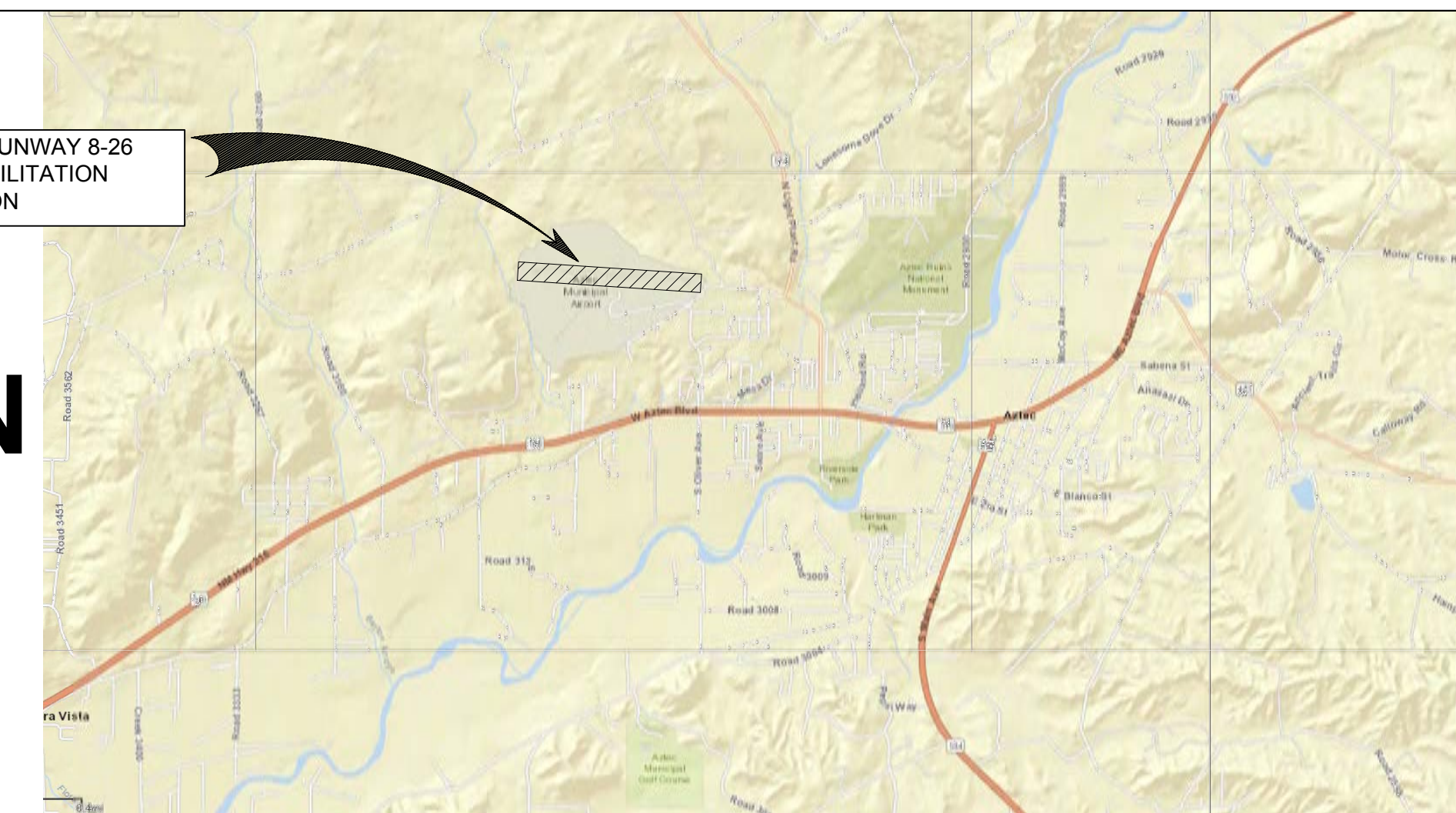


# CONSTRUCTION PLANS FOR AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION AIP 3-35-0056-006-2020

OWNER / SPONSOR: CITY OF AZTEC, NEW MEXICO

AZTEC AIRPORT RUNWAY 8-26  
PAVEMENT REHABILITATION  
PROJECT LOCATION



VICINITY MAP



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CALL BEFORE YOU DIG  
FOR UTILITY LOCATES  
DIAL 811 OR  
1-800-321-ALERT

ENGINEERS STAMP & SIGNATURE



AZTEC MUNICIPAL AIRPORT (N19)  
AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION

COVER AND INDEX SHEET

BHI PROJECT NO. 20210036 DWG NO. G-1 SHEET 1 OF 9

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

**Bohannon & Huston**  
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**GENERAL NOTES**

1. 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.
2. 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)
3. THE CONTRACT TIME INCLUDES ANY SPECIFICATION REQUIRED PERIODS OF WAITING TIME (SUCH AS THE TIME BETWEEN SEAL COATING AND THE APPLICATION OF MARKINGS).
4. 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.
5. THE CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER/ENGINEER/RPR SEVEN (7) 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.
6. 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)
7. 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.
8. 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.
9. 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.
10. THE CONTRACTOR IS RESPONSIBLE FOR SURVEYING. SEE SPECIFICATION ITEM A-101. SURVEY CONTROL IS ESTABLISHED AS SHOWN ON DRAWING - AIRFIELD SURVEY CONTROL PLAN.
11. 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.
12. 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.
13. ACCEPTANCE TESTING NOTICE: THE CONTRACTOR WILL NOTIFY THE RPR/ENGINEER 48-HOURS PRIOR TO THE NEED FOR ACCEPTANCE TESTING TO ALLOW FOR COORDINATION WITH THE ACCEPTANCE TESTING LABORATORY.
14. THE COST OF FAILED QUALITY ASSURANCE TESTS WILL BE DEDUCTED FROM THE CONTRACTOR'S PAY ESTIMATES.
15. 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.

16. COOPERATION BY THE CONTRACTOR.
  - a. 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.
  - b. 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.
17. 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).
18. 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.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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.
26. UTILITY LOCATIONS PROVIDED ON THESE DRAWINGS ARE FOR REFERENCE ONLY, AND ARE CONSIDERED APPROXIMATE. THE LOCATIONS ARE BASED ON SURFACE FEATURES AND OTHER AVAILABLE SOURCES. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ACTUAL UTILITY LOCATIONS AND OTHER POTENTIAL HAZARDS. THE CONTRACTOR SHALL NOTIFY NEW MEXICO NM811 (ONE CALL) FOR UTILITY LOCATES IN ACCORDANCE WITH THE NM811 (ONE CALL) PROCEDURES. THE CONTRACTOR SHALL HAND EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ANY OBSTRUCTIONS AND UTILITIES PRIOR TO EXCAVATION. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER/RPR SO THAT THE CONFLICT CAN BE RESOLVED.
27. 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.
28. 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.
29. 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.

30. THE COST OF HAUL OF ALL MATERIALS IS INCIDENTAL TO THE ITEM REQUIRING HAUL. NO ADDITIONAL PAYMENT WILL BE MADE FOR HAUL.
31. 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.
32. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OF ALL DEMOLITION DEBRIS, CONSTRUCTION WASTE, CONSTRUCTION EQUIPMENT WASTE PRODUCTS (OIL, GAS, TIRES, ETC.), GARBAGE, ETC. WASTE 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.
33. 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.
34. 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.
35. THE CONTRACTOR SHALL APPRISE HIMSELF OF ALL AIR POLLUTION CONTROL REGULATIONS AND PERMITTING OF THE STATE PRIOR TO COMMENCING AND PERFORMING THE WORK.
36. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REGULATIONS CONCERNING CONSTRUCTION NOISE AND HOURS OF OPERATIONS.
37. 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.
38. SEE SPECIFICATION C-102 TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL FOR THE CONTRACTOR'S AND OWNER'S REQUIREMENTS FOR THE NPDES SWPPP.
39. AS THE ANTICIPATED EARTH DISTURBANCE IN THIS CONTRACT IS LESS THAN 1 ACRE, NO NPDES PERMIT IS REQUIRED.
40. 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)

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

BENCH MARKS								
BENCH MARK LINE 1	BENCH MARK LINE 2	BENCH MARK LINE 3	BENCH MARK LINE 4	BENCH MARK LINE 5	BENCH MARK LINE 6	BENCH MARK LINE 7	BENCH MARK LINE 8	BENCH MARK LINE 9



AS-BUILT INFORMATION								
	CONTRACTOR	DATE	WORK STARTED BY	DATE	INSPECTOR'S ACCEPTANCE BY	DATE	FIELD VERIFICATION BY	DATE
BY								

REVISIONS								
	NO.	DATE	BY	DATE	NO.	DATE	BY	DATE
DESIGN								



**AZTEC MUNICIPAL AIRPORT (N19)  
AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION**

GENERAL NOTES			
BHI PROJECT NO.	20210036	DWG NO.	G-2
		SHEET	2 OF 9





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

**BENCH MARKS**

BENCH MARK LINE 1
BENCH MARK LINE 2
BENCH MARK LINE 3
BENCH MARK LINE 4
BENCH MARK LINE 5
BENCH MARK LINE 6
BENCH MARK LINE 7
BENCH MARK LINE 8
BENCH MARK LINE 9

**ENGINEER'S SEAL**

**AS-BUILT INFORMATION**

CONTRACTOR	DATE
WORK STAMPED BY	DATE
INSPECTORS ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE

**REVISIONS**

NO.	DATE	BY

**DESIGN**

DESIGNED BY	MDH
CHECKED BY	MDH
DRAWN BY	NJS

**Project Control Specifications:**

Units:	US Survey Foot
Horizontal Datum:	NAD_83(2011)(EPOCH:2010.0000)
Vertical Datum:	NAVD83
Geoid Model:	GEOID12A
Projection:	Transverse Mercator
State Plane and/or UTM Zone:	New Mexico Central Zone (3003)
Basis of Bearing:	Grid Bearings
Project Combined Factor:	0.99964260 based on BH 19-067-01
Modification Method Used:	Scaled State Plane coordinates about origin (0,0) no truncation
Field Methodology:	OPUS/RTK Solution and Total Station
Equipment Used:	Trimble GPS Equipment (R8 Frequency Receiver) and Trimble S5-S3 DR Plus
Control Set Date:	October 1, 2018
Observation Date:	October 1 thru 3, 2018
Adjustment/ Publication Date:	October 10, 2018

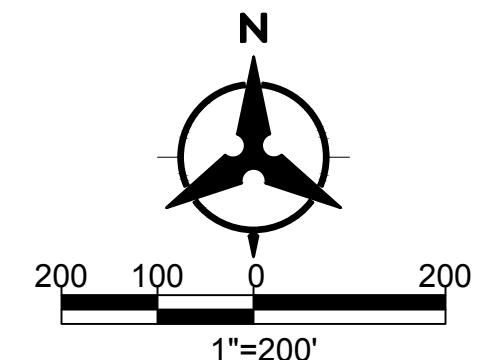
**Adjusted Coordinate Listing:**

See Attached Control Datasheets

POINT	LATITUDE	LONGITUDE	ELLIPSOID (US FT)	GEOID	MODIFIED EASTING	MODIFIED NORTHING	ORTHOMETRIC HEIGHT (US FT)	DESCRIPTION
BH 19-067-01	N 36° 50' 13.65668"	W 108° 01' 41.52642"	5809.498	GEOID 12A	2667020.518	2124854.217	5877.866	2" ALUMINUM CAP
BH 19-067-02	N 36° 50' 07.14288"	W 108° 01' 40.50386"	5805.611	GEOID 12A	2667102.327	2124195.087	5874.005	2" ALUMINUM CAP

**Geospatial Positional Accuracy Report:**

POINT	HORIZONTAL ACCURACY	VERTICAL ACCURACY
BH 19-067-01	0.0707	0.0951
BH 19-067-02	0.0460	0.0630



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**AZTEC MUNICIPAL AIRPORT (N19)  
AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION**

**SURVEY CONTROL**

BHI PROJECT NO.	20210036	DWG NO.	G-3	SHEET	3	OF	9
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Thu, 7 May 2020 - 8:33 pm. Plotted by: NSALAZAR  
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**AZTEC MUNICIPAL AIRPORT**  
**RUNWAY 8-26 PAVEMENT REHABILITATION**  
**AIP 3-35-006-2020**

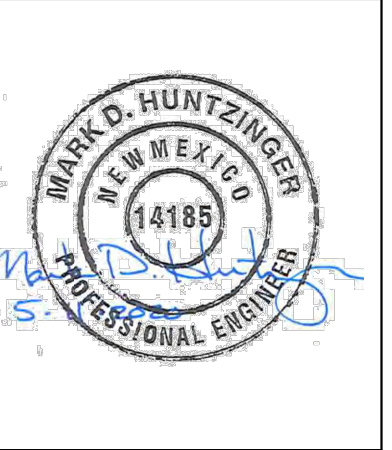
BID	SPECIFICATION	ITEM	UNIT	ESTIMATED
ITEM NO.	ITEM NUMBER	DESCRIPTION	TYPE	QUANTITY
1	A-101-5.1	CONSTRUCTION SURVEYING BY CONTRACTOR	LS	1
2	C-105-6.1	MOBILIZATION	LS	1
3	SP-1	SAFETY PLAN COMPLIANCE	LS	1
4	P-101-5.1	MARKING REMOVAL	SF	16,300
5	P-608R-8.1	ASPHALT SURFACE TREATMENT	SY	34,500
6	P-608R-8.2	RUNWAY AND HIGH SPEED EXIT TAXIWAY FRICTION TESTING	LS	1
7	P-620-5.1b	MARKING	SF	8,200
8	P-620-5.1c	REFLECTIVE MEDIA	LB	800

NOTICE OF EXTENDED PAY PROVISIONS  
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**BENCH MARKS**

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BENCH MARK LINE 9

**ENGINEER'S SEAL**



**AS-BUILT INFORMATION**

CONTRACTOR	DATE
WORK STARTED BY	DATE
INSPECTORS ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE

**REVISIONS**

NO.	DATE	BY

**DESIGN**

DESIGNED BY	MDH
CHECKED BY	MDH
DRAWN BY	NJS



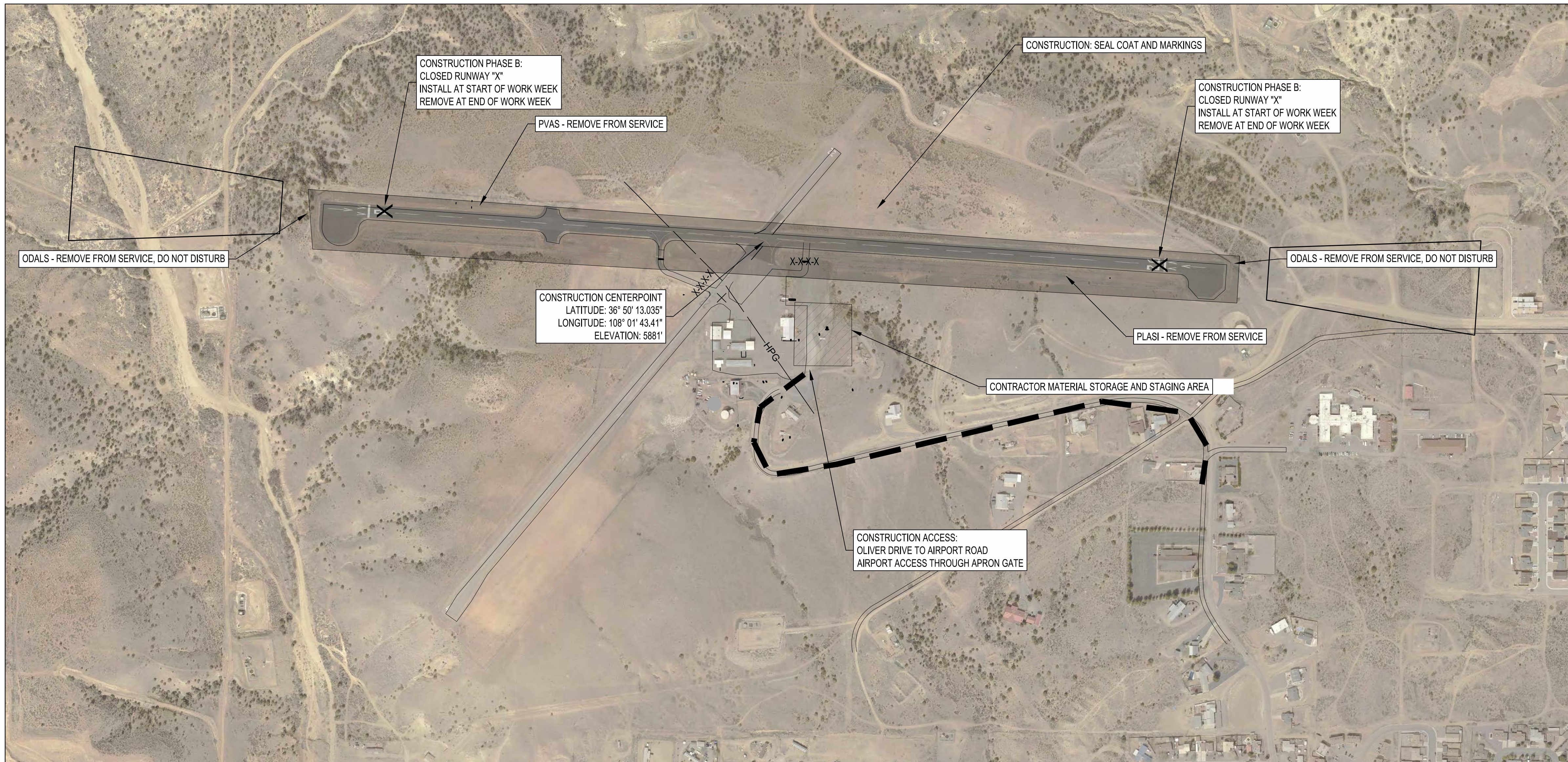
**AZTEC MUNICIPAL AIRPORT (N19)**  
**AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION**

**SUMMARY OF QUANTITIES**

BHI PROJECT NO.	20210036	DWG NO.	G-4	SHEET	4	OF	9
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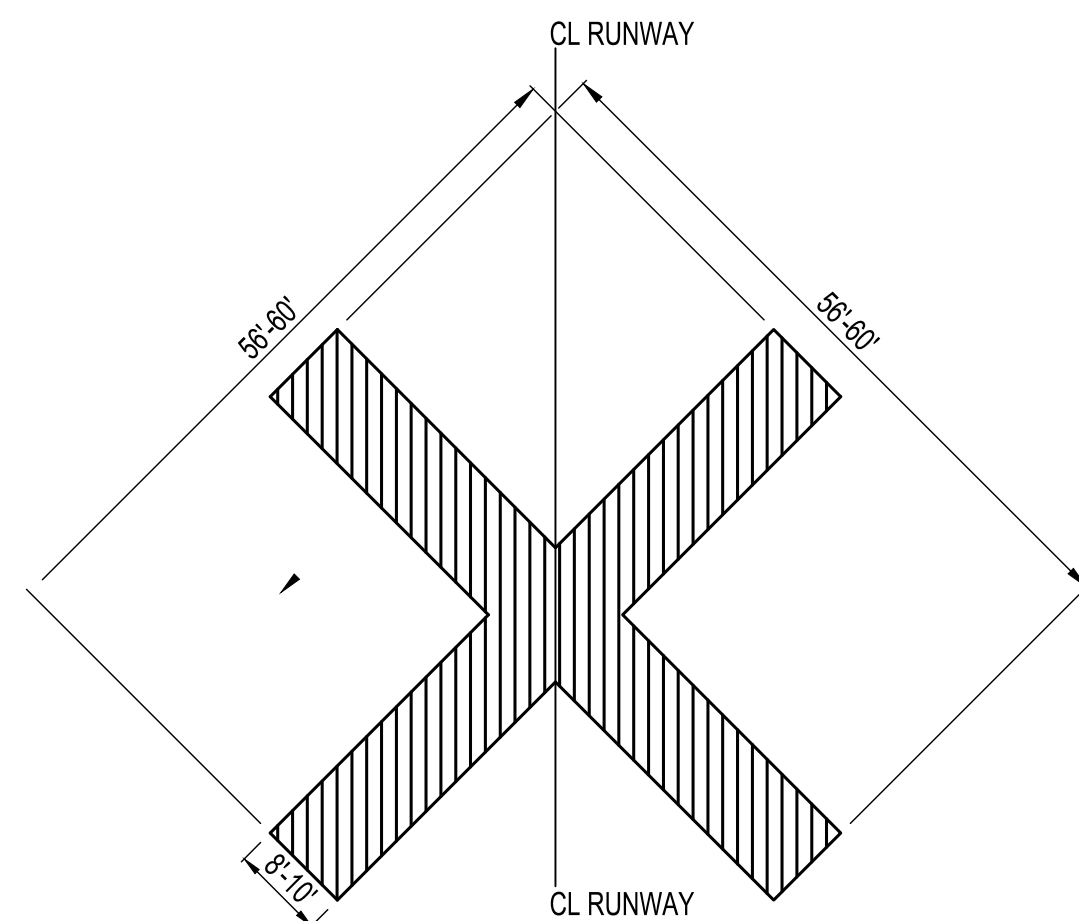
RUNWAY 8-26 TO BE CLOSED DURING CONSTRUCTION  
 WORK CONSISTS OF A SEAL COAT, FOLLOWED BY A CURE PERIOD, THEN AIRFIELD/RUNWAY MARKINGS.

THERE ARE REFLECTIVE EDGE AND THRESHOLD MARKERS THAT ARE NOT TO BE DISTURBED. THESE MARKERS MAY BE REMOVED AND REINSTALLED IF NEEDED FOR MARKING INSTALLATION.

EACH RUNWAY END HAS AN ODAL (APPROACH LIGHT) SET. THESE ARE NOT TO BE DISTURBED.

**LEGEND**

- X-X-X-X LOW PROFILE BARRICADES
- CONTRACTOR ACCESS ROUTE

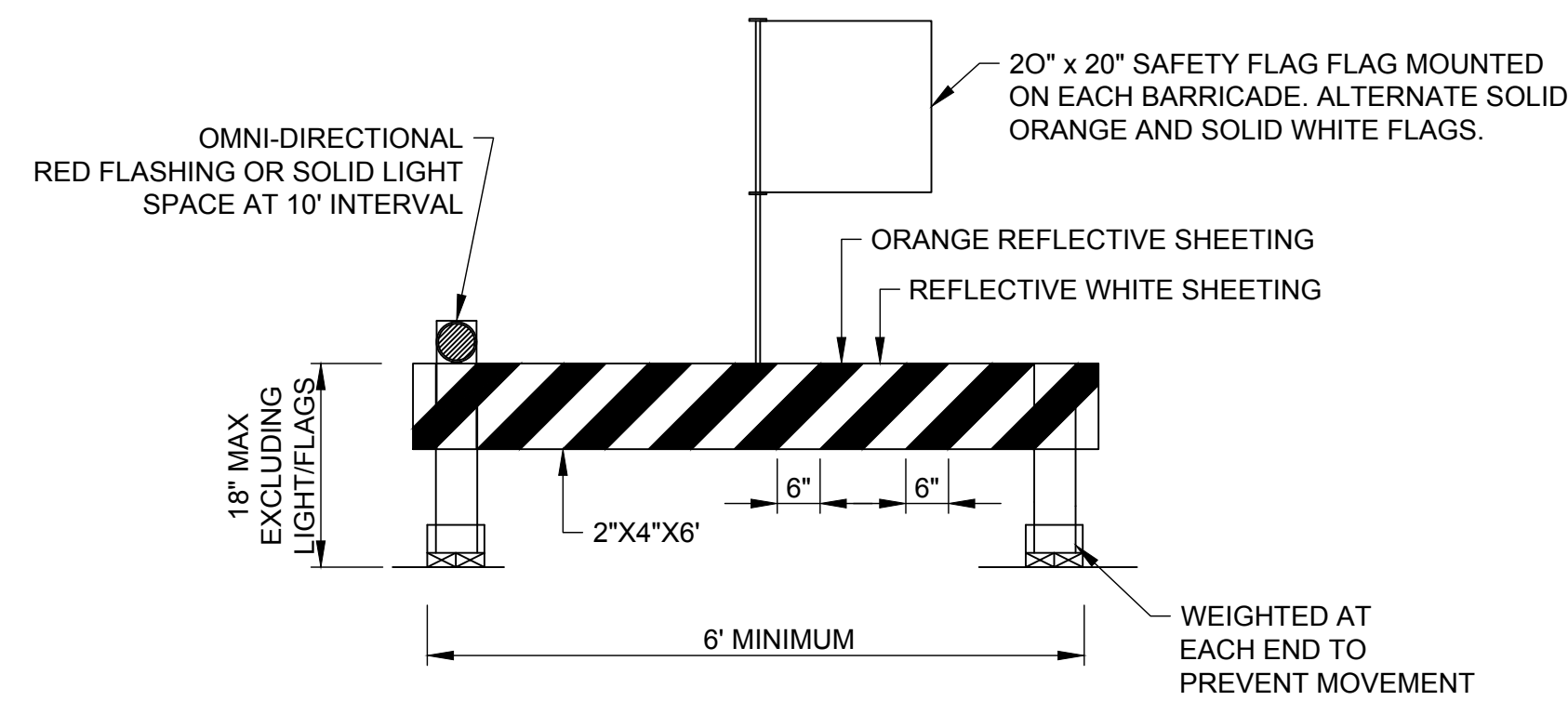
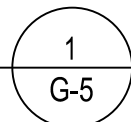


**CLOSED RUNWAY 'X' NOTES**

1. THE CONTRACTOR SHALL PLACE TEMPORARY CLOSED RUNWAY MARKERS (2 REQ'D) OVER THE RUNWAY END AS DIRECTED BY THE ENGINEER. MARKERS SHALL BE YELLOW AND FABRICATED OF PLYWOOD, SNOW FENCE, FABRIC OR OTHER SUITABLE MATERIAL SECURELY FASTENED OR BALLASTED OVER THE RUNWAY NUMERALS. 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' CAN BE PLACED OFF OF THE PAVEMENT DURING THE CONSTRUCTION AND INITIAL SEAL COAT/MARKING CURE PERIODS.

**TEMPORARY RUNWAY CLOSED MARKER DETAIL**

SCALE: N.T.S.

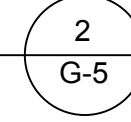


**LOW-PROFILE BARRICADE NOTES**

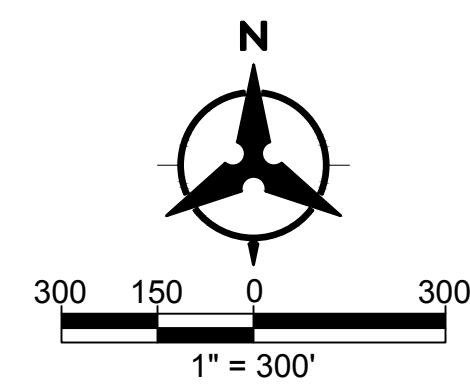
1. THE CONTRACTOR IS REQUIRED TO PROVIDE, INSTALL, MAINTAIN THE LOW-PROFILE BARRICADES.
2. PLACE BARRICADES AS INDICATED IN THE CSPP PLAN OR AS DIRECTED BY THE RPR/OWNER, SPACING PER THE CSPP.
3. LIGHTS ARE MOUNTED TO AND SPACED ALONG THE BARRICADES AT INTERVALS OF NOT LESS THAN 10 FEET.
4. BARRICADES 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.
8. DETAIL IS FOR HOME BUILT BARRICADE. COMMERCIAL AVIATION BARRICADES MAY BE USED.

**LOW PROFILE BARRICADE DETAIL**

SCALE: N.T.S.



CSPP STUDIED UNDER FAA ASNs:



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

**BENCH MARKS**

BENCH MARK LINE 1
BENCH MARK LINE 2
BENCH MARK LINE 3
BENCH MARK LINE 4
BENCH MARK LINE 5
BENCH MARK LINE 6
BENCH MARK LINE 7
BENCH MARK LINE 8
BENCH MARK LINE 9

**ENGINEER'S SEAL**



**AS-BUILT INFORMATION**

CONTRACTOR	DATE
WORK STARTED BY	DATE
INSPECTORS ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE

**REVISIONS**

NO.	DATE

**DESIGN**

DESIGNED BY	MDH
CHECKED BY	MDH
DRAWN BY	NJS



**AZTEC MUNICIPAL AIRPORT (N19)  
 AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION**

**CONSTRUCTION SAFETY PHASING PLAN**

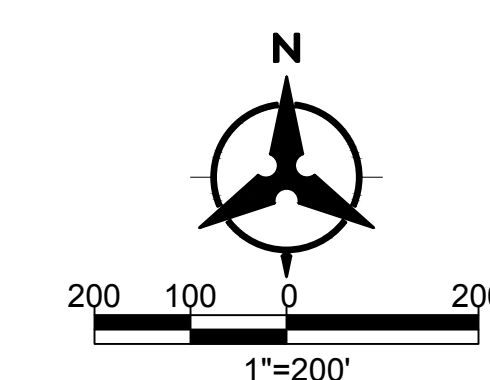
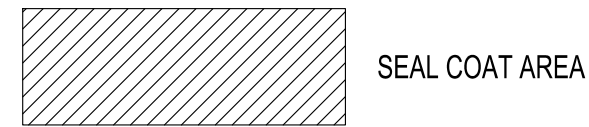
BHI PROJECT NO.	20210036	DWG NO.	G-5	SHEET	5	OF	9
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**SCOPE OF WORK:**  
 REMOVE RUNWAY AND TAXIWAY MARKINGS  
 SEAL COAT RUNWAY  
 REMARK RUNWAY AND TAXIWAYS



**Bohannon & Huston**  
 www.bhinc.com 800.877.5332

<b>AZTEC MUNICIPAL AIRPORT (N19) AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION</b>	
<b>OVERALL PLAN</b>	
BHI PROJECT NO. 20210036	DWG NO. G-6
SHEET 6	OF 9

NOTICE OF EXTENDED PAY PROVISIONS  
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 WITHIN 45 DAYS AFTER SUBMISSION OF AN UNDISPUTED  
 REQUEST FOR PAYMENT

<b>BENCH MARKS</b>	
BENCH MARK LINE 1	
BENCH MARK LINE 2	
BENCH MARK LINE 3	
BENCH MARK LINE 4	
BENCH MARK LINE 5	
BENCH MARK LINE 6	
BENCH MARK LINE 7	
BENCH MARK LINE 8	
BENCH MARK LINE 9	

**ENGINEER'S SEAL**

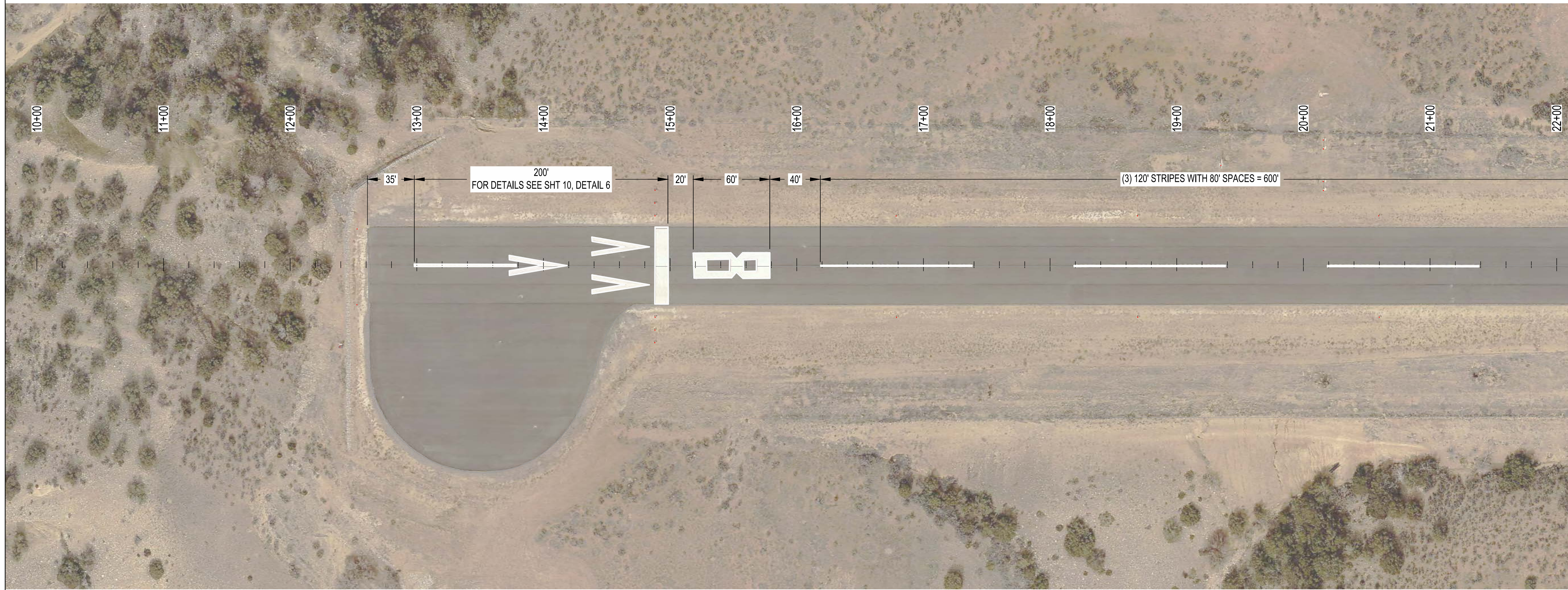
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CONTRACTOR	DATE
WORK STARTED BY	DATE
INSPECTORS ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE

<b>REVISIONS</b>	
NO.	DATE

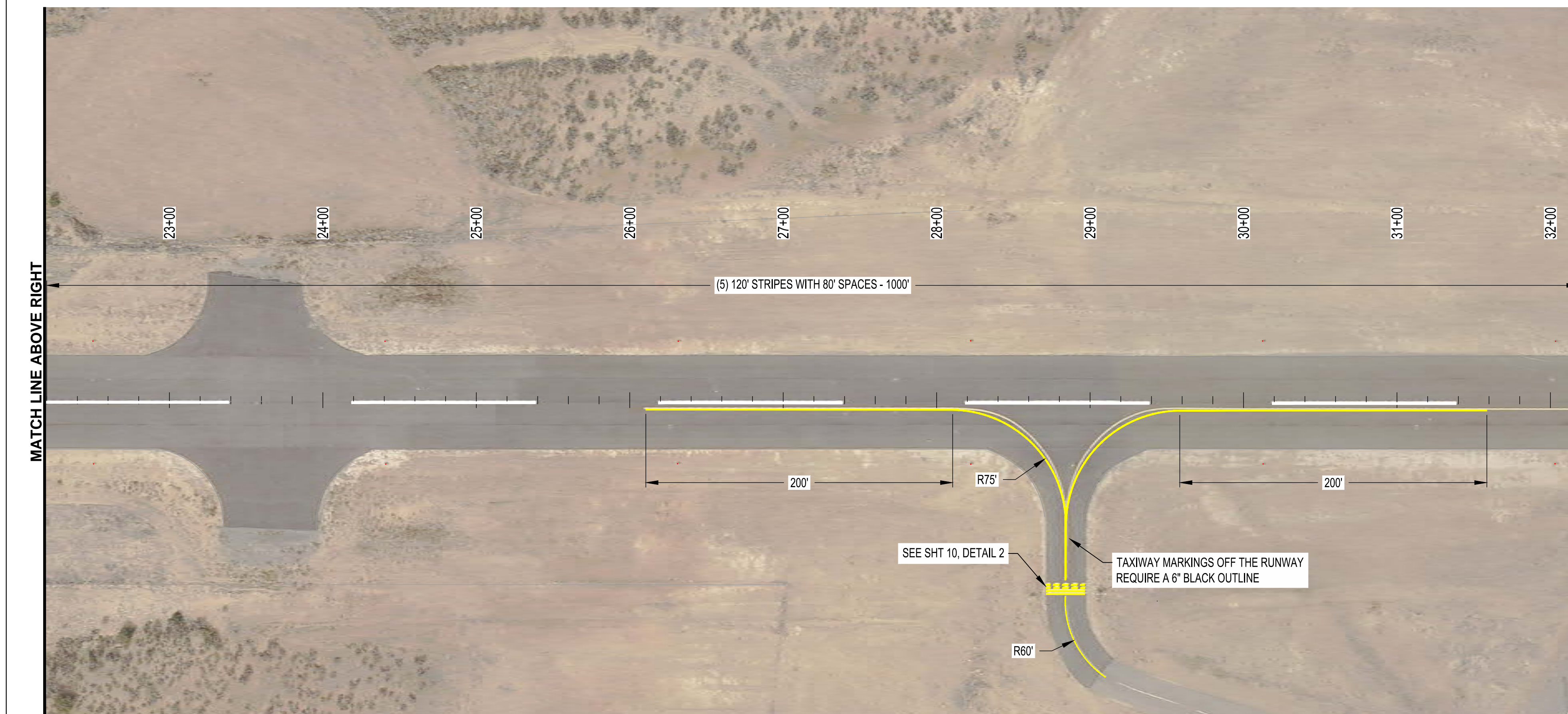
<b>DESIGN</b>	
DESIGNED BY	MDH
CHECKED BY	MDH
DRAWN BY	NJS







MATCH LINE BELOW LEFT



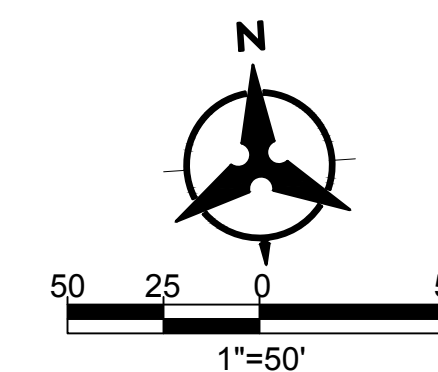
MATCH LINE SHEET 8

**MARKING NOTES:**

- ALL PAINT TO RECEIVE REFLECTIVE BEADS
- CENTERLINE STRIPE 12" WIDE
- TAXIWAY CENTERLINE 6" WIDE
- 6" BLACK OUTLINE REQUIRED ON TAXIWAY MARKINGS NOT ON THE RUNWAY.
- USE THE PLAN DIMENSIONS FOR THE MARKING LAYOUT

**MARKING REMOVAL NOTES:**

- REMOVE ALL MARKINGS ON RUNWAY AND TURN-AROUNDS
- REMOVE TAXIWAY HOLD POSITION MARKINGS AND TAXIWAY CENTERLINE TO THE RUNWAY.



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

BENCH MARKS	
BENCH MARK LINE 1	
BENCH MARK LINE 2	
BENCH MARK LINE 3	
BENCH MARK LINE 4	
BENCH MARK LINE 5	
BENCH MARK LINE 6	
BENCH MARK LINE 7	
BENCH MARK LINE 8	
BENCH MARK LINE 9	

**ENGINEER'S SEAL**



AS-BUILT INFORMATION	
CONTRACTOR	DATE
WORK STAGED BY	DATE
INSPECTORS ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
MARKINGS CORRECTED BY	DATE

REVISIONS	
NO.	DATE
BY	

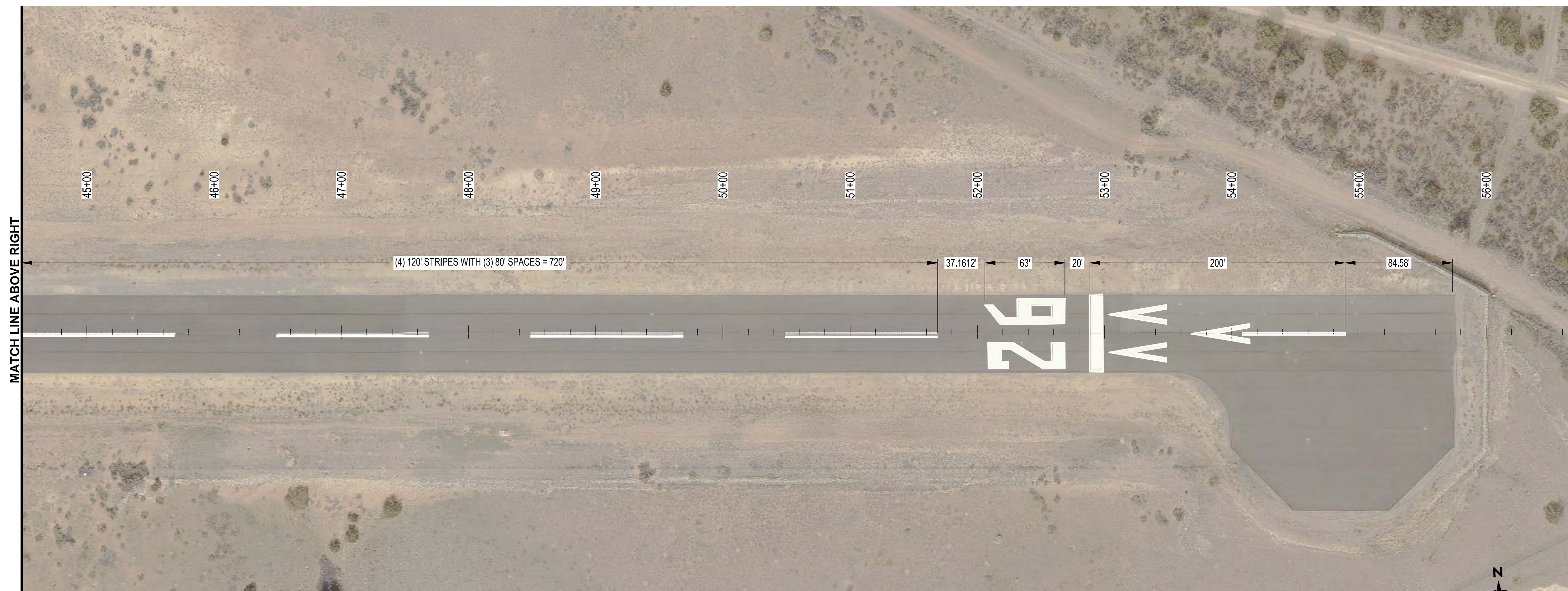
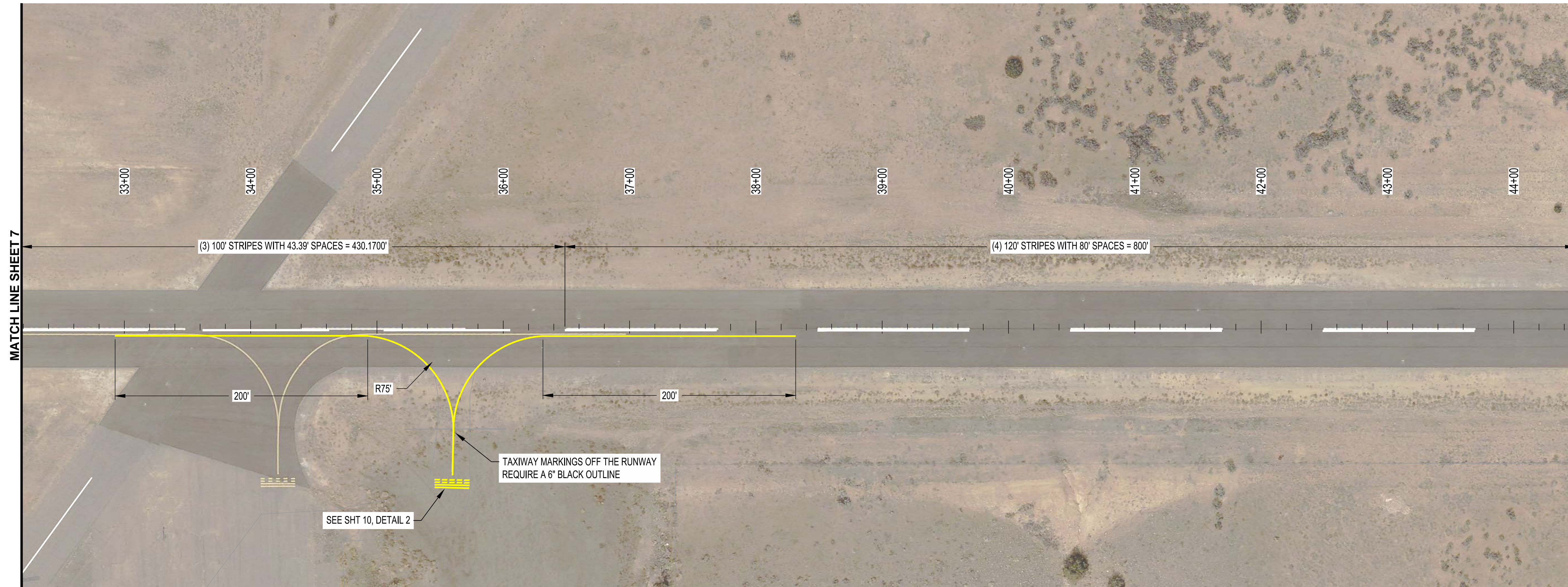
DESIGN	
DESIGNED BY	MDH
CHECKED BY	MDH
DRAWN BY	NJS



<b>AZTEC MUNICIPAL AIRPORT (N19)</b>			
<b>AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION</b>			
<b>MARKING PLANS</b>			
BHI PROJECT NO.	20210036	DWG. NO.	M-1
SHEET	7	OF	9







- MARKING NOTES:**
- ALL PAINT TO RECEIVE REFLECTIVE BEADS
  - CENTERLINE STRIPE 12" WIDE
  - TAXIWAY CENTERLINE 6" WIDE
  - 6" BLACK OUTLINE REQUIRED ON TAXIWAY MARKINGS NOT ON THE RUNWAY.
  - USE THE PLAN DIMENSIONS FOR THE MARKING LAYOUT
- MARKING REMOVAL NOTES:**
- REMOVE ALL MARKINGS ON RUNWAY AND TURN-AROUNDS
  - REMOVE TAXIWAY HOLD POSITION MARKINGS AND TAXIWAY CENTERLINE TO THE RUNWAY.

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AZTEC MUNICIPAL AIRPORT (N19)	
AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION	
MARKING PLANS	
BHI PROJECT NO. 20210036	DWG NO. M-2
SHEET 8	OF 9

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

BENCH MARKS	
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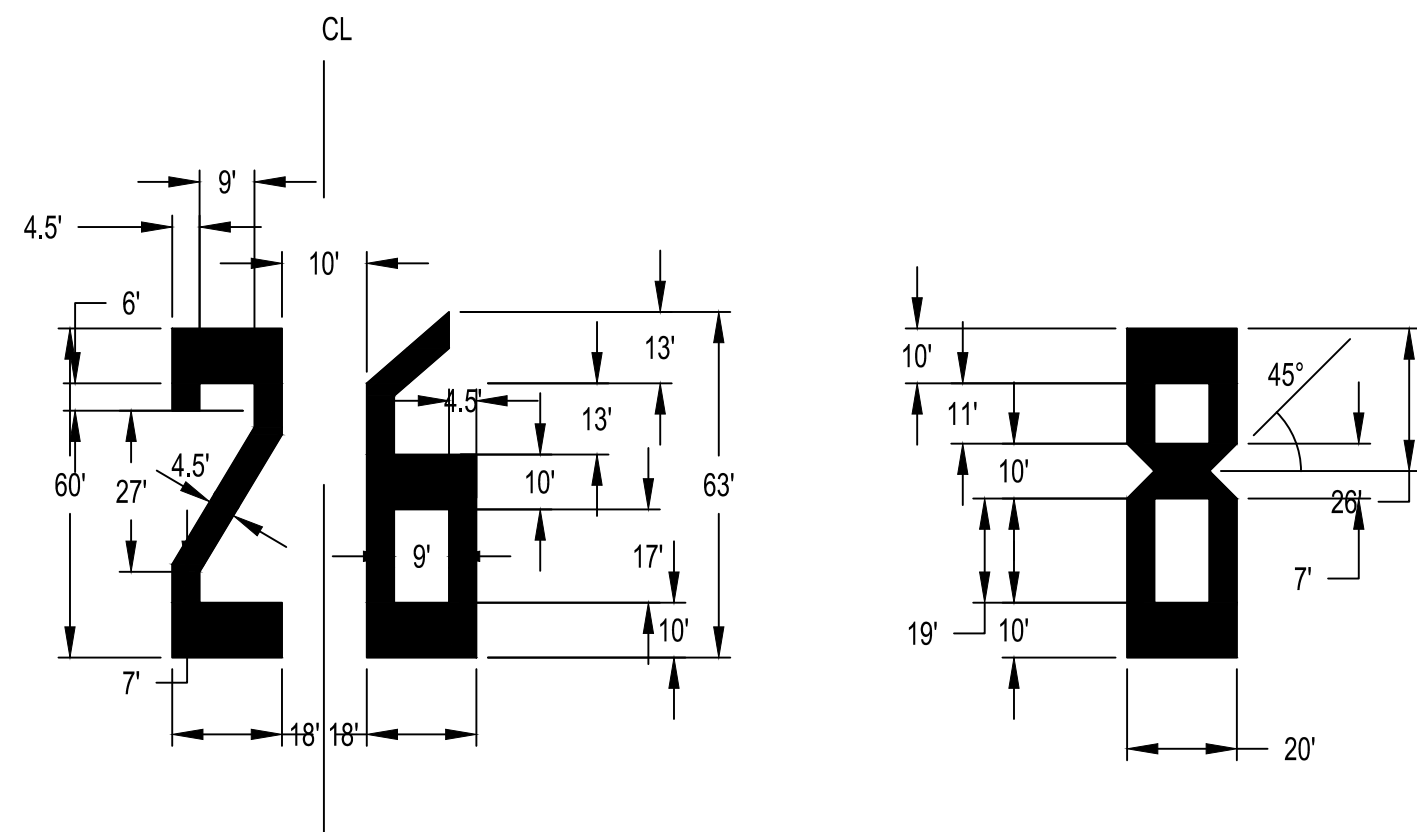
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CONTRACTOR	DATE
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DRAWINGS CORRECTED BY	DATE

REVISIONS	
NO.	DATE

DESIGN	
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CHECKED BY	MDH
DRAWN BY	NJS



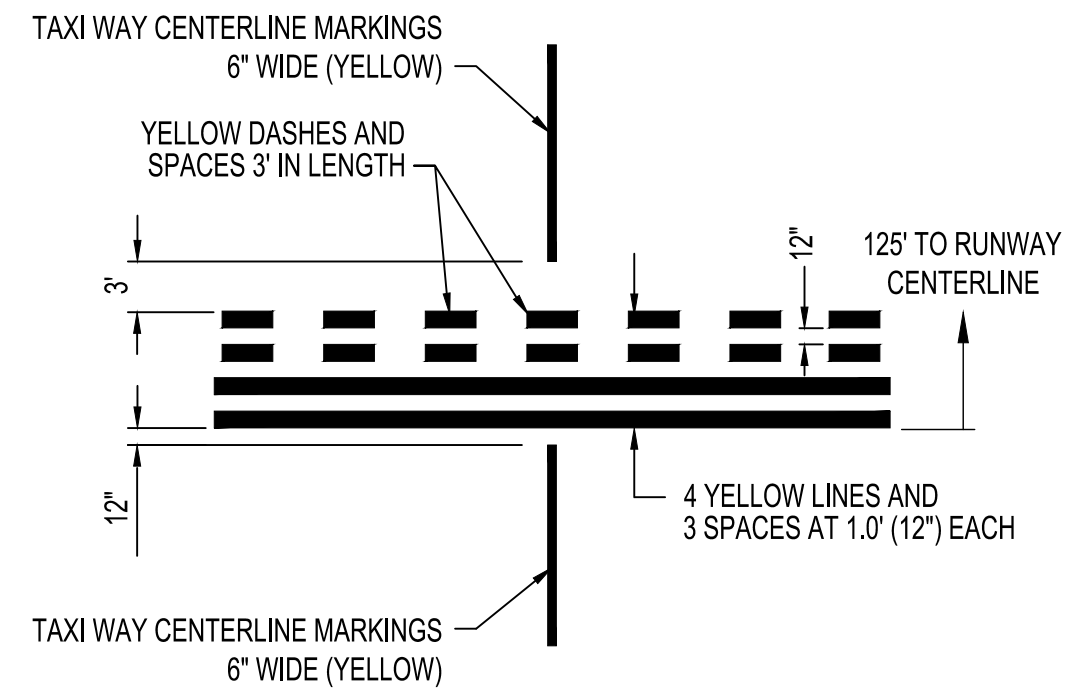




**TEMPORARY RUNWAY DESIGNATION MARKINGS**

SCALE: N.T.S.  
NOTE:  
\*26" DIMENSIONS REDUCED PER AC 150/5340-1L, PARA 2.3

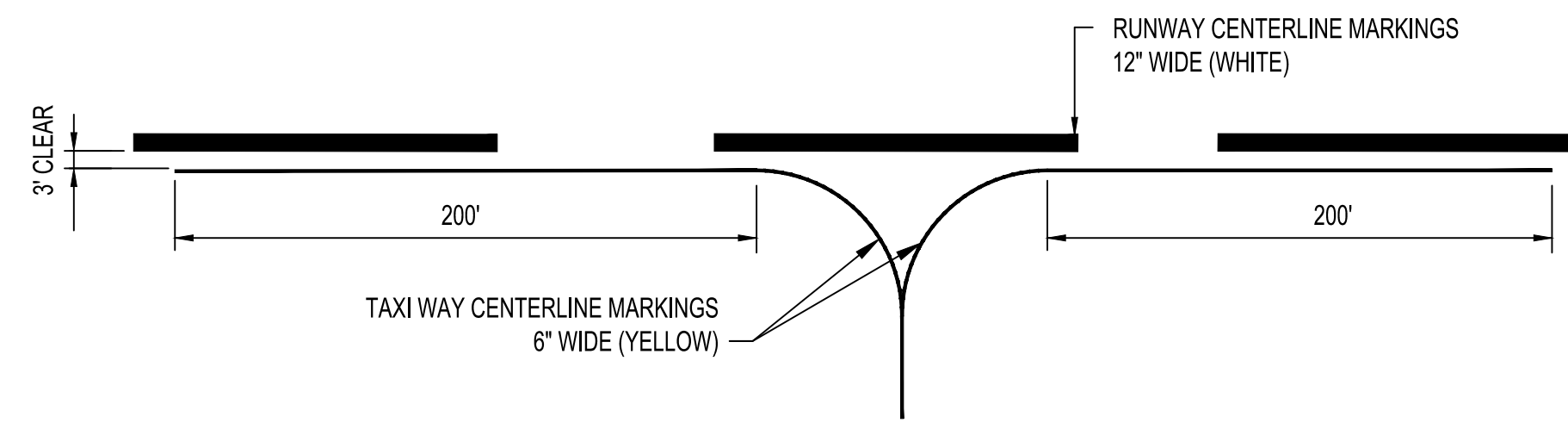
1  
9



**HOLDING POSITION MARKINGS**

SCALE: N.T.S.  
OUTLINE HOLDING POSITION MARKING IN BLACK, 6" BORDER

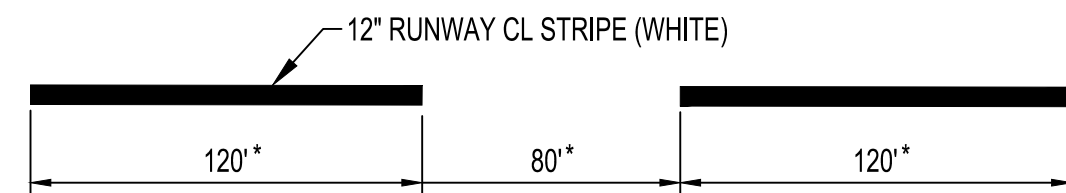
2  
9



**LEAD-IN DETAIL**

SCALE: N.T.S.

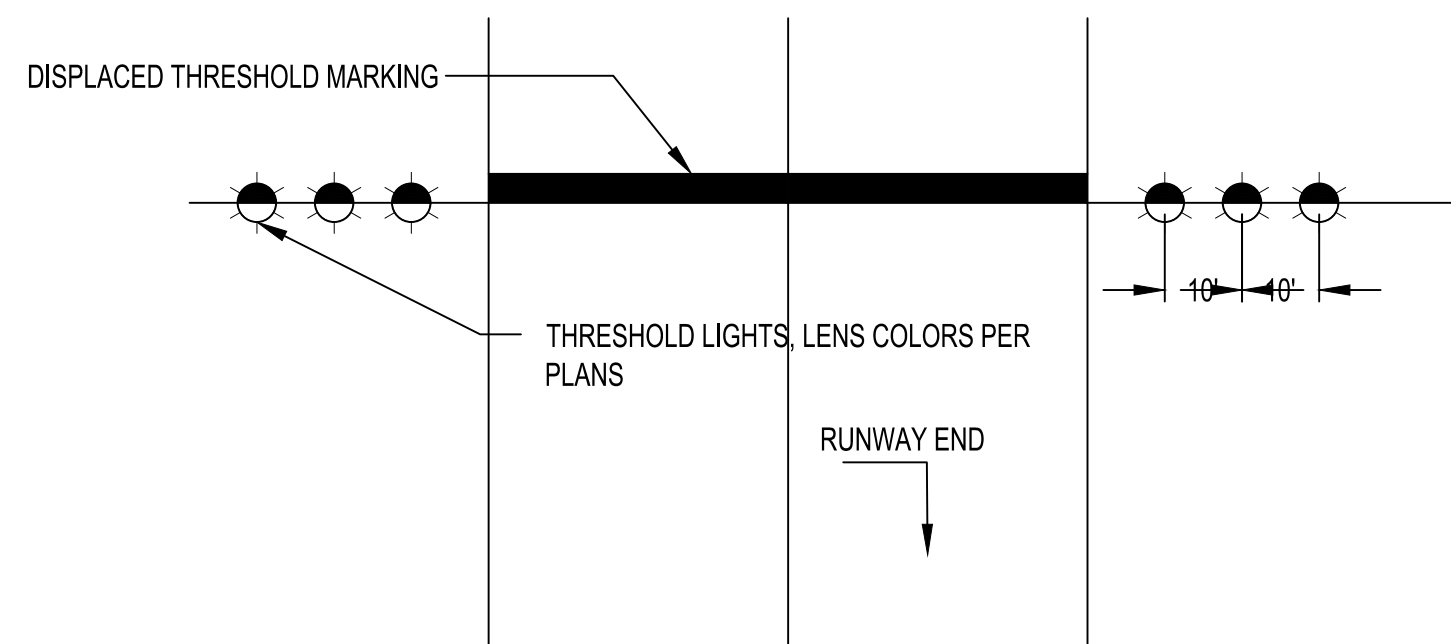
3  
9



**RUNWAY CENTERLINE STRIP**

SCALE: N.T.S.  
\*EXCEPT AS NOTED

4  
9

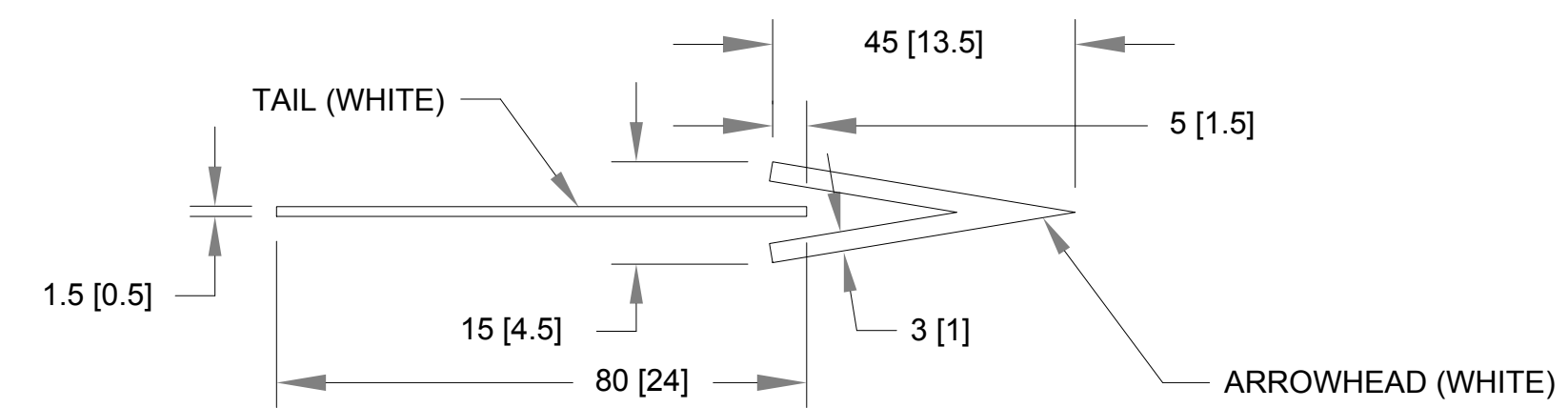


DISPLACED THRESHOLD LIGHTS ARE INSTALLED ALIGNED WITH THE RUNWAY END SIDE OF THE THRESHOLD BAR MARKING.

**DISPLACED THRESHOLD LIGHTS LOCATIONS**

SCALE: N.T.S.  
OUTLINE HOLDING POSITION MARKING IN BLACK, 6" BORDER

5  
9



RUNWAY WIDTH	NUMBER OF ARROWHEADS	SPACING BETWEEN ARROWHEADS (W = RUNWAY WIDTH)	SPACING TO RUNWAY EDGE
≥ 100 [30]	4	W/4	W/8
< 100 [30]	3	W/3	W/6
< 60 [18]	2	W/2	W/4

**DISPLACED THRESHOLD MARKINGS**

SCALE: N.T.S.

6  
9

NOTICE OF EXTENDED PAY PROVISIONS  
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**ENGINEER'S SEAL**



**AS-BUILT INFORMATION**

CONTRACTOR	DATE	WORK STAGED BY	DATE	INSPECTORS ACCEPTANCE BY	DATE	FIELD VERIFICATION BY	DATE	DRAWINGS CORRECTED BY	DATE

**REVISIONS**

NO.	DATE

**DESIGN**

DESIGNED BY	MDH
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DRAWN BY	NJS



**AZTEC MUNICIPAL AIRPORT (N19)  
AZTEC AIRPORT RUNWAY 8-26 PAVEMENT REHABILITATION**

**MISCELLANEOUS DETAILS**

BHI PROJECT NO.	20210036	DWG NO.	D-1	SHEET	9	OF	9
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