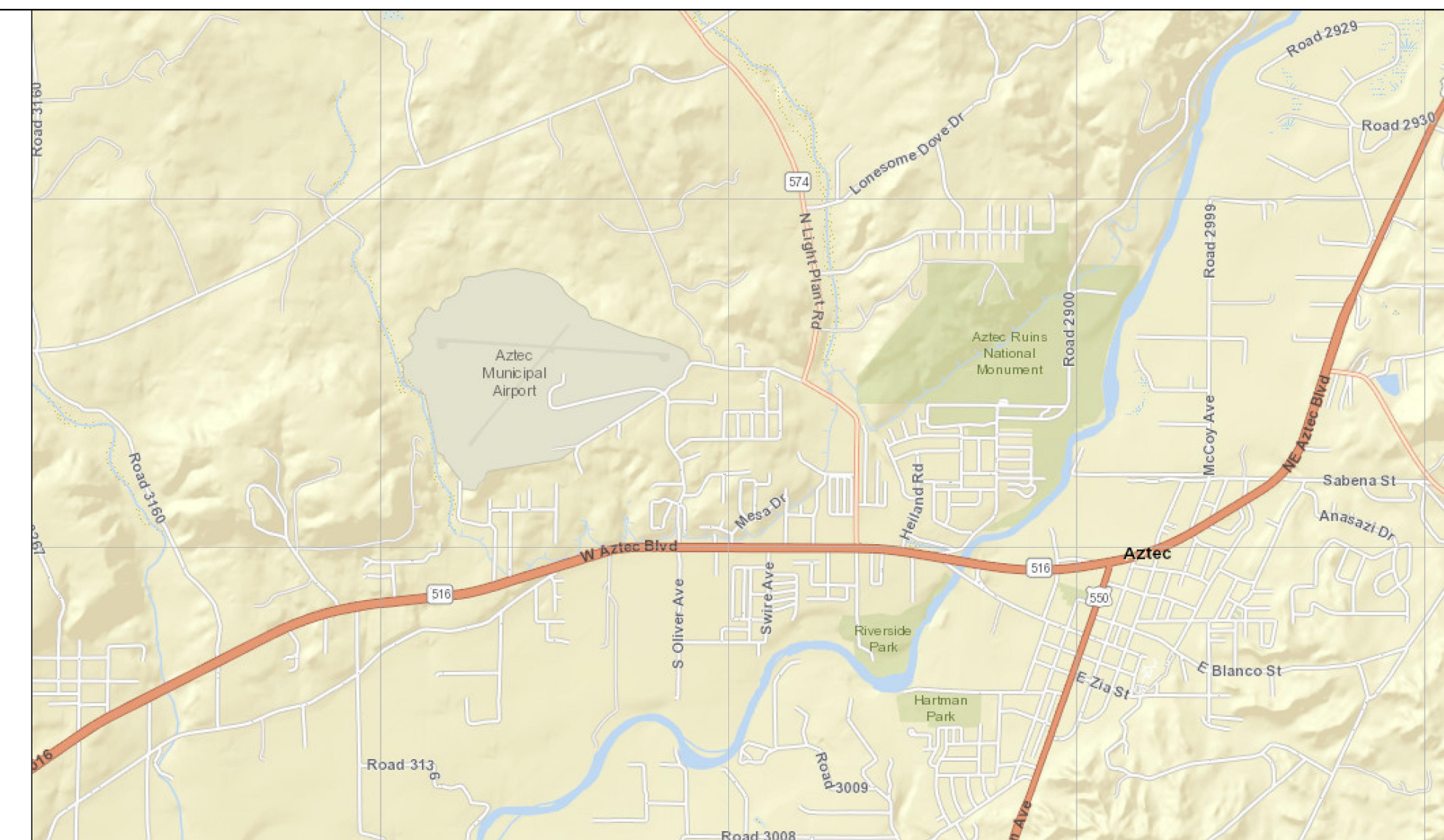


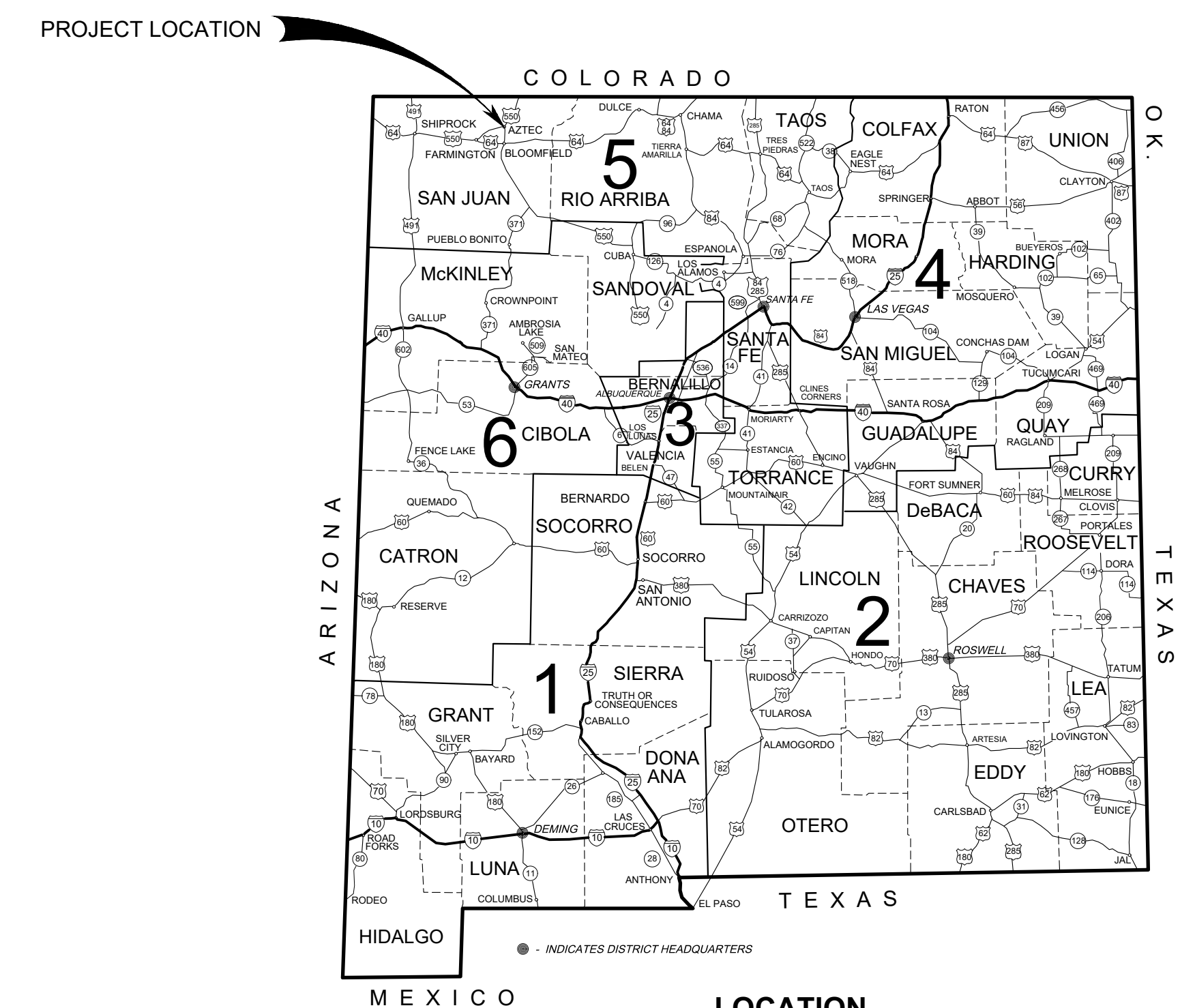
**AZTEC MUNICIPAL AIRPORT (N19)
AZTEC, NEW MEXICO**

**CONSTRUCTION PLANS
FOR
NORTH APRON PAVEMENT MAINTENANCE
PROJECT FUNDING:
FAA AIP: 3-35-0056-012-2024
NMAD GRANT NO: N19-23-01
RUNWAY CRACK SEAL NMAD GRANT NO: N19-24-01**

**OWNER/SPONSOR:
CITY OF AZTEC, NEW MEXICO
BID NO: 2024-844**



**VICINITY
MAP**



**LOCATION
MAP**

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11/30/2023

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**AZTEC MUNICIPAL AIRPORT (N19)
NORTH APRON PAVEMENT MAINTENANCE
COVER**

BHI PROJECT NO. 20230326 DWG NO. G-01 SHEET 1 OF 7

THESE PLANS AND SPECIFICATIONS REFLECT THE FAA ADVISORY CIRCULARS IN EFFECT AND PUBLISHED AS OF DATE _____

NOTICE OF EXTENDED PAY PROVISIONS
THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN 45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR PAYMENT

GENERAL NOTES

- THE AIRPORT DOES NOT HAVE AN AIR TRAFFIC CONTROL TOWER, ALL AIRCRAFT MOVEMENTS AND FLIGHT OPERATIONS RELY ON AIRCRAFT OPERATORS TO SELF-REPORT THEIR POSITIONS AND INTENTIONS. AIRCRAFT MAY NOT BROADCAST THEIR POSITIONS OR INTENTIONS SO VISUAL CHECKING, RADIO MONITORING, AND SITUATIONAL AWARENESS OF THE SURROUNDINGS IS CRITICAL TO SAFETY. A TWO-WAY AVIATION BAND RADIO CAPABLE OF RECEIVING AND BROADCASTING ON 122.9 MHZ IS REQUIRED IN ACCORDANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN.
- EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE. THE BIDDER IS EXPECTED TO CAREFULLY EXAMINE THE SITE OF THE PROPOSED WORK, THE PROPOSAL, PLANS, SPECIFICATIONS, AND CONTRACT FORMS. BIDDERS SHALL SATISFY THEMSELVES TO THE CHARACTER, QUALITY, AND QUANTITIES OF WORK TO BE PERFORMED, MATERIALS TO BE FURNISHED, AND TO THE REQUIREMENTS OF THE PROPOSED CONTRACT. THE SUBMISSION OF A PROPOSAL SHALL BE PRIMA FACIE EVIDENCE THAT THE BIDDER HAS MADE SUCH EXAMINATION AND IS SATISFIED TO THE CONDITIONS TO BE ENCOUNTERED IN PERFORMING THE WORK AND THE REQUIREMENTS OF THE PROPOSED CONTRACT, PLANS, AND SPECIFICATIONS. (REPEATED FROM THE FAA ADVISORY CIRCULAR 150/5370-10H, STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS, GENERAL PROVISIONS 20-06)
- THE CONTRACT HAS AN OVERALL TIME OF PERFORMANCE FOR THE CONTRACT (THE CONTRACT TIME).
 - A NOTICE TO PROCEED WITH CONSTRUCTION WILL BE ISSUED. THE CONTRACT TIME IS FOR THE CONSTRUCTION WORK AND INCLUDES ANY SPECIFICATION REQUIRED PERIODS OF WAITING TIME (SUCH AS THE TIME BETWEEN A SURFACE PAVEMENT OR SEAL COAT AND THE FINAL APPLICATION OF MARKINGS).
- AS PART OF THE BID, THE CONTRACTOR MUST CERTIFY THAT ALL STEEL AND MANUFACTURED GOODS AND PRODUCTS INCORPORATED INTO THIS PROJECT MEET THE BUY AMERICAN CRITERIA OF THE BUY AMERICAN PREFERENCE CONTRACT PROVISION, OR HAVE A WAIVER ISSUED BY THE FAA.
- AS A PART OF THE BID, THE BIDDER OR OFFEROR CERTIFIES THAT ALL CONSTRUCTIONS MATERIALS, DEFINED TO MEAN AN ARTICLE, MATERIAL, OR SUPPLY (OTHER THAN AN ITEM OF PRIMARILY IRON OR STEEL); A MANUFACTURED PRODUCT; CEMENT AND CEMENTITIOUS MATERIALS; AGGREGATES SUCH AS STONE, SAND, OR GRAVEL; OR AGGREGATE BINDING AGENTS OR ADDITIVES THAT ARE OR CONSIST PRIMARILY OF: NON-FERROUS METALS; PLASTIC AND POLYMER-BASED PRODUCTS (INCLUDING POLYVINYLCHLORIDE, COMPOSITE BUILDING MATERIALS, AND POLYMERS USED IN FIBER OPTIC CABLES); GLASS (INCLUDING OPTIC GLASS); LUMBER; OR DRYWALL USED IN THE PROJECT ARE MANUFACTURED IN THE U.S. (BIPARTISAN INFRASTRUCTURE LAW, BUILD AMERICA, BUY AMERICA (BABA) ACT)
- THE CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER/ENGINEER/RPR 4 WORKING DAYS IN ADVANCE OF BEGINNING CONSTRUCTION TO SCHEDULE CONSTRUCTION OBSERVATION AND FOR THE OWNER TO NOTIFY THE FAA. NO WORK SHALL BEGIN UNTIL THE PRE-CONSTRUCTION CONFERENCE HAS BEEN HELD. THE NOTICE TO PROCEED WITH CONSTRUCTION HAS BEEN ISSUED. THE CONTRACTOR PREPARED AIRFIELD SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) HAS BEEN APPROVED BY THE CITY, THE AIRPORT MANAGER HAS ISSUED THE NOTAMS, AND ALL AIRFIELD SAFETY TRAINING REQUIREMENTS HAVE BEEN COMPLETED.
- CLAIMS FOR ADJUSTMENT AND DISPUTES. IF FOR ANY REASON THE CONTRACTOR DEEMS THAT ADDITIONAL COMPENSATION IS DUE FOR WORK OR MATERIALS NOT CLEARLY PROVIDED FOR IN THE CONTRACT, PLANS, OR SPECIFICATIONS OR PREVIOUSLY AUTHORIZED AS EXTRA WORK, THE CONTRACTOR SHALL NOTIFY THE RPR IN WRITING OF THEIR INTENTION TO CLAIM SUCH ADDITIONAL COMPENSATION BEFORE THE CONTRACTOR BEGINS THE WORK ON WHICH THE CONTRACTOR BASES THE CLAIM. IF SUCH NOTIFICATION IS NOT GIVEN OR THE RPR IS NOT AFFORDED PROPER OPPORTUNITY BY THE CONTRACTOR FOR KEEPING STRICT ACCOUNT OF ACTUAL COST AS REQUIRED, THEN THE CONTRACTOR HEREBY AGREES TO WAIVE ANY CLAIM FOR SUCH ADDITIONAL COMPENSATION. SUCH NOTICE BY THE CONTRACTOR AND THE FACT THAT THE RPR HAS KEPT ACCOUNT OF THE COST OF THE WORK SHALL NOT IN ANY WAY BE CONSTRUED AS PROVING OR SUBSTANTIATING THE VALIDITY OF THE CLAIM. WHEN THE WORK ON WHICH THE CLAIM FOR ADDITIONAL COMPENSATION IS BASED HAS BEEN COMPLETED, THE CONTRACTOR SHALL, WITHIN 10 CALENDAR DAYS, SUBMIT A WRITTEN CLAIM TO THE RPR WHO WILL PRESENT IT TO THE OWNER FOR CONSIDERATION IN ACCORDANCE WITH LOCAL LAWS OR ORDINANCES. NOTHING IN THIS SUBSECTION SHALL BE CONSTRUED AS A WAIVER OF THE CONTRACTOR'S RIGHT TO DISPUTE FINAL PAYMENT BASED ON DIFFERENCES IN MEASUREMENTS OR COMPUTATIONS. (REPEATED FROM THE FAA ADVISORY CIRCULAR 150/5370-10H, STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS, THE GENERAL PROVISIONS 50-16)
- THE CONTRACTOR SHALL HAVE A COMPETENT SUPERINTENDENT ON THE WORKSITE AT ALL TIMES WHO IS FULLY AUTHORIZED TO ACT AS HIS/HER AGENT ON ALL ASPECTS OF THE WORK. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND THOROUGHLY UNDERSTANDING THE PLANS AND SPECIFICATIONS AND SHALL BE CAPABLE OF COORDINATING ALL CONSTRUCTION ACTIVITIES WITH THE ENGINEER/RPR. THE SUPERINTENDENT SHALL BE FLUENT IN THE ENGLISH LANGUAGE.
- THE CONTRACTOR SHALL HAVE A COPY OF THE CONTRACT, PLANS AND SPECIFICATIONS ON SITE AT ALL TIMES. THE PLANS SHALL BE MAINTAINED TO REFLECT ACTUAL AS-BUILT CONDITIONS.
- ALL PERMITS REQUIRED TO CONSTRUCT THIS PROJECT WILL BE OBTAINED BY THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THE COST OF PERMITTING IN THE CONTRACT BID ITEMS.
- THE CONTRACTOR SHALL NOT INSTALL ITEMS AS SHOWN ON THE PLANS WHEN IT IS OBVIOUS THAT FIELD CONDITIONS ARE DIFFERENT THAN SHOWN IN THE DESIGN. SUCH CONDITIONS SHOULD IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER/RPR. IN THE EVENT THE CONTRACTOR DOES NOT NOTIFY THE ENGINEER/RPR, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY AND EXPENSE FOR ANY REVISIONS NECESSARY.
- WORK PERFORMED WITHOUT THE APPROVAL OF THE ENGINEER/RPR AND WORK NOT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REJECTION AND WILL REQUIRE REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER/RPR.
- THE CONTRACTOR SHALL PROVIDE SUFFICIENT LABOR AND EQUIPMENT ON THE PROJECT AT ALL TIMES DURING CONSTRUCTION TO COMPLY WITH THE SPECIFICATIONS AND COMPLETE THE WORK ON SCHEDULE.
- COOPERATION BY THE CONTRACTOR.
 - THE OWNER RESERVES THE RIGHT TO CONTRACT FOR AND PERFORM OTHER OR ADDITIONAL WORK ON OR NEAR THE WORK COVERED BY THIS CONTRACT. WHEN SEPARATE CONTRACTS ARE LET WITHIN THE LIMITS OF ANY ONE PROJECT, EACH CONTRACTOR SHALL CONDUCT HIS/HER WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OF COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS.
 - THE CONTRACTOR SHALL ARRANGE HIS/HER WORK AND SHALL PLACE AND DISPOSE OF THE MATERIALS BEING USED SO AS NOT TO INTERFERE WITH THE OPERATIONS OF THE OTHER CONTRACTORS WITHIN THE LIMITS OF THE SAME PROJECT. THEY SHALL JOIN THEIR WORK WITH THAT OF THE OTHERS IN AN ACCEPTABLE MANNER AND SHALL PERFORM IT IN PROPER SEQUENCE TO THAT OF THE OTHERS.
- THE OWNER HAS PREPARED AND THE FAA HAS ISSUED A DETERMINATION ON THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) WHICH IS INCLUDED IN THE PLANS AND SPECIFICATIONS. THE CSPP SPECIFIES NOTICE TO THE OWNER FOR CLOSURES, WORK ZONES, WORK ZONE COMPATIBILITY, TRAVEL ROUTES, MAXIMUM EQUIPMENT AND STOCKPILE HEIGHTS, STOCKPILE LOCATIONS, ETC. ANY CHANGES TO THE CSPP OR FOR THE INSTALLATION OF A BATCH PLANT, ETC, REQUIRES NOTICE TO AND REVIEW AND APPROVAL BY THE FAA. FAA REVIEW TIMES MAY BE 90 DAYS OR LONGER. THE CSPP REQUIRES THE CONTRACTOR TO PREPARE FOR THE OWNER/ENGINEER/RPR'S APPROVAL THE CONTRACTOR'S SAFETY PLAN COMPLIANCE DOCUMENT (SPCD).

- IN ADDITION TO THE SPCD, THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT A COMPREHENSIVE CONSTRUCTION SAFETY PLAN THAT INCORPORATES THE CSPP/SPCD, ALL OSHA, STATE AND LOCAL REQUIREMENTS.
- REQUIREMENTS FOR ACCESS CONTROL, DRIVER TRAINING, AND OTHER REQUIREMENTS FOR AIRPORT ACCESS WILL BE COORDINATED BY THE CONTRACTOR WITH THE AIRPORT MANAGER. PERSONNEL AVAILABILITY AND PAPERWORK FOR THESE REQUIREMENTS SHALL BE PROVIDED BY THE CONTRACTOR.
- SECURITY. ALL EMPLOYEES OF THE CONTRACTOR AND SUB-CONTRACTORS AND MATERIAL PROVIDERS (AT ALL TIERS) WHO ACCESS THE PROJECT SITE SHALL BE LIMITED TO THE DESIGNATED WORK AREAS ON THE AIRFIELD. THE CONTRACTOR SHALL COMPLY WITH ALL AIRPORT SECURITY REQUIREMENTS AS DIRECTED BY THE OWNER, THE FAA, OR TSA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING ACCESS TO THE CONSTRUCTION WORK AREAS AND INSURING THAT AIRPORT SECURITY IS MAINTAINED AT ALL TIMES. THE FAA CAN IMPOSE FINES FOR SECURITY VIOLATIONS AND INCURSIONS INTO ACTIVE AIRCRAFT OPERATIONS AREAS. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND HIS PERSONNEL, SUBCONTRACTOR, MATERIAL SUPPLIERS, AND VENDORS.
- CONTRACTOR SHALL RESTRICT ALL ACTIVITIES TO THE AREA OF CONSTRUCTION. NO RANDOM VEHICULAR OR PEDESTRIAN ACCESS WILL BE ALLOWED OUTSIDE OF THE AREA OF CONSTRUCTION. ANY DAMAGE TO AREAS OUTSIDE OF THE AREA OF CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR BY GRADING, SEEDING AND MULCHING, REPAIRING, OR OTHER MEANS, AS DIRECTED BY THE ENGINEER/RPR, ALL AT THE CONTRACTOR'S EXPENSE. ALL REPAIRS SHALL BE MADE TO THE OWNER'S SATISFACTION.
- THE CONTRACTOR'S ACCESS TO ANY RUNWAY, TAXIWAY, OR APRON SURFACE WILL BE COORDINATED WITH THE AIRPORT MANAGER AND ENGINEER/RPR AND WILL BE LIMITED TO CLOSED OR AVIATION RESTRICTED AREAS.
- THE CONTRACTOR SHALL KEEP SUITABLE EQUIPMENT ON HAND AT THE JOB SITE FOR DUST CONTROL AND SHALL CONTROL DUST CAUSED BY THE CONTRACTOR'S OPERATIONS AS ADDRESSED IN THE CONTRACTOR'S STORM WATER POLLUTION PREVENTION PLAN OR AS DIRECTED BY THE OWNER/ENGINEER/RPR.
- ALL SURVEY CONTROL POINTS, R.O.W./BOUNDARIES MONUMENTS, RUNWAY END POINTS (ON CLOSED RUNWAY ENDS), AND PROPERTY CORNERS IN THE CONSTRUCTION AREA WILL BE DEFINED AND SHALL BE FURTHER MARKED AND PROTECTED BY THE CONTRACTOR DURING THE ENTIRE PROSECUTION OF THE WORK. ANY CONTROL POINTS, RUNWAY END POINTS, OR MONUMENTS WHICH MAY BE DISTURBED OR DESTROYED DURING CONSTRUCTION SHALL BE REFERENCED BY A NEW MEXICO LICENSED SURVEYOR PRIOR TO BEING DISTURBED, AND SHALL BE REPLACED BY SAID SURVEYOR AT THE CONTRACTOR'S EXPENSE UNLESS OTHERWISE SHOWN ON THE PLANS.
- RUNWAY PROTECTION ZONES, SAFETY AREA LIMITS, BUILDING RESTRICTION LINES, AND OTHER AIRFIELD SURFACES ARE FOR AERONAUTICAL REFERENCES ONLY AND ARE NOT DESIGNATED AS CONSTRUCTION CONTROLS UNLESS OTHERWISE DIRECTED.
- CONTRACTOR TO CONDUCT DAILY CLEANUP OF DEBRIS OR SPOILS TO MAINTAIN SAFE AND CLEAN CONSTRUCTION SITE. THE PROJECT WILL NOT BE CONSIDERED COMPLETE UNTIL ALL PAVEMENTS HAVE BEEN SWEEPED CLEAN OF ALL DIRT AND DEBRIS CAUSED BY CONTRACTOR.
- THE CONTRACTOR SHALL EXERCISE CAUTION TO AVOID DAMAGE TO THE EXISTING UTILITIES AND RELATED POWER CIRCUITS. ANY DAMAGE SHALL BE IMMEDIATELY CORRECTED OR REPLACED TO THE UTILITY OWNER'S SATISFACTION BY THE CONTRACTOR AT NO COST TO THE OWNER.
- THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVING, OR OTHER EXISTING FACILITIES CAUSED BY THE CONTRACTOR'S ACTIONS DURING CONSTRUCTION EXCEPT FOR THOSE ITEMS DESIGNATED FOR REMOVAL ON THE PLANS AND SHALL REPAIR OR REPLACE THE SAME AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER/RPR.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING CONSTRUCTION WATER AND SHALL INCLUDE THE COST OF ALL CONSTRUCTION WATER IN THE APPROPRIATE BID ITEM. NO ADDITIONAL COMPENSATION WILL BE MADE FOR WATER
- THE COST OF HAUL OF ALL MATERIALS IS INCIDENTAL TO THE ITEM REQUIRING HAUL. NO ADDITIONAL PAYMENT WILL BE MADE FOR HAUL.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF THEIR WORK FROM RAINFALL, STORM DRAINAGE, OR FLOOD SO THAT IT DOES NOT DELAY CONSTRUCTION OR DAMAGE COMPLETED WORK OR DOWNSTREAM PROPERTIES THROUGHOUT CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OF ALL DEMOLITION DEBRIS, CONSTRUCTION WASTE, CONSTRUCTION EQUIPMENT WASTE PRODUCTS (OIL, GAS, TIRES, ETC.), GARBAGE, VEGETATIVE DEBRIS, ETC. ANY MATERIAL TO BE SALVAGED SHALL BE IDENTIFIED BY THE OWNER. WORK MATERIALS SHALL BE DISPOSED IN STATE APPROVED DISPOSAL AREAS, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY PERMITS REQUIRED FOR HAUL OR DISPOSAL OF WASTE PRODUCTS. PROOF OF DISPOSAL IS REQUIRED.
- THE USE OF TEMPORARY MARKING PAINT FOR MARKING LAYOUT, ETC. SHOULD BE AVOIDED. CONSTRUCTION CRAYONS OR CHALK IS PREFERRED. ALL AREAS OF TEMPORARY MARKING PAINT SHALL BE ERADICATED AND A TACK COAT APPLIED.
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REGULATIONS CONCERNING SURFACE AND UNDERGROUND WATER. CONTACT WITH SURFACE WATER BY THE CONTRACTOR'S ACTIVITY AND PERSONNEL SHALL BE MINIMIZED. EQUIPMENT MAINTENANCE AND REFUELING OPERATIONS SHALL BE PERFORMED IN AN ENVIRONMENTALLY SAFE MANNER IN COMPLIANCE WITH GOVERNMENT REGULATIONS.
- THE CONTRACTOR SHALL APPRISE HIMSELF OF ALL AIR POLLUTION CONTROL REGULATIONS AND PERMITTING OF THE STATE PRIOR TO COMMENCING AND PERFORMING THE WORK.
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REGULATIONS CONCERNING CONSTRUCTION NOISE AND HOURS OF OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEANUP AND REPORTING OF SPILLS OF HAZARDOUS MATERIALS ASSOCIATED WITH THE CONSTRUCTION SITE. HAZARDOUS MATERIALS INCLUDE GASOLINE, DIESEL FUEL, MOTOR OIL, SOLVENTS, CHEMICALS, PAINT, ETC. WHICH MAY BE A THREAT TO THE ENVIRONMENT. THE CONTRACTOR SHALL REPORT THE DISCOVERY OF PAST OR PRESENT SPILLS TO THE ENGINEER/RPR, AIRPORT MANAGER, STATE AND EPA IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
- IF THE CONTRACTOR FINDS IT IMPOSSIBLE FOR REASONS BEYOND THEIR OWN CONTROL TO COMPLETE THE WORK WITHIN

THE CONTRACT TIME AS SPECIFIED, OR AS EXTENDED IN ACCORDANCE WITH THE PROVISIONS OF THIS PARAGRAPH, THE CONTRACTOR MAY, AT ANY TIME PRIOR TO THE EXPIRATION OF THE CONTRACT TIME AS EXTENDED, MAKE A WRITTEN REQUEST TO THE OWNER FOR AN EXTENSION OF TIME SETTING FORTH THE REASONS WHICH THE CONTRACTOR BELIEVES WILL JUSTIFY THE GRANTING OF THEIR OWN REQUEST. REQUESTS FOR EXTENSION OF TIME, CAUSED BY INCLEMENT WEATHER, SHALL BE SUPPORTED WITH NATIONAL WEATHER BUREAU DATA SHOWING THE ACTUAL AMOUNT OF INCLEMENT WEATHER EXCEEDED WHAT COULD NORMALLY BE EXPECTED DURING THE CONTRACT PERIOD. THE CONTRACTOR'S PLEA THAT INSUFFICIENT TIME WAS SPECIFIED IS NOT A VALID REASON FOR EXTENSION OF TIME. IF THE SUPPORTING DOCUMENTATION JUSTIFY THE WORK WAS DELAYED BECAUSE OF CONDITIONS BEYOND THE CONTROL AND WITHOUT THE FAULT OF THE CONTRACTOR, THE OWNER MAY EXTEND THE TIME FOR COMPLETION BY A CHANGE ORDER THAT ADJUSTS THE CONTRACT TIME OR COMPLETION DATE. THE EXTENDED TIME FOR COMPLETION SHALL THEN BE IN FULL FORCE AND EFFECT, THE SAME AS THOUGH IT WERE THE ORIGINAL TIME FOR COMPLETION. (REPEATED FROM THE FAA ADVISORY CIRCULAR 150/5370-10H, STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS, GENERAL PROVISIONS 80-07.1).



ENGINEER'S SEAL



GRANT INFORMATION		REVISIONS	
NO.	DATE	BY	DATE
FAA/RP	3-35-0056-012-2024		
MMUO GRANT NO	N19-23-01		
CAPROL OUTLAY GRANT NO	N/A		
DESIGNED BY	EP	CHECKED BY	MDH
DRAWN BY	JUB		

NOTICE OF EXTENDED PAY PROVISIONS
THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN
45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR
PAYMENT



**AZTEC MUNICIPAL AIRPORT (N19)
NORTH APRON PAVEMENT MAINTENANCE
GENERAL NOTES**

GENERAL NOTES

BHI PROJECT NO.	20230326	DWG NO.	G-02	SHEET	2	OF	7
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**AZTEC MUNICIPAL AIRPORT
NORTH APRON PAVEMENT MAINTENANCE
FAA AIP: 3-35-0056-012-2024
NMAD: N19-23-01**

BID	SPECIFICATION	ITEM	UNIT	ESTIMATED	FINAL
ITEM NO.	NUMBER	DESCRIPTION	TYPE	QUANTITY	QUANTITY
1	C-105	MOBILIZATION	LS	1	---
2	SP-1	SAFETY PLAN COMPLIANCE	LS	1	---
3	S-190-6.1	95% REMOVAL PAVEMENT RUBBER AND MARKINGS	SF	1400	---
4	P-608-R-8.1	ASPHALT SURFACE TREATMENT	SY	9900	---
5	P-605-5.1	JOINT SEALANT	LB	1900	---
6	P-620-5.1	FINAL MARKING	SF	2050	---
7	P-620-5.2	REFLECTIVE MEDIA TYPE III	LB	180	---
8	P-620-5.3	MARKING LAYOUT	LS	1	---
ADDITIVE ALTERNATE 1 - STATE - NMAD: N19-24-01					
A-1	P-605-5.1	RUNWAY JOINT SEALANT	LB	25000	---

SUMMARY OF QUANTITIES



ENGINEER'S SEAL



GRANT INFORMATION

FAA AIP:	3-35-0056-012-2024
NMAD GRANT NO:	N19-23-01
CAPITAL OUTLAY GRANT NO:	N/A

REVISIONS

NO.	DATE	BY

DESIGN

DESIGNED BY	EP
CHECKED BY	MDH
DRAWN BY	JUB

NOTICE OF EXTENDED PAY PROVISIONS
THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN
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PAYMENT



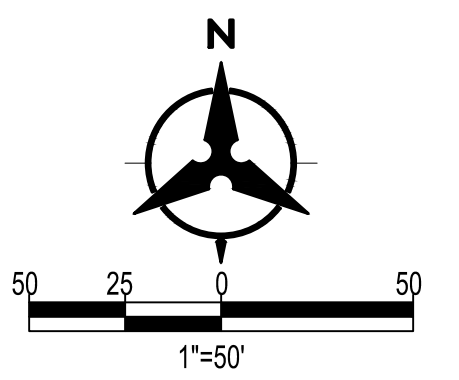
**AZTEC MUNICIPAL AIRPORT (N19)
NORTH APRON PAVEMENT MAINTENANCE
SUMMARY OF QUANTITIES**

BHI PROJECT NO.	20230326	DWG NO.	G-03	SHEET	3	OF	7
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GENERAL NOTES:

1. THE PROJECT WILL BE CONSTRUCTED IN 2 PHASES
2. PHASE A WORK WILL BE WITHIN THE RUNWAY SAFETY AREA. RUNWAY 8-26 WILL BE CLOSED FOR THE DURATION OF PHASE A.
3. PHASE A WORK WILL CONSISTS OF THE TAXIWAY MARKING REMOVAL, CRACK SEAL, AND SEAL COAT WITHIN THE RUNWAY SAFETY AREA. PHASE A WORK WILL ALSO INCLUDE CRACK SEAL ON THE RUNWAY.
4. PHASE B WORK WILL BE WITHIN THE CONNECTOR TAXIWAYS AND THE THE APRON. THE CONNECTOR TAXIWAYS AND THE APRON WILL BE CLOSED FOR THE DURATION OF PHASE B.
5. CLOSED RUNWAY "X'S" AND BARRICADES OF THE TAXIWAY ACCESS TO THE RUNWAY ARE REQUIRED DURING PHASE A.
6. PHASE B WORK WILL CONSISTS OF MARKING REMOVAL, CRACK SEAL AND SEAL COAT WITHIN THE TAXIWAY AND APRON OUTSIDE OF THE RUNWAY SAFETY AREA.
7. A 24 DAY MINIMUM CURE PERIOD IS REQUIRED BETWEEN THE APPLICATION OF SEAL COAT AND INSTALLATION OF PERMANENT MARKINGS.
8. THE APRON WILL BE CLOSED IN AREAS FOR THE CONTRACTOR TO WORK AND STILL ALLOW AIRCRAFT ACCESS TO THE RUNWAY AND HANGARS. THE AREAS TO BE CLOSED FOR WORK WILL BE DETERMINED BY THE AIRPORT MANAGER/ENGINEER.
9. THE CONTRACTOR SHALL MONITOR THE CTAF AT ALL TIMES. AZTEC MUNICIPAL AIRPORT FREQUENCY IS 122.9 MHZ.
10. THE MAXIMUM HEIGHT OF EQUIPMENT AND STOCKPILE MATERIAL IS 25'.
11. NO TEMPORARY MARKINGS WILL BE USED FOR THIS PROJECT.



ENGINEER'S SEAL



COORDINATES TABLE			
PT #	LATITUDE	LONGITUDE	ELEVATION (FT)
1	36°50'13.10"N	108° 1'50.70"W	5877
2	36°50'12.58"N	108° 1'40.84"W	5880
3	36°50'7.66"N	108° 1'41.25"W	5876
4	36°50'8.17"N	108° 1'51.09"W	5875
5	36°50'12.12"N	108° 1'50.78"W	5877
6	36°50'11.61"N	108° 1'40.92"W	5878
7	36°50'9.27"N	108° 1'41.11"W	5876
8	36°50'9.20"N	108° 1'39.90"W	5875
9	36°50'8.22"N	108° 1'39.97"W	5876
10	36°50'8.28"N	108° 1'41.20"W	5877

GRANT INFORMATION

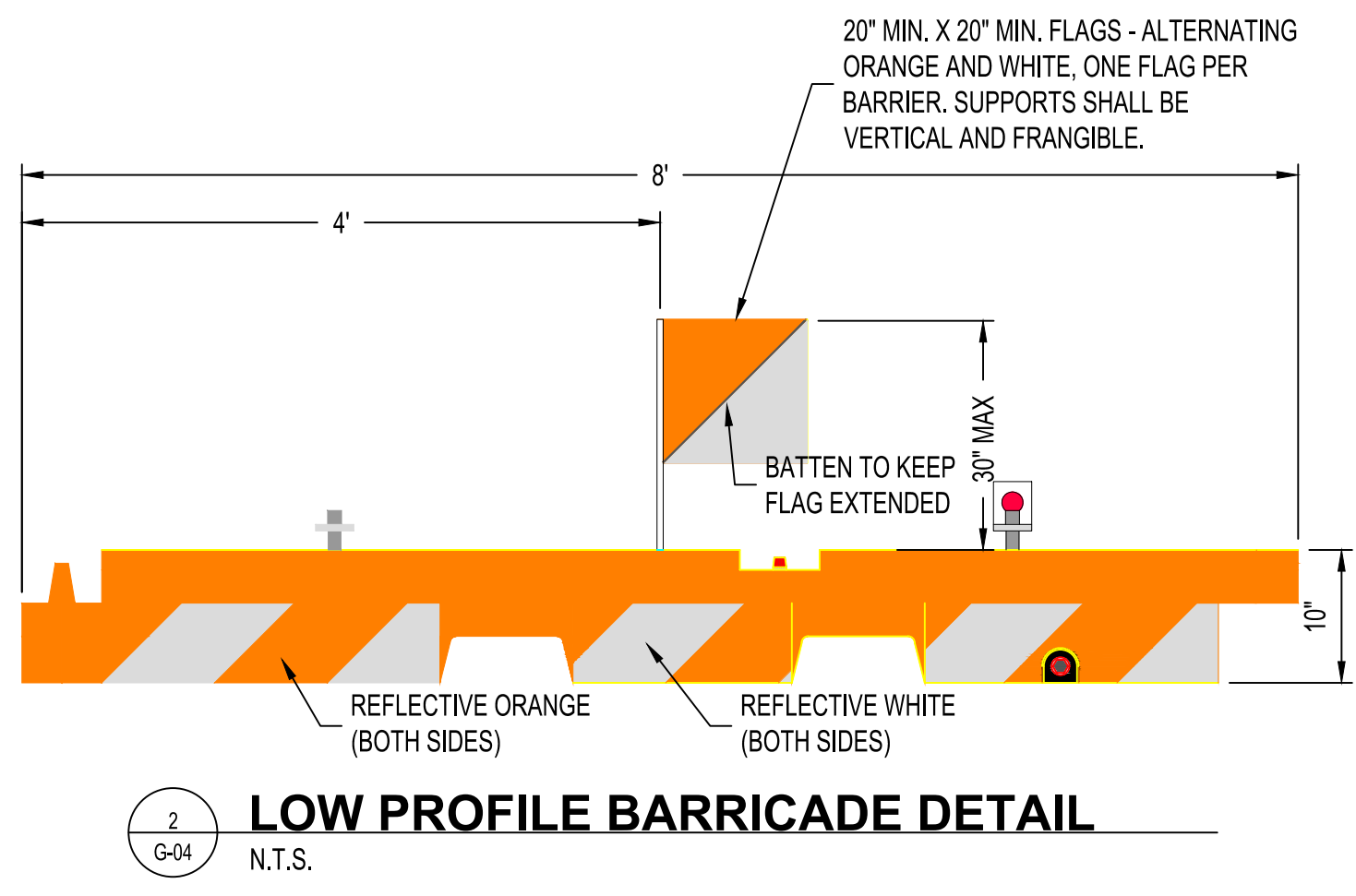
FAA AIP	ELAVINE S. PICKERING	NEW MEXICO	25713
BY	3-35-0056-012-2024	NMAD GRANT NO.	N19-23-01
		CAPROL OUTLAY GRANT NO.	N/A

REVISIONS

NO.	DATE	BY	REASON

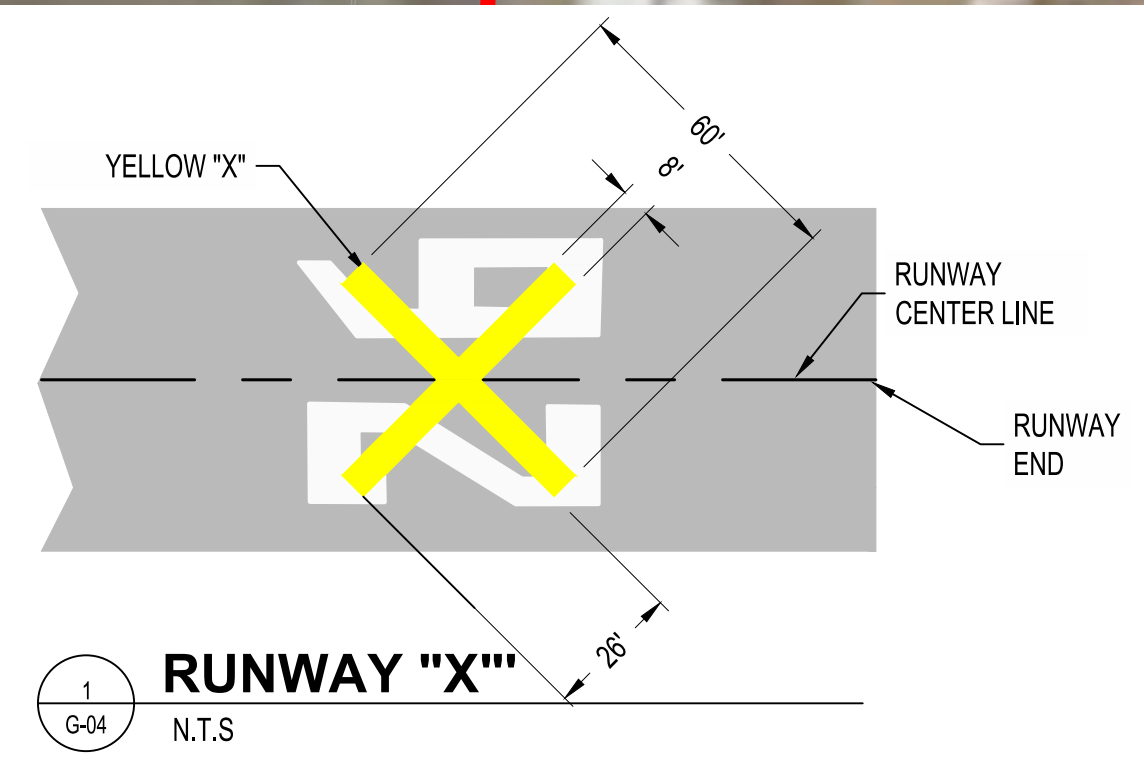
DESIGN

DESIGNED BY	EP	CHECKED BY	MDH	DRAWN BY	JUB
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LOW-PROFILE BARRICADE NOTES

1. THE CONTRACTOR IS REQUIRED TO PROVIDE, INSTALL, MAINTAIN THE LOW-PROFILE BARRICADES.
2. PLACE BARRICADES AS INDICATED IN THE CSPP PLAN OR AS DIRECTED BY THE RPR/OWNER. SPACING PER THE CSPP.
3. LIGHTS ARE MOUNTED TO AND SPACED ALONG THE BARRICADES AT INTERVALS OF NOT LESS THAN 10 FEET.
4. BARRICADES MAY BE SUPPLEMENTED WITH ALTERNATING ORANGE AND WHITE FLAGS AT LEAST 20 BY 20 INCH (50 BY 50 CM) SQUARE AND SECURELY FASTENED TO ELIMINATE FOD.
5. ALL BARRICADES ADJACENT TO ANY OPEN RUNWAY OR TAXIWAY / TAXILANE SAFETY AREA, OR APRON MUST BE AS LOW AS POSSIBLE TO THE GROUND, AND NO MORE THAN 18 INCHES HIGH, EXCLUSIVE OF SUPPLEMENTARY LIGHTS AND FLAGS
6. BARRICADES MUST BE OF LOW MASS; EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS; AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE TO PREVENT DISPLACEMENT FROM PROP WASH, JET BLAST, WING VORTEX, AND OTHER SURFACE WIND CURRENTS.
7. IF AFFIXED TO THE SURFACE, THEY MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW AS POSSIBLE, BUT NOT TO EXCEED 3 INCH (7.6 CM) ABOVE THE GROUND OR AS APPROVED BY THE AIRPORT MANAGER.
8. DETAIL IS FOR A COMMERCIAL AVIATION BARRICADES. OTHER TYPES MAY BE USED.



CLOSED RUNWAY "X" NOTES

1. THE CONTRACTOR SHALL PLACE TEMPORARY CLOSED RUNWAY MARKERS AT EACH END OF THE RUNWAY AS DIRECTED BY THE ENGINEER. MARKERS SHALL BE YELLOW AND FABRICATED OF PLYWOOD, SNOW FENCE, FABRIC OR OTHER SUITABLE MATERIAL SECURELY FASTENED OR BALLASTED JUST OFF THE RUNWAY ENDS. COST OF THE MARKERS IS INCIDENTAL TO THE WORK. MARKERS SHALL NOT BE MOVED UNTIL AUTHORIZED BY ENGINEER.
2. THE CONTRACTOR CAN USE LIGHTED VISUAL AIDS IN LIEU OF THE DETAILED CLOSED RUNWAY 'X' TO INDICATE RUNWAY CLOSURE. THE LIGHTED VISUAL AID MUST BE IN ACCORDANCE WITH FAA AC 150/5345-55 "LIGHTED VISUAL AID TO INDICATE TEMPORARY RUNWAY CLOSURE."
3. THE CLOSED RUNWAY "X" SHALL BE PLACED ON THE PAVEMENT DURING PHASE A OF THE CONSTRUCTION.
4. RUNWAY X'S ARE INCIDENTAL TO THE PROJECT

LEGEND

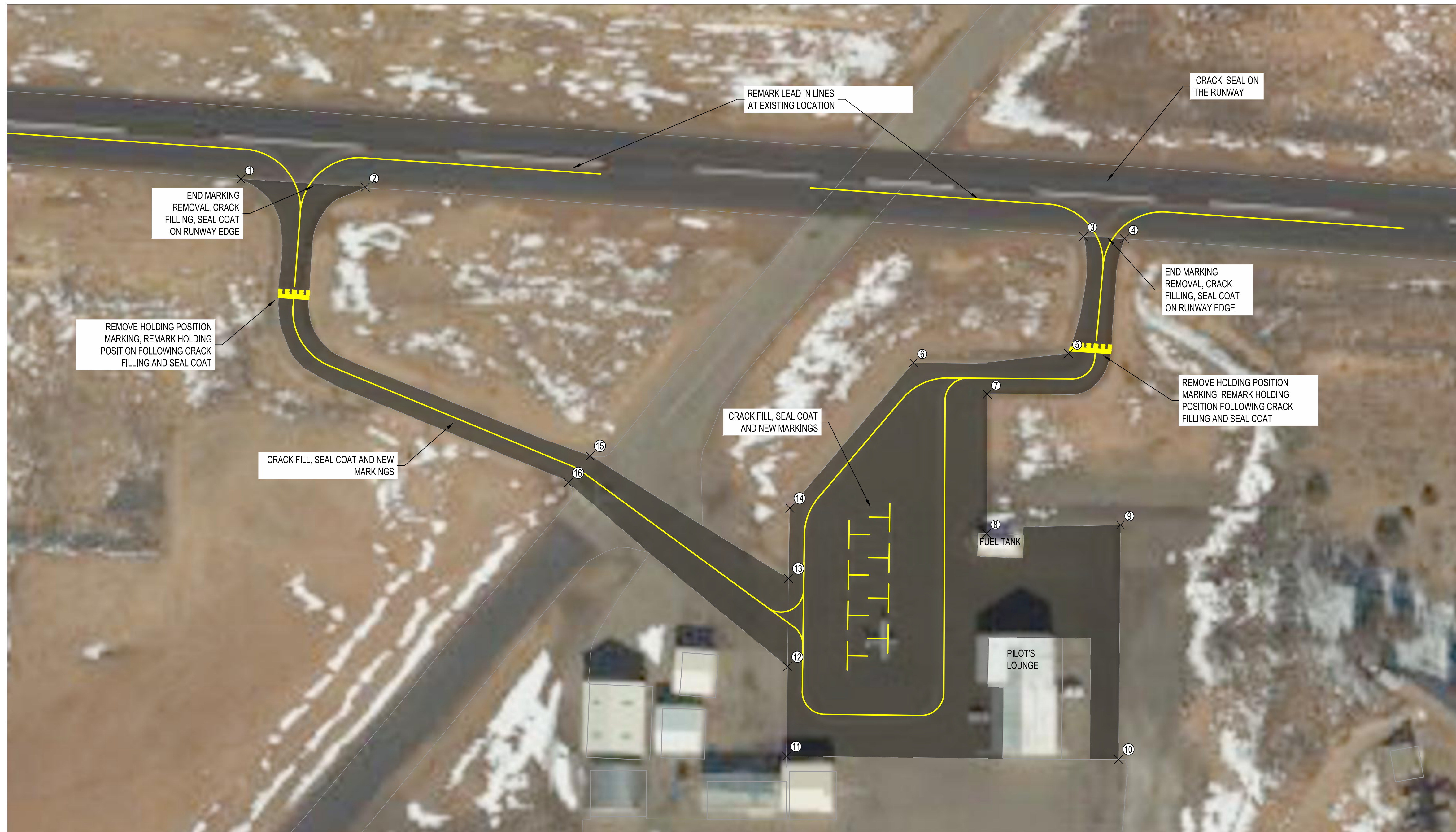
- PHASE A WORK AREA (Green fill)
- PHASE B WORK AREA (Yellow fill)
- CONTRACTOR STAGING AREA (Purple fill)
- CONTRACTOR ACCESS ROUTE (Red line)

NOTICE OF EXTENDED PAY PROVISIONS
THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN 45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR PAYMENT



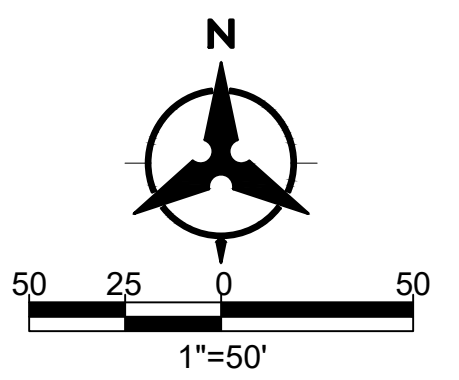
**AZTEC MUNICIPAL AIRPORT (N19)
NORTH APRON PAVEMENT MAINTENANCE
CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)**

BHI PROJECT NO.	20230326	DWG NO.	G-04	SHEET	4	OF	7
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GENERAL NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE ORDER OF THE CONSTRUCTION.
2. SUGGESTED SEQUENCE IS:
 - 2.1. MARKING REMOVAL
 - 2.2. CRACK FILL
 - 2.3. SEAL COAT
 - 2.4. FINAL MARKINGS
3. PERMANENT MARKING MUST BE APPLIED AFTER SEAL COAT
4. THE CONTRACTOR SHALL ENSURE THAT THE SEAL COAT HAS CURED PRIOR TO THE APPLICATION OF PERMANENT MARKINGS.
5. TIE DOWNS ARE TO BE PROTECTED FROM SEAL COAT OVERSPRAY AND CRACK FILL MATERIAL.
6. THE LIMITS OF THE CONSTRUCTION WILL BE MARKED IN THE FIELD BY THE ENGINEER/RPR.



ENGINEER'S SEAL



POINT TABLE FOR EDGE OF WORK AREA

ID	NORTHING	EASTING
1	2124039.51	2665347.24
2	2124032.59	2665451.92
3	2123991.26	2666055.85
4	2123989.03	2666090.32
5	2123892.64	2666043.07
6	2123884.79	2665912.79
7	2123858.50	2665974.89
8	2123741.38	2665974.39
9	2123748.46	2666086.92
10	2123551.38	2666085.33
11	2123554.10	2665806.08
12	2123629.17	2665806.94
13	2123703.51	2665807.64
14	2123762.55	2665808.88
15	2123806.66	2665640.84
16	2123783.91	2665622.49

GRANT INFORMATION

FAA/RP:	3-35-0056-012-2024
NSAD GRANT NO:	N19-23-01
CAPROL OUTLAY GRANT NO:	N/A

REVISIONS

NO.	DATE	BY	REASON

DESIGN

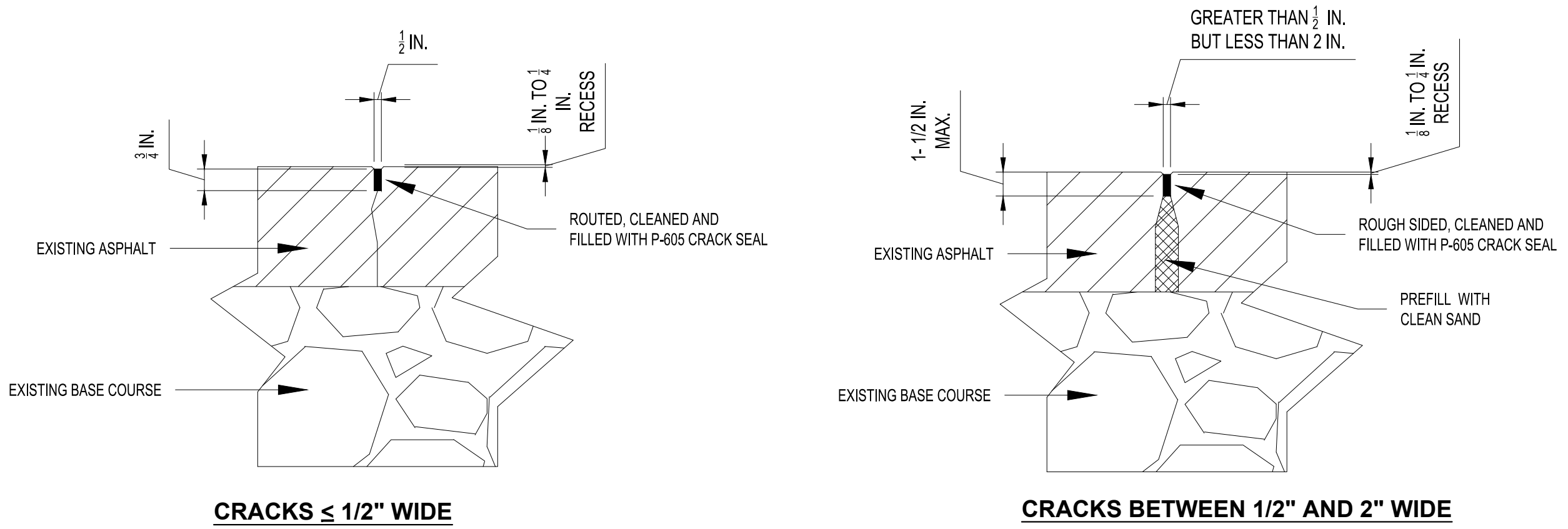
DESIGNED BY	EP
CHECKED BY	MDH
DRAWN BY	JUB

NOTICE OF EXTENDED PAY PROVISIONS
THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN 45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR PAYMENT



**AZTEC MUNICIPAL AIRPORT (N19)
NORTH APRON PAVEMENT MAINTENANCE
OVERALL PLAN**

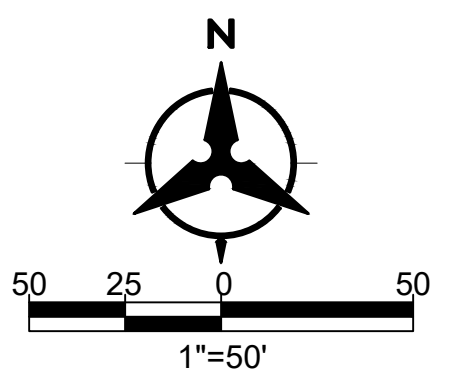
BHI PROJECT NO.	20230326	DWG NO.	G-05	SHEET	5	OF	7
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1
G-05
CRACK FILL DETAIL
N.T.S.

OVERALL PLAN

Wed, 29-Nov-2023 - 2:31 pm, Plotted by: NSALAZAR
P:\20230326\TRANS\Design\Plan Production\Plans\G OVERALL PLAN.dwg



ENGINEER'S SEAL



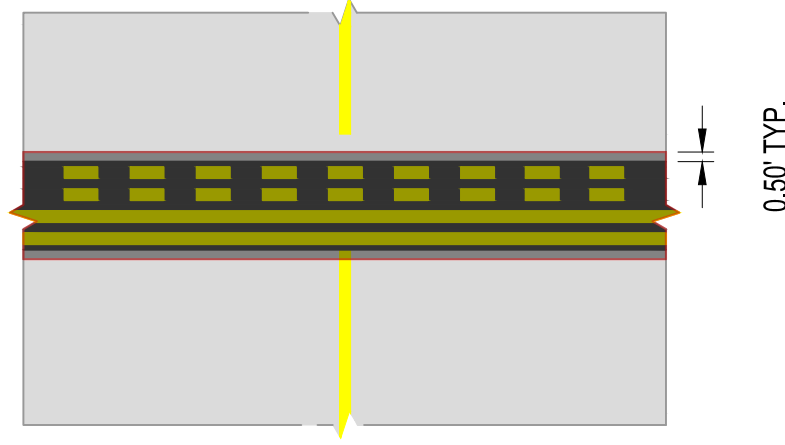
GRANT INFORMATION	
FAA AIP	3-35-0066-012-2024
NMAD GRANT NO.	N19-23-01
CAPROL OUTLAY GRANT NO.	N/A

REVISIONS	
NO.	DATE

DESIGN	
DESIGNED BY	EP
CHECKED BY	MDH
DRAWN BY	JUB

**AZTEC MUNICIPAL AIRPORT (N19)
NORTH APRON PAVEMENT MAINTENANCE
MARKING REMOVALS**

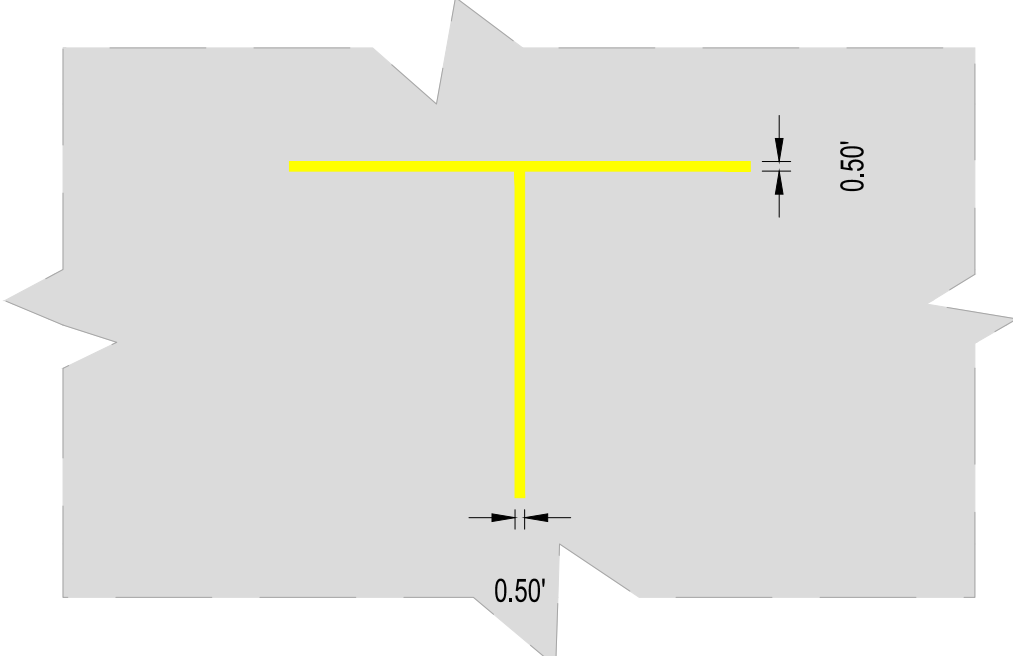
BHI PROJECT NO.	20230326	DWG NO.	M-01	SHEET	6	OF	7
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1 M-01 TAXIWAY HOLDING POSITION MARKING REMOVAL
N.T.S.



2 M-01 TAXIWAY CENTERLINE MARKING REMOVAL
N.T.S.

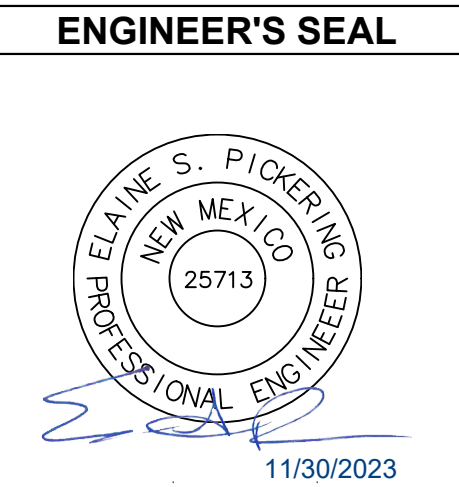
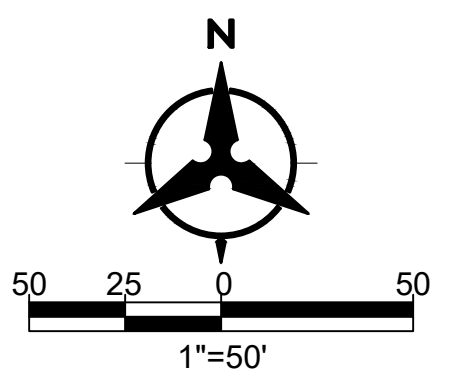
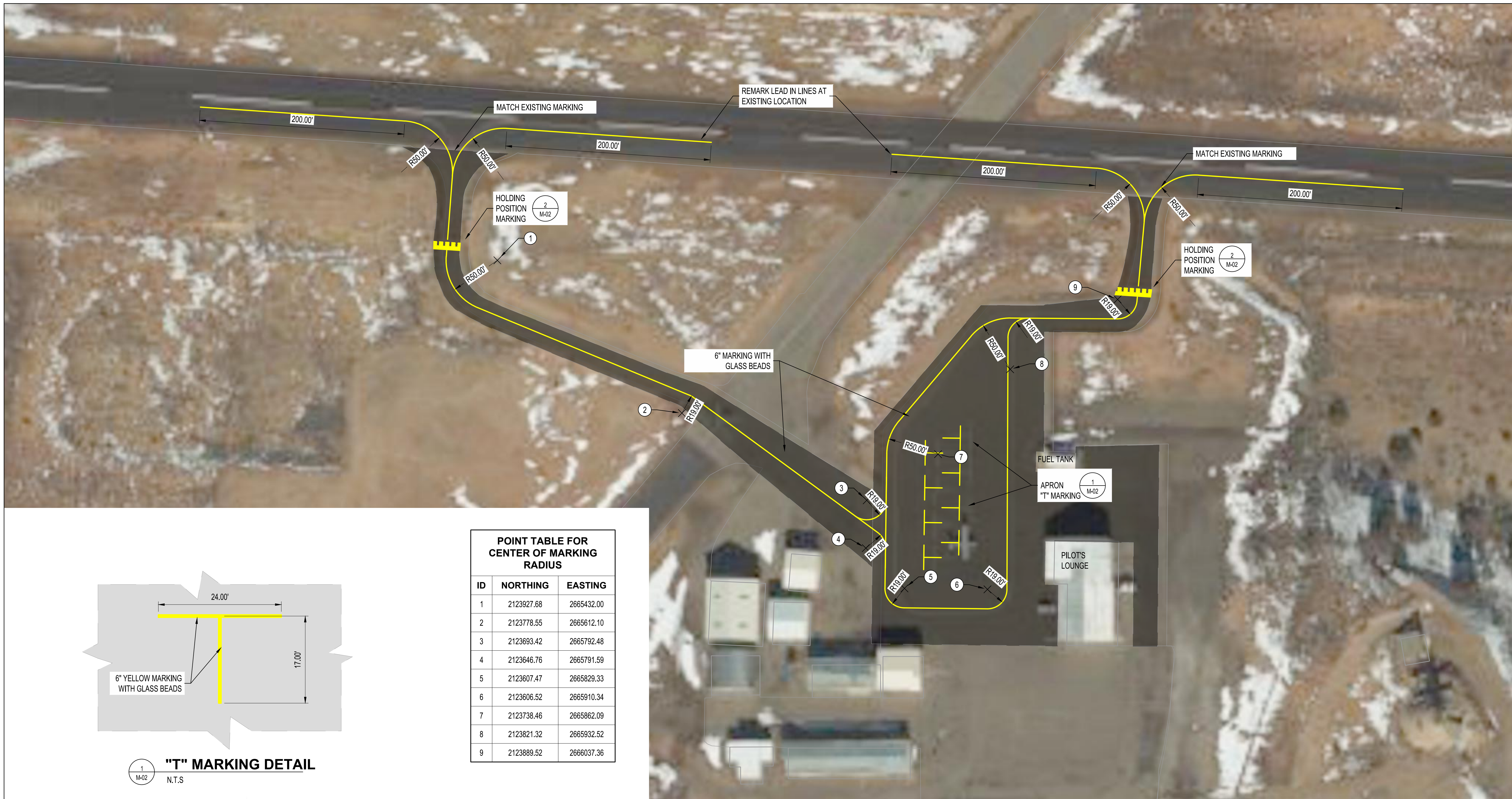


3 M-01 APRON "T" MARKING REMOVAL
N.T.S.

MARKING REMOVALS

Wed, 29-Nov-2023 - 2:20pm, Plotted by: NSALAZAR
P:\20230326\TRANS\Design\Plan Production\Plans\ MARKING REMOVALS.dwg

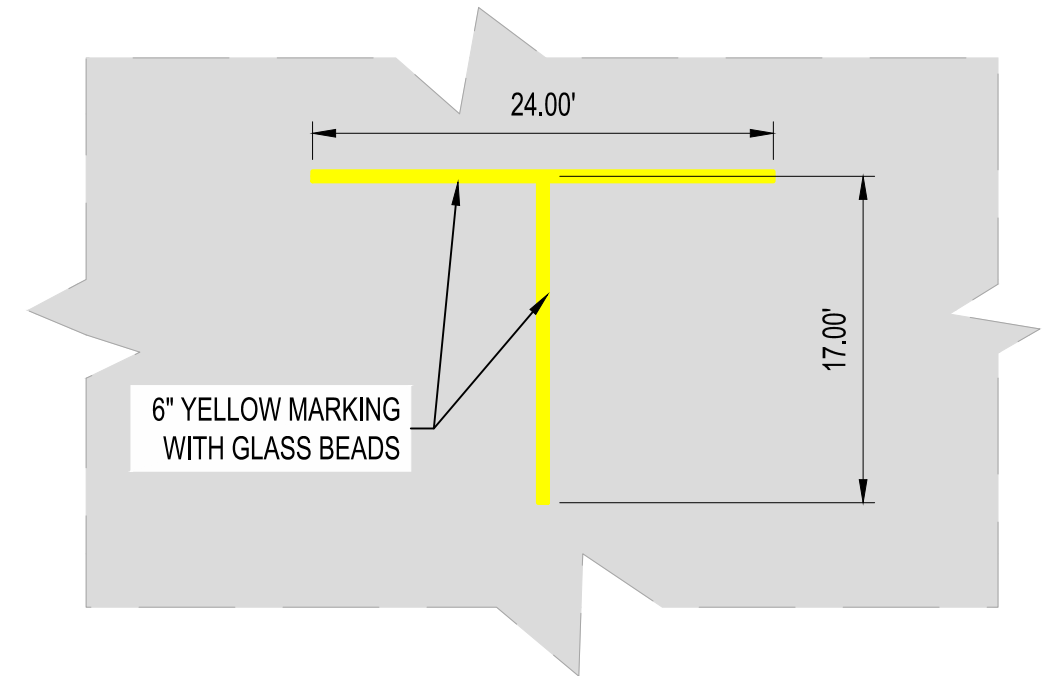
AZTEC MUNICIPAL AIRPORT (N19) NORTH APRON PAVEMENT MAINTENANCE



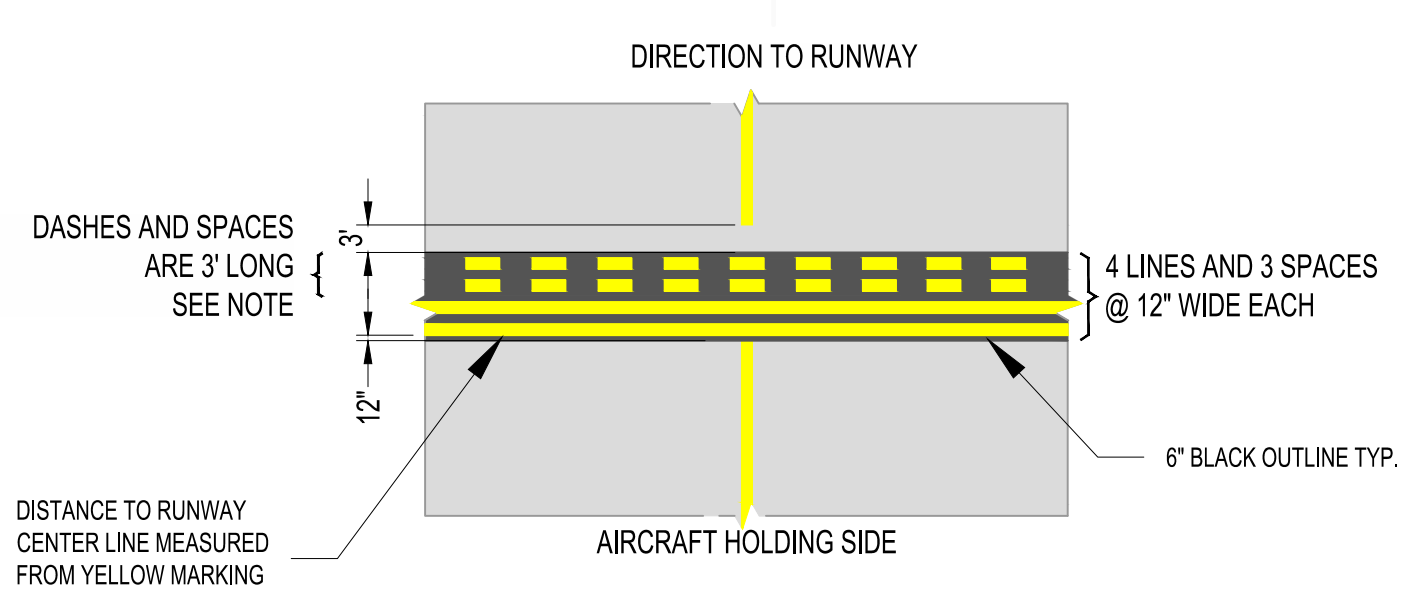
GRANT INFORMATION	
FAA#P:	3-35-0056-012-2024
NMAD GRANT NO:	N19-23-01
CAPROL OUTLAY GRANT NO:	N/A

REVISIONS	
NO.	DATE

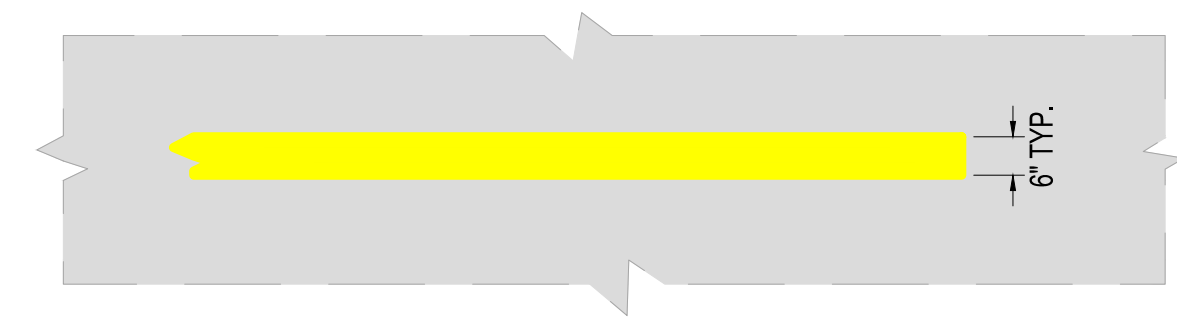
ID	NORTHING	EASTING
1	2123927.68	2665432.00
2	2123778.55	2665612.10
3	2123693.42	2665792.48
4	2123646.76	2665791.59
5	2123607.47	2665829.33
6	2123606.52	2665910.34
7	2123738.46	2665862.09
8	2123821.32	2665932.52
9	2123889.52	2666037.36



1 "T" MARKING DETAIL
N.T.S.



2 HOLDING POSITION MARKING
N.T.S.



3 TAXIWAY CENTERLINE MARKING
N.T.S.

NOTICE OF EXTENDED PAY PROVISIONS
THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN
45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR
PAYMENT



**AZTEC MUNICIPAL AIRPORT (N19)
NORTH APRON PAVEMENT MAINTENANCE
MARKING PLAN**

BHI PROJECT NO.	20230326	DWG NO.	M-02	SHEET	7	OF	7
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Thu, 30-Nov-2023 11:24 am, Plotted by: EPICKERING
P:\2023\2618\TRANS\Design\Plan Production\Plans\7 MARKING PLAN.dwg

AZTEC MUNICIPAL AIRPORT (N19) NORTH APRON PAVEMENT MAINTENANCE