Addendum No. 1

To: All Contractors

From: Bret A Reynolds, PE - Project Engineer

Date: March 26, 2026

Subject: Daggett County Dutch John Airport 2026 Pavement Preservation Project

The following changes are being made to the bid documents for this project:

1. Bid Proposal has been corrected to reflect the dates of completion outlined in the Notice to Contractors.
2. Bid Schedule has been updated to include Item P101-5.1 Paint Removal and the gallons of paint was corrected for Taxiway Radius.
3. Section 50-04a, Section 608-1.2 and Part 14 have been revised to eliminate reference to 02789 Asphalt Slurry Seal Coat and the Special Provision 02789 Asphalt Slurry Seal Coat has been deleted from document.
4. Section 101-3.2 has been revised to clarify that only existing “loose” sealant needs to be removed.
5. Section 101-3.9.1 has been revised to eliminate the need to router the cracks.
6. Section 101-3.9.2 has been eliminated entirely.
7. Section 101-4.1 has been revised to eliminate the paint removal from 101.4-1 and to include crack sealant.
8. Section 101-4.4 and 5.1 have been revised to include Paint Removal item.
9. Part 3, Article 3.2 paragraph B of Special Provision 02765 Pavement Marking-Waterborne Paint has been revised to reference Item P-620 for application rate.
10. Part 3, Article 3.2 paragraph D.1.a of Special Provision 02765 Pavement Marking-Waterborne Paint has been revised to eliminate second application.
11. Page 61 of the bid package was eliminated as it was a duplicate of page 60.
12. Runway and Taxiway Markings Summary was revised to include Item P101-5.1 Paint Removal and the gallons of paint, and each was corrected for the Taxiway Radius’.
13. Bid date remains unchanged.

Should you have any question concerning this matter, please feel free to contact me at any time. Include a signed copy of this addendum acknowledging that you received it with your bid, failure you do so will make your bid unresponsive.

Contractor’s Signature_____Date_____
Acknowledgment:

BID PROPOSAL

Date: _____

Daggett County, Utah

The undersigned, after having personally and carefully examined the specifications, plans and form of contract and bond, all of which are made a part hereof, propose to furnish all labor, equipment, tools and machinery, and to furnish and deliver all materials not specifically mentioned as being furnished by the local agency, which are required in and about Daggett County, State of Utah, being the **Daggett County Dutch John Airport 2026 Pavement Preservation Project**, for approximately the sum of: _____ _____Dollars ($_____)

The undersigned further proposes to execute the attached contract within **Ten** days after the date of the award and complete all work within 21 calendar days and by ~~July 1, 2021~~August 28, 2026 including pavement marking. Crack sealing will be completed by ~~July 1, 2021~~June 5, 2026. Calendar days will not be counted when airport is open and fully functional. The airport is to be open for full operation over Memorial Day, 4th of July and 24th of July weekends.

The undersigned also proposes to furnish bonds as surety, satisfactory to the Daggett County, with the contract. The bond is to be signed by a surety company licensed in Utah and in good standing in the amount equal to the amount of the contract (as determined from bid prices and estimated quantities listed herein) conditioned to ensure that the terms of the contract and the requirements of the specifications will be fully complied with.

The undersigned encloses a certified check, or cash for _____ Dollars ($_____) (or five percent bid bond in lieu thereof) payable to the order of Daggett County as a guarantee of good faith, and which it is agreed, will be forfeited to the local agency, as liquidated damages in the event of the failure of the undersigned to enter into a contract and furnish satisfactory bonds to the local agency within **Ten** days after Notice of Award.

It is understood that the Daggett County has the right to reject this proposal or to accept it at the prices shown in the attached Bid Schedule.

Contractor _____

Bidders Name _____

Bidder's Signature _____

Contractor's License Number _____

BID SCHEDULE

Item No.	Approx. Qty.	Item Description	Unit Cost	Amount
C-105-1.1	1 Lump	Mobilization		
P-101-5.2	25,000 Lbs	Crack Repair		
P-101-5.3	14,000 Lbs	Wide Crack Repair		
P-101-5.4	11,006 Sq Ft	Paint Removal		
P-608-8.1	40,000 Sq Yd	Asphalt Surface Treatment		
P-620-5.1	1312 Gallon	Runway and Taxiway Marking		
TOTAL				

If incorporated, the following information must be given:
State Chartered Under _____
Name _____
Address _____
President _____
Secretary _____
If partnership, partnership names _____
_____
_____

any paragraphs contained in the Special Provisions conflict with General Provisions or Technical Specifications, the Special Provisions shall govern.

From time to time, discrepancies within cited testing standards occur due to the timing of the change, edits, and/or replacement of the standards. If the Contractor discovers any apparent discrepancy within standard test methods, the Contractor shall immediately ask the RPR for an interpretation and decision, and such decision shall be final.

The Contractor shall not take advantage of any apparent error or omission on the plans or specifications. In the event the Contractor discovers any apparent error or discrepancy, Contractor shall immediately notify the Owner or the designated representative in writing requesting their written interpretation and decision.

50-04 List of Special Provisions.

a. Utah Department of Transportation 2026 Specifications

i. 02732 Crack Sealing

ii. 02765 Pavement Marking – Waterborne Paint

~~iii. 02789 Asphalt Slurry Seal Coat~~

50-05 Cooperation of Contractor. The Contractor shall be supplied with one hardcopy and an electronic PDF of the plans and specifications. The Contractor shall have available on the construction site at all times one hardcopy each of the plans and specifications. Additional hard copies of plans and specifications may be obtained by the Contractor for the cost of reproduction.

The Contractor shall give constant attention to the work to facilitate the progress thereof, and shall cooperate with the RPR and their inspectors and with other Contractors in every way possible. The Contractor shall have a competent superintendent on the work at all times who is fully authorized as their agent on the work. The superintendent shall be capable of reading and thoroughly understanding the plans and specifications and shall receive and fulfill instructions from the RPR or their authorized representative.

50-06 Cooperation between Contractors. 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 the work not to interfere with or hinder the progress of completion of the work being performed by other Contractors. Contractors working on the same project shall cooperate with each other as directed.

Each Contractor involved shall assume all liability, financial or otherwise, in connection with their own contract and shall protect and hold harmless the Owner from any and all damages or claims that may arise because of inconvenience, delays, or loss experienced because of the presence and operations of other Contractors working within the limits of the same project.

The Contractor shall arrange their work and shall place and dispose of the materials being used to not interfere with the operations of the other Contractors within the limits of the same project. The Contractor 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.

50-07 Construction layout and stakes. No construction layout and stakes will be provided. The Contractor at his own expense is to provide reference stakes as needed so all striping can be placed after the surface treatment in the same place as the original striping.

50-08 Authority and duties of Quality Assurance (QA) inspectors. QA inspectors shall be authorized to inspect all work done and all material furnished. Such QA inspection may extend to all or any part of the work and to the preparation, fabrication, or manufacture of the materials to be used. QA inspectors are

Part 3 – Sitework

Item P-101 Preparation of Existing Pavements

DESCRIPTION

101-1 This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

101-1.2 Use of the Utah Department of Transportation 2026 specification 02732 Crack Sealing is an acceptable substitute to using this specification and will be used for the requirements of the used for the wide cracks as defined in this specification.

EQUIPMENT AND MATERIALS

101-2 All equipment and materials shall be specified here and in the following paragraphs or approved by the Resident Project Representative (RPR). The equipment shall not cause damage to the pavement to remain in place.

CONSTRUCTION

101-3.2 Preparation of joints and cracks prior to surface treatment. Remove all vegetation and debris and existing loose sealants from cracks to a minimum depth of 3 inches. Treat all cracks with a concentrated solution of a water-based herbicide approved by the Engineer. Fill all cracks less than 1 inch in width, ignoring hairline cracks (< 1/4 inch wide), with a crack sealant per ASTM D6690, Type 2 or as directed by the Engineer. Fill cracks wider than 1 inch in width with a mastic compound per ASTM D8260, Type 2 or as directed by the Engineer. 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, not to exceed ¼ inch. Any excess joint or crack sealer shall be removed from the pavement surface.

101-3.3 Removal of Foreign Substances/contaminates prior to surface treatment. Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, at least 90% of paint, and other foreign substances from the surface of the pavement. Areas that require removal are designated on the plans and as directed by the RPR in the field during construction.

Chemicals, high-pressure water, heater scarifier (asphaltic concrete only), and sandblasting may be used. If chemicals are used, they shall comply with the state's environmental protection regulations. Removal methods used shall not cause major damage to the pavement, or to any structure or utility within or adjacent to the work area. Major damage is defined as changing the properties of the pavement, removal of asphalt causing the aggregate to ravel, or removing pavement over 1/8 inch (3 mm) deep. If it is deemed by the RPR that damage to the existing pavement is caused by operational error, such as permitting the application method to dwell in one location for too long, the Contractor shall repair the damaged area without compensation and as directed by the RPR.

Removal of foreign substances shall not proceed until approved by the RPR. Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense. No material shall be

deposited on the pavement shoulders. All wastes shall be disposed of by the Contractor at the Contractor's expense.

101-3.6. Preparation of asphalt pavement surfaces prior to surface treatment. Existing asphalt pavements to be treated with a surface treatment shall be prepared as follows:

a. Patch asphalt pavement surfaces that have been softened by petroleum derivatives or have failed due to any other cause. Remove damaged pavement to the full depth of the damage and replace with new asphalt pavement similar to that of the existing pavement in accordance with paragraph 101-3.4b.

b. Repair joints and cracks in accordance with paragraph 101-3.2.

c. Remove oil or grease that has not penetrated the asphalt pavement by scrubbing with a detergent and washing thoroughly with clean water. After cleaning, treat these areas with an oil spot primer.

d. Clean pavement surface immediately prior to placing the surface treatment so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.

101-3.7 Maintenance. The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the RPR. The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

101-3.9 Preparation of Cracks in Flexible Pavement prior to sealing. Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the cracks and does not damage the pavement.

101-3.9.1 Preparation of Crack. ~~Widen crack with router by removing a minimum of 1/16 inch (2 mm) from each side of crack.~~ Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air.

~~**101-3.9.2 Removal of Existing Crack Sealant**. Existing sealants will be removed by routing. Following routing any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.~~

METHOD OF MEASUREMENT

101-4.1 No separate measurement for payment will be made for cleaning the runway or removing old ~~paint and~~ rubber / crack sealant. Those items of work are considered as a subsidiary obligation of the Contractor and covered under other contract items.

101-4.2 Crack Repair. The unit of measurement for crack repair shall be the pound of material used.

101-4.3 Wide Crack Repair. The unit of measurement for wide crack repair shall be the pound.

101-4.4 Paint Removal: The unit measurement of paint removal shall be the square foot of paint removed.

BASIS OF PAYMENT

101-5.1 Payment. Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P 101-5.2	Crack Repair
Item P 101-5.3	Wide Crack Repair
Item P 101-5.4	Paint Removal

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

AC 150/5380-6	Guidelines and Procedures for Maintenance of Airport Pavements.

ASTM International (ASTM)

ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

END OF ITEM P-101

Part 8– Surface Treatments

Item P-608 Emulsified Asphalt Seal Coat

DESCRIPTION

608-1.1 This item shall consist of the application of a emulsified asphalt surface treatment composed of an emulsion of natural and refined asphalt materials, water and a polymer additive, for taxiways and runways with the application of a suitable aggregate to maintain adequate surface friction; and airfield secondary and tertiary pavements including low-speed taxiways, shoulders, overruns, roads, parking areas, and other general applications with or without aggregate applied as designated on the plans. The terms seal coat, asphalt sealer, and asphalt material are interchangeable throughout this specification. The term emulsified asphalt means an emulsion of natural and refined asphalt materials.

~~**608-1.2** Use of the Utah Department of Transportation 2026 specification 02789, Asphalt Slurry Seal Coat is an acceptable substitute to using this specification.~~

MATERIALS

608-2.1 Aggregate. The aggregate material shall be a dry, clean, dust and dirt free, sound, durable, angular shaped manufactured specialty sand, such as that used as an abrasive, with a Mohs hardness of 6 to 8. The Contractor shall submit the specialty sand manufacturer's technical data and a manufacturer's Certificate of Analysis (COA) indicating that the specialty sand meets the requirements of the specification to the RPR prior to start of construction. The sand must be approved for use by the RPR and shall meet the following gradation limits when tested in accordance with ASTM C136 and ASTM C117:

Aggregate Material Gradation Requirements[1]

Sieve Designation (square openings)	Individual Percentage Retained by Weight
No. 10 (2.00 mm)	0
No. 14 (1.41 mm)	0-4
No. 16 (1.18 mm)	0-8
No. 20 (850 µm)	0-35
No. 30 (600 µm)	20-50
No. 40 (425 µm)	10-45
No. 50 (300 µm)	0-20
No. 70 (212 µm)	0-5
No. 100 (150 µm)	0-2
No. 200 (75 µm)	0-2

[1] Locally available sand or abrasive material that is slightly outside of the gradation requirements may be approved by the RPR with concurrence by the seal coat manufacturer for the use of

Part 14 - Special Provisions

Utah Department of Transportation 2026 Specification

a. 02732 Crack Sealing

b. 02765 Pavement Marking – Waterborne Paint

~~c. 02789 Asphalt Slurry Seal Coat~~

PART 3 EXECUTION

3.1 PREPARATION

A. Line Control
   1. Establish control points at 100 ft intervals on tangent and at 50 ft intervals on curves.
   2. Maintain the line within 2 inches of the established control points and mark the roadway between control points as needed.
      a. Remove paint that is not placed within tolerance of the established control points and replace. Refer to this Section, Article 3.4.
      b. Maintain the line dimension within 10 percent of the width and length dimensions defined in Standard Drawings.

B. Remove dirt, loose aggregate, curing compounds, and other foreign material and follow manufacturer's recommendations for surface preparation.

3.2 APPLICATION

A. Use Qualified Applicators as identified in UDOT Quality Management Plan 513, Pavement Marking Paint.

B. Apply Pavement marking paint per requirements in P-620.~~at the following wet mil thickness:~~
   ~~1. 20-25 wet mils for all longitudinal markings.~~
   2. ~~**Approximate** application rate for required mil thickness requirements:~~
      ~~a. 4 inch Solid Line – From 190 to 240 ft/gal~~
      ~~b. 4 inch Broken or dotted Line – From 760 to 960 ft/gal~~
      ~~c. 6 inch Solid Line – From 130 to 160 ft/gal~~
      ~~d. 6 inch Broken or dotted Line – From 510 to 640 ft/gal~~
      ~~e. 8 inch Solid or dotted Line – From 95 to 120 ft/gal.~~
      ~~f. 10 inch Solid Line – From 75 to 95 ft/gal.~~
      ~~**Calculation** – Determine wet mil thickness~~

      ~~4 inch Solid Line – Wet mils = $\frac{4812.516\ ft^3/gal\ mil/ft}{X\ ft/gal}$~~

      ~~4 inch Broken or dotted Line – Wet mils = $\frac{19250.064\ ft^3/gal\ mil/ft}{X\ ft/gal}$~~

      ~~6 inch Solid Line – Wet mils = $\frac{3208.344\ ft^3/gal\ mil/ft}{X\ ft/gal}$~~

~~6 inch Broken or dotted Line Wet mils = 12833.376 ft^3/gal mil/ft X ft/gal~~

~~8 inch Solid Line Wet mils = 2406.258 ft^3/gal mil/ft X ft/gal~~

~~10 inch Solid or dotted Line Wet mils = 1925.006 ft^3/gal mil/ft X ft/gal~~

~~Where:~~

~~X = application rate. (Meter readings or dipping tanks).~~

C. Glass Sphere (Beads) – Apply at least 8 lb of beads per gal of paint, the full length and width of line and pavement markings.
   1. Calibrate bead guns and measure bead distribution according to UDOT Materials Manual of Instruction 932, Procedure for Sampling and Accepting Pavement Marking Paint and Beads.
   2. Do not apply glass beads to contrast lines (black paint).

D. Notify Engineer 24 hours prior to striping operations.
   1. ~~Apply two applications on new bituminous surfaces.~~
      ~~a. Place second application between 14 and 30 days after the first application.~~

E. Apply lines and pavement markings only when the air and pavement temperature are:
   1. 50 degrees F and rising.

3.3 REMOVE PAVEMENT MARKINGS

A. Use equipment specifically designed for removal of pavement marking material.

B. Use one of these removal methods
   1. High pressure water spray
   2. Sand blasting
   3. Shot blasting

C. Do not use grinding without approval.

RUNWAY AND TAXIWAY MARKINGS

Area	LENGTH	WIDTH	AREA	WHITE	YELLOW	TOTAL	REMOVE PAINT	REMARKS
				115 sq ft/gal	115 sq ft/gal	115 sq ft/gal		
	FEET	FEET	SQ FT	GALLON	GALLON	GALLON	SQ FT	
Runway Center Line	120	1.00	3,480	30.26		30.26		29 EACH
Taxi Way Radius	267	0.50	267		2.32	2.32		2 EACH
Taxi Way Runway Tangent	265	0.50	265		2.30	2.30		2 EACH
Number 1			318	2.77		2.77	318	1 EACH
Number 1			318	2.77		2.77	318	1 EACH
Number 2			651	5.66		5.66	651	1 EACH
Number 9			719	6.25		6.25	719	1 EACH
Aiming Point Markings	150	15.00	9,000	78.26		78.26	9,000	4 EACH
TOTAL			*15,018	*126	*5	131	11,006	

* For Contractor Information Only

Measurements and quantities are approximate, match existing striping.