

**TITLE:** 2017 Runway 06-24 Restoration **DATE:** October 2, 2017  
**LOCATION:** Summerside Airport **FILE:** TRN.AIRP03108-02.003

## Addendum Items:

1. Part A Tender Instruction – Tender Security / Bid Bond

Due to the short tender period and ability to email tender submissions, the tender security shall be received by Slemon Park Corporation within two (2) business days after tender close.

2. Schedule of Quantities and Unit Prices – Items 3.03 / 3.04 – Route and Seal Cracks

The intent of crack sealing after milling is to fill any potential voids in the milled surface prior to paving with 50mm asphalt. The material used for filling the cracks can be a mixture of sand and SS-1, or a fine asphalt mix such as a sand seal. It is also the intent to 'fill' the crack and not provide any type of overbanding on the surface.

3. Specification Section 32 12 16 – Asphalt Paving, Item 3.5, Finish Tolerances

The intent is to provide a smooth runway surface with a minimum of 50mm compacted asphalt. The centerline profile may change slightly due to the paver skis, and padding is not expected to revise the profile. We also understand the outer edges will tie to the existing asphalt (20m from centerline) and the actual depth of asphalt may vary slightly, and a smooth profile may not be possible at these locations.

4. Specification Section 32 12 16 – Asphalt Paving, Item 2.2.1, Plant Capacity

The asphalt plant minimum production capacity is reduced to 150 tonnes per hour from the specified 200 tonnes per hour.

5. Drawings C2.0 – C2.2

Disregard any reference to Lidar survey as this was related to areas outside the runway surface.