OF THE CURRENT FAA ADVISORY CIRCULAR AC 150/5340-1L "STANDARDS FOR AIRPORT MARKINGS" ON SITE AT ALL TIMES. ANY DISCREPANCY BETWEEN INFORMATION SHOWN ON THE PLAN SHEETS AND THE ADVISORY CIRCULAR SHALL BE COORDINATED WITH THE ENGINEER FOR DIRECTION.
- NUMBERED STENCILS SHALL BE ORDERED TO COMPLETE THE SURFACE PAINTED SIGN INSCRIPTIONS. THE CONTRACTOR SHALL SUBMIT DIMENSIONAL AND GRAPHICAL INFORMATION ON EACH STENCIL TO THE ENGINEER FOR APPROVAL PRIOR TO ORDERING. STENCILS SHALL BE MANUFACTURED TO THE DIMENSIONS OF THE DETAILS AND CONFORM TO THE DIMENSIONS OF AC 150/5340-1k (CHANGE 1). STENCILS SHALL BECOME THE PROPERTY OF THE AIRPORT UPON COMPLETION OF THE PROJECT. IF THE AIRPORT HAS STENCILS TO USE TO KEEP AIRPORT CONSISTENT, CONTRACTOR SHALL UTILIZE AIRPORT PROVIDED STENCILS FOR THE SURFACE PAINTED HOLDING POSITION SIGNS. THE CONTRACTOR SHALL MAINTAIN THE STENCILS THROUGHOUT USE AND WILL BE RESPONSIBLE FOR REPLACEMENT IF ANY DAMAGE OCCURS.
- ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF RESIDENT ENGINEER.
- SEAL COAT MATERIALS SHALL NOT BE APPLIED ON TOP OF EXISTING MARKINGS. THE CONTRACTOR SHALL PROTECT EXISTING MARKINGS DURING THE SEAL COAT APPLICATION. IF ANY MARKING BECOMES CONTAMINATED WITH SEAL COAT MATERIAL, THE CONTRACTOR SHALL IMMEDIATELY CLEAN THE MATERIAL OFF TO THE SATISFACTION OF THE ENGINEER. THE SEAL COAT SHALL BE PLACED BEFORE MARKING APPLICATION.
- MARKINGS SHALL NOT BE APPLIED ON TOP OF SEAL COAT MATERIAL.

ISSUED FOR REVIEW

THESE DRAWINGS ARE FOR DESIGN REVIEW AND ARE NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

KIRK E. NIELSEN PE 22800 03/22/2019
NAME REG. NO. DATE
FOR AND ON BEHALF OF JVIATION, INC.

JVIATION



DES: M.C.G.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: M.C.G.	1	K.E.N.	04/10/2019	ISSUED FOR BID
CH: C.L.G.	2	K.E.N.	04/29/2019	ISSUED FOR BID (ADDENDUM #3)
APP: K.E.N.				

PAVEMENT PRESERVATION

PAVEMENT MARKINGS
RW 6-24 DETAIL

AIP PROJ. NO.
3-32-0005-050

JVIATION PROJ. NO.
2019.EKO.01

SHEET NAME

C750

SHEET NO.

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