



MOULTONBOROUGH, NH AIRPORT

39 Airport Road
Moultonborough, NH 03254

3/19/2024

CLARIFICATION TO RUNWAY 02/20 REHABILITATION BID

The Moultonborough Airport issues this clarification addendum to the invitation for bids/contract specifications document dated February 18, 2024, herein after referred to as the “bid documents.”

1. The dimensions of the runway are approximately 3510 x 50 which is the approximate total of 19,500 SY. There are requirements in the bid documents to tie the runway (presuming that it will now be higher than the previous pavement grades) to the turnaround areas as well as taxiways. This will require additional pavement and, if the contractor feels it appropriate, additional reclaim efforts to provide the required smooth transition from the new pavement elevation to the existing pavements. The 21,500 SY was an attempt to provide rounding to the quantity for the runway to provide the material for the additional tie-in efforts. As indicated on the plans all quantities are approximate for estimating purposes only, the contractor is responsible for determining the required totals to complete the work in compliance with the bid documents.

2. The contract is a performance-based spec so there are no gradation requirements for the reclaim, however being performance based the finished product needs to meet the requirements discussed in the bid documentation “support the operation of aircraft weighing up to 12,500 pounds while also providing adequate support for snow removal equipment, up to 30,000 pounds, under normal frozen ground conditions.” The bid documents also state “Reclaim existing pavement, together with any necessary underlying base material. No additional material is anticipated to be needed for fill, however, at the contractor’s discretion additional well-draining appropriately sized aggregate may be added and will be incidental to the project.” If the contractor feels the additional aggregate is necessary to meet the performance requirements.

3. There will be no testing of the reclaim, it is anticipated that the contractor will use standard methods and practice of removing oversized chunks and rubber. There will be no testing requirements on the pavement material, however there will likely be field temperature checks and depth checks based on contract documentation and NHDOT Standard Specs.

4. It is anticipated that there will be excess reclaim material on the edges following the grading operation and that material could be utilized to back up the pavement. However the bid documents do state “No loam and seeding items are included in the project, however, additional loam and seed may be required to be placed by the contractor so that no more than 1 ½ inches of vertical reveal of pavement are visible within the project work limits; and this will be incidental to the PROJECT.”

5. There are no existing condition plans which show the existing elevations and cross section, and no CAD file is available for a GPS model.

6. All layout and survey for preconstruction and during construction will be the responsibility of the Contractor.