

LOCATION MAP MONTEREY REGIONAL AIRPORT

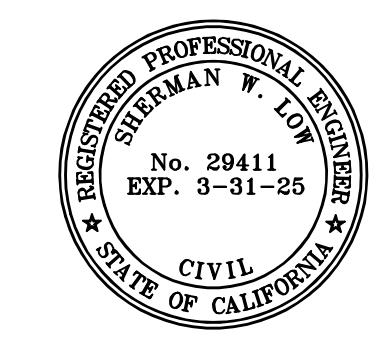
SCALE 1" = 100'

CONSTRUCTION NOTES

1. PLANS ARE PREPARED FROM RECORD INFORMATION AND MAY NOT REFLECT CURRENT CONDITIONS. CONTRACTOR SHALL CONDUCT A FIELD REVIEW OF ALL THE PROJECT AREAS AND MAKE HIS OWN DETERMINATION OF EXISTING SITE CONDITIONS PRIOR TO SUBMITTING A PROPOSAL.
2. UNDERGROUND UTILITIES AND SERVICES ARE NOT SHOWN. CONTRACTOR SHALL BE RESPONSIBLE TO FIELD VERIFY AND DETERMINE THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION BY CONTACTING USA (UNDERGROUND SERVICE ALERT) AT (800-227-2600). IF USA IS UNABLE TO LOCATE EXISTING UTILITIES, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE SERVICES OF AN UNDERGROUND UTILITIES LOCATING FIRM.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL.
4. ASPHALT CONCRETE SHALL BE TYPE A HMA, 1/2" MAX GRADATION, CONFORMING TO SECTION 39 OF CALTRANS STANDARD SPECIFICATIONS.
5. FOR AC OVERLAY, PAVEMENT CONFORMS SHALL BE MADE WITH A 6' WIDE GRIND STRIP ALONG PAVEMENT EDGES, AND TRANSVERSE TIE-INS. SAWCUTS MAY BE REQUIRED TO PROVIDE A NEAT, CLEAN EDGE FOR PAVEMENT CONFORMS, IF REQUESTED BY THE ENGINEER.
6. EXACT LOCATIONS AND LIMITS OF PAVEMENT PATCH AREAS AND PAVEMENT RECONSTRUCTION AREAS WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION. PAVEMENT PATCH AREAS IN ROADWAYS SHALL CONSIST OF REMOVING 6" OF EXISTING PAVEMENT AND BASE, AND RE-PAVING THE AREA WITH 6" THICK DEEP-LIFT AC IN 2-3" LIFTS. PAVEMENT PATCH AREAS IN THE FENTON-KELLER PARKING LOT SHALL CONFORM TO PAVEMENT PATCH DETAIL SHOWN ON SHEET 4.
7. ALL EXCAVATED MATERIAL SHALL BE PROPERLY DISPOSED OFF-SITE, NOT ON AIRPORT PROPERTY. OFF-SITE DISPOSAL IS THE RESPONSIBILITY OF THE CONTRACTOR.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING ALL EXISTING FACILITIES TO REMAIN IN PLACE. ANY DAMAGE RESULTING FROM THE CONTRACTOR'S OPERATIONS TO THESE FACILITIES SHALL BE REPAIRED AND RESTORED TO A CONDITION EQUAL TO BETTER THAN EXISTING AT HIS OR HER OWN EXPENSE.
9. CONTRACTOR SHALL REMOVE, SALVAGE AND RE-INSTALL CONCRETE WHEEL STOPS.

STRIPING AND MARKING NOTES

1. ALL TRAFFIC STRIPES AND MARKINGS SHALL CONFORM CALTRANS STANDARD PLANS 2018.
2. TEMPORARY TRAFFIC MARKING TABS & TAPE SHALL BE APPLIED IMMEDIATELY AFTER COMPLETION OF EACH DAY'S OVERLAY OPERATIONS.
3. TRAFFIC MARKINGS AND PARKING LAYOUT SHOWN ARE SCHEMATIC ONLY, AND MAY NOT IDENTIFY ALL EXISTING MARKINGS REQUIRED TO BE RESTORED. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL LAYOUT WORK AND TO ESTABLISH REFERENCE MARKS NECESSARY FOR THE RESTORATION OF ALL MARKINGS INCLUDING ANY ADDITIONAL NEW MARKINGS REQUESTED BY THE ENGINEER.
4. ALL TRAFFIC STRIPES AND MARKINGS SHALL BE PAINT, AND APPLIED IN 2 COATS. THE FIRST COAT SHALL BE APPLIED 5-7 DAYS FOLLOWING COMPLETION OF THE PAVING & SLURRY SEAL. THE SECOND (FINAL) COAT SHALL BE APPLIED AFTER A MINIMUM OF 30 DAYS. PAINT SHALL BE WATERBORNE CONFORMING TO SECTION 84, OF CALTRANS STANDARD SPECIFICATIONS.



REVISED JUNE 8, 2023

ADDENDUM No. 2

MONTEREY REGIONAL AIRPORT Monterey, California	
SKY PARK DRIVE & 2801 MONTEREY-SALINAS HIGHWAY IMPROVEMENTS	
NEILL ENGINEERS CORP.	CARMEL, CALIFORNIA
MAY 2023	SCALE: 1"=20"
WO 770-23A	SHEET 1 OF 4

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