

NAPLES AIRPORT
RUNWAY 5/23 DRAINAGE IMPROVEMENTS, PHASE 3

ADDENDUM NUMBER TWO

April 20, 2022

The following Addendum is hereby made a part of the Plans and Specifications and shall be included with all Contract Documents:

INVITATION TO BID

The Bid Submittal Deadline has been changed to **12:00 noon**, on Wednesday, April 27, 2022.

QUESTIONS AND ANSWERS

Question 1: Please provide the following sheets referenced in the bid set: C108-C109 Erosion Control Details and C603 Pavement Marking Details

Answer: The Notes on sheets C101, C102, C103 will be revised to read: See C104-105 for Erosion Control Details.

Question 2: Please advise on the New Pavement Section(s) as they are not denoted on the plans.

Answer: There are no new pavement sections on the plans. Refer to sheet C404, Detail 4 Taxiway Pavement Repair.

Question 3: Sheets C601 & C602 notes to 'Restore Asphalt Pavement and Repaint Taxiway Markings" at the proposed Taxiway pipe crossings. Details 3 & 4 on Sheet C404 appear to correlate with the notes on Sheets C601 & C602.

Answer: Sheet C603 Taxiway Marking Details has been added (see attached).

Question 4: Detail 5/C404 notes "New Pavement Section" appears to correlate with the following pay items (P-154-5.1, P211-5.1 or 219-5.1, P401-8.1, P602-5.1 & P603-5.1) but New Pavement Section(s) are not denoted on the plans.

Answer: At the discretion of the Owner, via pen and ink changes, pavement repairs will be constructed per Detail 3 on Sheet C404. However, where construction and operational time allows, pavement repairs will be constructed per Detail 5 on Sheet C404 with a full depth subgrade of P-153 Controlled Low-Strength Material (CLSM) .

Question 5: Please advise on pipe type, size and length to be removed under Taxiway A leading to S-11 (Sheet C402).

Answer: There is no pipe to be removed under Taxiway A leading to new Structure S-11.

Question 6: Please advise if S-11 is an existing structure (to be modified) or to be installed as a new structure.

Answer: Structure S-11 is to be installed as a new structure.

Question 7: If S-11 is to be a new structure, please advise on size, grate elevation and invert(s) of the existing structure to be removed.

Answer: Structure S-11 is to be installed as a new structure. Refer to Sheet C402 for information.

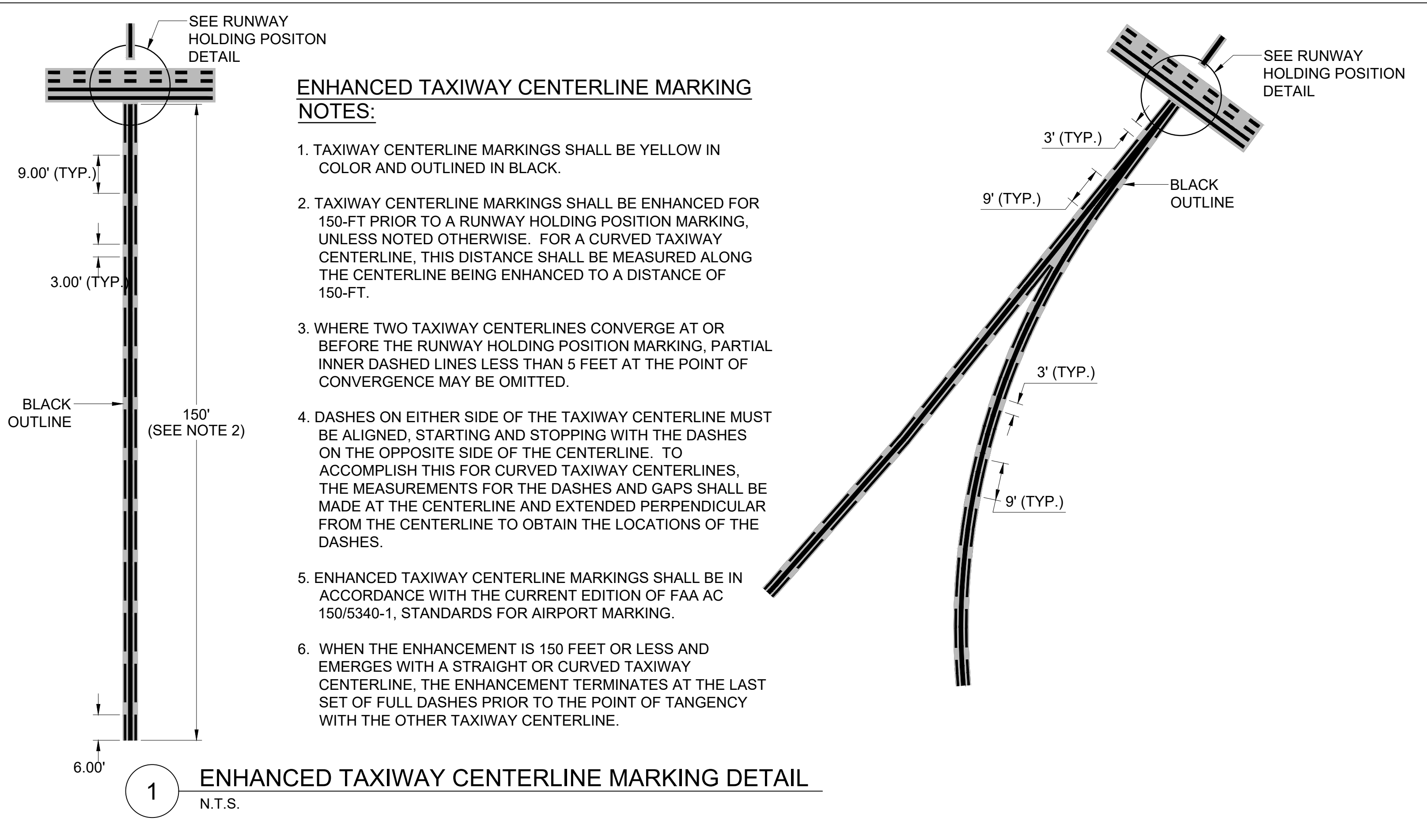
Question 8: Pay Item T-905-5.1 Topsoil notes to (Obtain on-site or remove from stockpile). Please advise on obtaining Topsoil if no stockpile is currently on-site; pay item quantity is 14,000 C.Y.

Answer: When suitable topsoil is available on site, the Contractor shall remove the material from the designated areas and to the depth as directed by the RPR. The topsoil shall be stockpiled in areas approved by the RPR. Any topsoil hauled to the site of the work and stockpiled shall be rehandled and placed without additional compensation.

ADDITIONAL INFORMATION

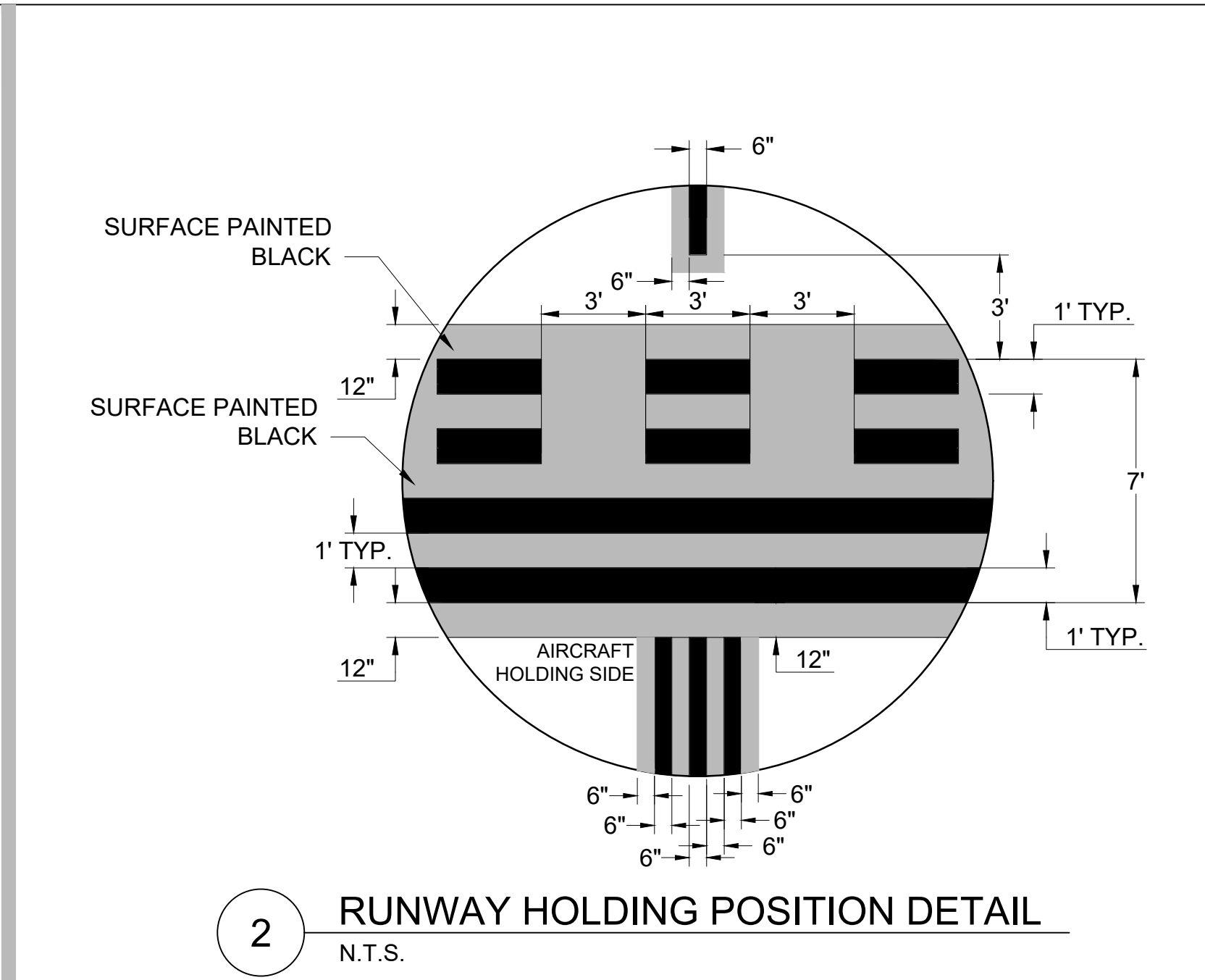
An electronic format Bid Form that will automatically insert item costs written in words, can be provided by EG Solutions. Please contact Nancy Simmers at nsimmers@eg-solutionsinc.com to request the electronic bid form. Contractor is responsible to check accuracy of all sums and words.

\\NAS-BACKUP\Documents\1. PROJECTS\APF\Runway 5-23 Drainage & Safety Improvements\Phase 3\2.12 Drawings\CAD plans\Phase 3 Bid Drawings\EGS18001-C-603-MRK-DET.dwg Tab: C606 Dec 03, 2021 - 3:51pm Plotted by: EG Solati

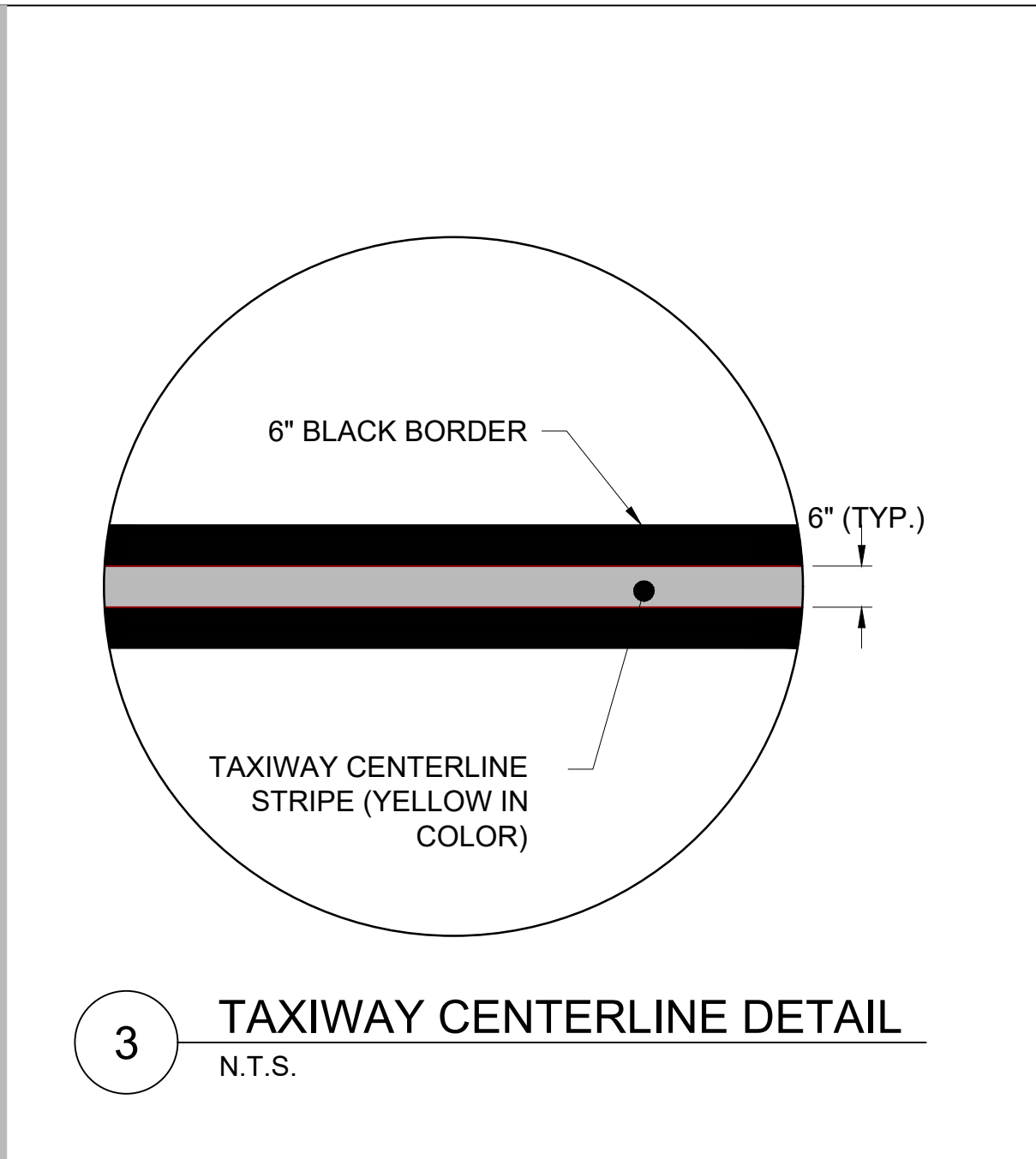


- ENHANCED TAXIWAY CENTERLINE MARKING NOTES:**
1. TAXIWAY CENTERLINE MARKINGS SHALL BE YELLOW IN COLOR AND OUTLINED IN BLACK.
 2. TAXIWAY CENTERLINE MARKINGS SHALL BE ENHANCED FOR 150-FT PRIOR TO A RUNWAY HOLDING POSITION MARKING, UNLESS NOTED OTHERWISE. FOR A CURVED TAXIWAY CENTERLINE, THIS DISTANCE SHALL BE MEASURED ALONG THE CENTERLINE BEING ENHANCED TO A DISTANCE OF 150-FT.
 3. WHERE TWO TAXIWAY CENTERLINES CONVERGE AT OR BEFORE THE RUNWAY HOLDING POSITION MARKING, PARTIAL INNER DASHED LINES LESS THAN 5 FEET AT THE POINT OF CONVERGENCE MAY BE OMITTED.
 4. DASHES ON EITHER SIDE OF THE TAXIWAY CENTERLINE MUST BE ALIGNED, STARTING AND STOPPING WITH THE DASHES ON THE OPPOSITE SIDE OF THE CENTERLINE. TO ACCOMPLISH THIS FOR CURVED TAXIWAY CENTERLINES, THE MEASUREMENTS FOR THE DASHES AND GAPS SHALL BE MADE AT THE CENTERLINE AND EXTENDED PERPENDICULAR FROM THE CENTERLINE TO OBTAIN THE LOCATIONS OF THE DASHES.
 5. ENHANCED TAXIWAY CENTERLINE MARKINGS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF FAA AC 150/5340-1, STANDARDS FOR AIRPORT MARKING.
 6. WHEN THE ENHANCEMENT IS 150 FEET OR LESS AND EMERGES WITH A STRAIGHT OR CURVED TAXIWAY CENTERLINE, THE ENHANCEMENT TERMINATES AT THE LAST SET OF FULL DASHES PRIOR TO THE POINT OF TANGENCY WITH THE OTHER TAXIWAY CENTERLINE.

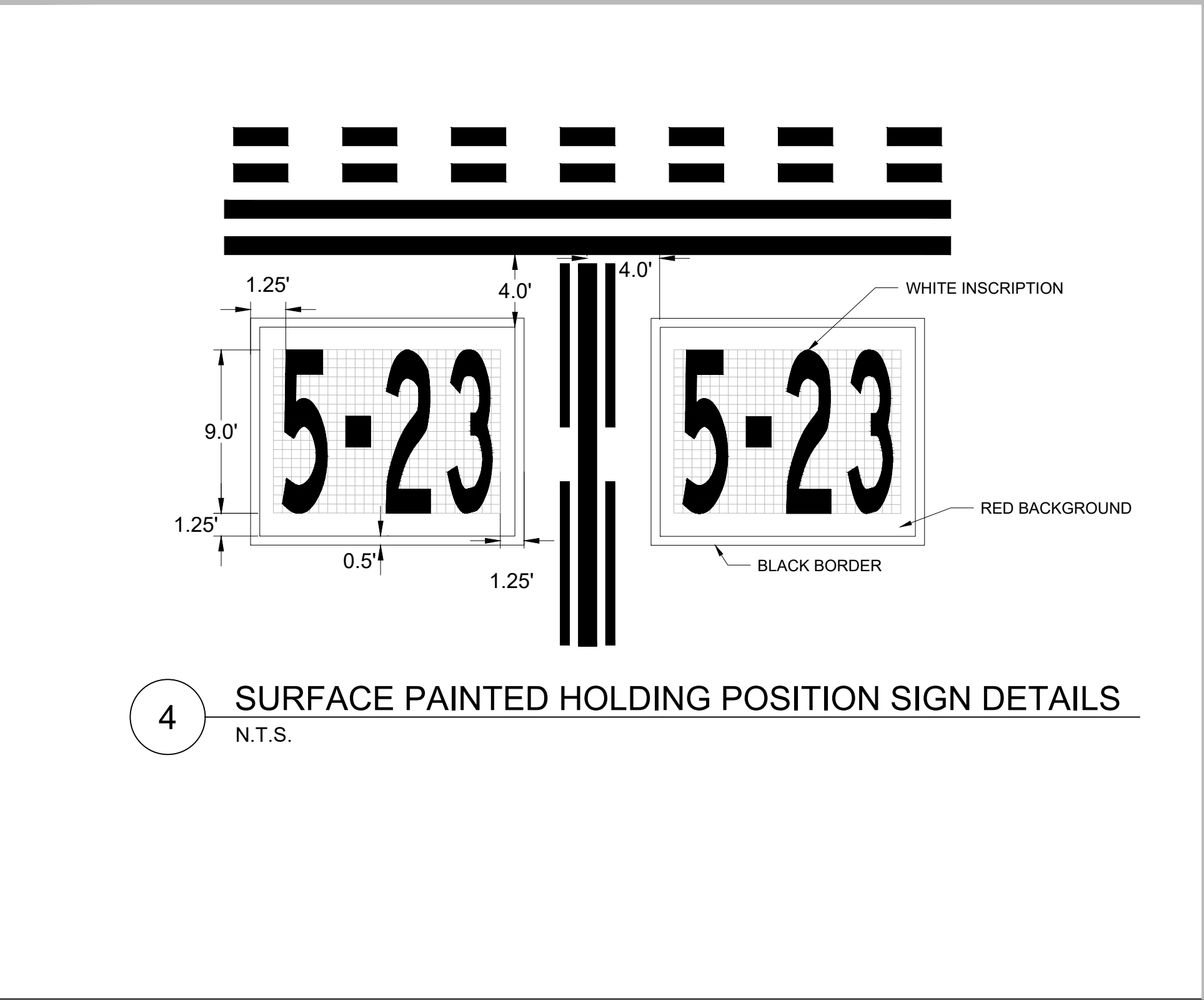
1 ENHANCED TAXIWAY CENTERLINE MARKING DETAIL
N.T.S.



2 RUNWAY HOLDING POSITION DETAIL
N.T.S.



3 TAXIWAY CENTERLINE DETAIL
N.T.S.



4 SURFACE PAINTED HOLDING POSITION SIGN DETAILS
N.T.S.

REVISIONS:			
REV. NO	DATE	DESCRIPTION:	BY

RUNWAY 5-23 DRAINAGE AND SAFETY IMPROVEMENTS PHASE 3

PLAN PRODUCTION ONLY

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ENGINEER OF RECORD:	JOB NO:	EGS18001
SCOTT T. BRADY FL. P.E. #34966	DRAWN:	RRC
	DESIGN:	EMS
	CHECKED:	STB
	DATE:	Dec. 3, 2021

TAXIWAY MARKING DETAILS

C603