

ADDENDUM NO. ONE (1)

REHABILITATE TAXIWAY A

**ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT
ALAMOGORDO, NEW MEXICO**

**AIP PROJECT NO. 3-35-0001-034-2024 (Design)
AIG PROJECT NO. 3-35-0001-035-2024 (Construction)
AIP PROJECT NO. 3-35-0001-036-2024 (Construction)
PUBLIC WORKS BID NO. 2024-004
DELTA PROJECT NO. 22045**

May 31, 2024

From: Delta Airport Consultants, Inc.
7804 Pan American Freeway ENE, Ste 4,
Albuquerque, NM, 87109

To: All Bidders of Record



This Addendum is hereby made a part of the contract documents and specifications of the above referenced project. All other requirements of the original specification shall remain in effect in their respective order. **Acknowledge receipt of this addendum by inserting its number and date in the proposal form.**

SPECIFICATIONS

REVISE the following from Section P-101-3.2:

“Fill all cracks greater than 1/4 inch (6 mm) wide with a crack sealant as shown on the plans. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch (3 mm), not to exceed ¼ inch (6 mm). Any excess joint or crack sealer shall be removed from the pavement surface.”

TO READ AS FOLLOWS:

“Repair cracks wider than 1” in the locations shown on the plans in accordance with the detail on the plans.”

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ATTACHMENTS:

1. Questions and Answers

END OF ADDENDUM NO. ONE (1)

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QUESTIONS AND ANSWERS

1. QUESTION: Is the tack and asphalt mix a part of the project to assume repair for damage to asphalt?

ANSWER: NO. Refer to the Crack Repair Detail on Sheet 22 of 22. The tack and asphalt mix are incidental to the unit price for joint and crack repair.

2. QUESTION: Regarding the phasing plan, does each phase need to be fully completed, e.g., crack repair, seal coat, and remarking, need to be completed before moving on to next phase?

ANSWER: YES. The work in each phase, through initial marking, must be complete so each work area can be reopened prior to closing and beginning work in another work area to maintain operations at the airport. A key consideration is that the work areas are NOT required to be completed in alphabetical order. Phase II - Final marking allows for combining work areas since they can be reopened as soon as the paint is dry and excess beads are swept up.

3. QUESTION: If the contract is to be awarded by no later than October 15, 2024, this project may be a Spring 2025 construction project because of temperatures. How do you facilitate a potential price increase?

ANSWER: There is no provision for increasing prices once the contract is awarded.

4. QUESTION: Do the markings need to be removed prior to sealcoat?

ANSWER: YES. Refer to the Seal Coat and Marking Layout sheets in the plans.

5. QUESTION: Can the engineer's estimate be provided?

ANSWER: NO. The Engineer's estimate will only be available after review of the bids and bid tabs provided to the Bidder's of Record.

6. QUESTION: Does the existing sealant in the cracks need to be removed prior to the placement of new sealant?

ANSWER: Crack sealing is not proposed with this project. Refer to the Crack Repair Detail on Sheet 22 of 22 and the revised Section P-101-3.2 of the specification.

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7. QUESTION: Can the contractor get more time for the project? With there being so many phases and being only to work small sections at a time. The time frame will be very tight for production of construction.

ANSWER: NO. The contract time was set taking into account the proposed work areas and phasing of the project.

8. QUESTION: Can the bid date/time be pushed? This would allow more time for the contractor to meet the DBE goal and ample time to advertise. Also, allow more time for questions as the site visit was only a day ago and DBEs may have questions.

ANSWER: NO.

9. QUESTION: Please confirm that all crack sealing is type c, asphalt patching per specifications and no "crack seal" is required?

ANSWER: YES. The crack repair for this project is for the 1" and larger cracks along the paving joints as shown on the Plans. The project does not include addressing other cracks prior to placing the seal coat.

10. QUESTION: What is the thickness of the asphalt on the taxiway?

ANSWER: Asphalt is between 4 and 8 inches thick with the majority around 6 inches.

11. QUESTION: Must the overbanding of existing crack sealant be removed prior to installing the seal coat?

ANSWER: NO. The surface shall be cleaned in accordance with Section P-608-4.4, and any loose material shall be removed, but overbanding that is still adhered to the pavement may be sealed over.

12. QUESTION: Can the contractor get a copy of the bid schedule in excel format for bid submittal?

ANSWER: The Bid Form is not available in Excel format. The Contractor may submit the bid on a computer printout attached to the Bid Proposal provided in the contract documents. However, written or typed words will be required in the bid proposal. The format of the computer printout shall contain Item No., Specification No., Bid Quantity, Prices and Extended Totals in the same order as provided on the Proposal in the contract documents. A computer printout is not a requirement for bidding. All certifications, Bid Bond, Notices and attachments to the proposal must be submitted on the forms provided.