



TRUCKEE TAHOE AIRPORT DISTRICT

10356 Truckee Airport Rd.

Truckee, CA 96161

(530) 587-4119 tel

(530) 587-2984 fax

WWW.TRUCKEETAHOEAIRPORT.COM

DIRECTORS

DAVID DIAMOND

MARY HETHERINGTON

GREG HORVATH

TERESA O'DETTE

KAT ROHLF

May 4, 2026

Dear Sir/Madam:

The Truckee Tahoe Airport District is planning to complete by purchase order the re-marking of airfield markings on the surface of Runway 11-29 and other miscellaneous markings at the Truckee Tahoe Airport. This marking shall meet the requirements set forth on the attached plans and specifications.

The District would appreciate receiving a quote from your office for furnishing and installing this airfield marking as noted in the bid documents. Prices quoted shall include the total cost of furnishing all materials, including paint and glass beads, and for all labor equipment, tools, and incidentals necessary to complete the work, including paying applicable California state sales taxes. A Proposal Form is attached for your use. This project is a unit price contract, the Truckee Tahoe Airport District reserves the right to increase/decrease quantities based on their available budget. The airport anticipates completing this work as soon as possible after bids are opened based on the low bidder's availability.

Please send questions to Damon Brandley, Brandley Engineering, Damon@BrandleyEng.com. Proposals are due either by e-mail to vince.wawrzynski@truckeetahoeairport.com or by hard copy to Truckee Tahoe Airport, Attention: Vince Wawrzynski, Director of Operations & Maintenance, Truckee Tahoe Airport District, 10356 Truckee Airport Road, Truckee, California 96161, before 1:00pm on Tuesday May 19, 2026

Very truly yours,

TRUCKEE TAHOE AIRPORT DISTRICT



Vince Wawrzynski Director of Operations

Attachments

PROPOSAL FORM

**TRUCKEE TAHOE AIRPORT
REMARK AIRFIELD 2026**

**TRUCKEE TAHOE AIRPORT DISTRICT
10356 TRUCKEE AIRPORT ROAD, TRUCKEE, CALIFORNIA 96161**

Proposal Due: **Tuesday May 19, 2026 at 1:00 p.m.**
Submit proposals to: Vince.Wawrzynski@truckeetahoeairport.com or
a hard copy Attn: Vince Wawrzynski (address above).

Item No.	Item	Unit of Meas.	Estimated Quantity	Unit Price	Item Total
1	Mobilization*	L.S.	L.S.	L.S.	\$
2	Marking and Lighting of Closed Airport Facilities	L.S.	L.S.	L.S.	\$
3	Marking Removal with Fog Seal	Sq. Ft.	60	\$	\$
4	Airfield Marking – 1 Coat with Type III Beads	Sq. Ft.	56,500	\$	\$
5	Airfield Marking – 1 Coat no Beads	Sq. Ft.	14,700	\$	\$
6	Airfield Marking – 2 Coats no Beads	Sq. Ft.	100	\$	\$
Total				\$	

*Mobilization limited to 10% of Total Project Cost

Note: The estimate of quantities of work to be done under the specifications is approximate and is given only as a basis of calculation upon which the award of the contract will be made. The contractor will be paid for the actual work done including materials and equipment actually installed at the contract unit price. The Owner reserves the right to increase or decrease the amount of any class of work or material deemed necessary without restrictions. Bidders must submit balanced bids in order that they may not be affected adversely by an increase or decrease of quantities.

BY: _____
(Signature of Authorized Official)

NAME: _____

TITLE: _____

DATE: ____ day of _____, 2026

STATE IN WHICH INCORPORATED: _____

Contractor’s License Classification: A California Contractor’s License classification of “A” or “C-32” will be required for a contractor to bid the job and complete the work.

CALIFORNIA CONTRACTOR’S LICENSE NO. _____

MEMBERS OF FIRM IF PARTNERSHIP:

ADDRESS:

**GENERAL CONSTRUCTION ITEMS FOR
REMARK AIRFIELD 2026**

**TRUCKEE TAHOE AIRPORT DISTRICT
10356 TRUCKEE AIRPORT ROAD
TRUCKEE, CALIFORNIA 96161**

ITEM C-105 MOBILIZATION

105-1 Description. This item of work shall consist of, but is not limited to, work and operations necessary for the movement of personnel, equipment, material and supplies to and from the project site for work on the project except as provided in the contract as separate pay items.

105-2 Mobilization limit. Mobilization shall be limited to 10 percent of the total project cost.

105-3 Posted notices. Prior to commencement of construction activities, the Contractor must post the following documents in a prominent and accessible place where they may be easily viewed by all employees of the prime Contractor and by all employees of subcontractors engaged by the prime Contractor: Equal Employment Opportunity (EEO) Poster "Equal Employment Opportunity is the Law" in accordance with the Office of Federal Contract Compliance Programs Executive Order 11246, as amended. These notices must remain posted until final acceptance of the work by the Owner.

105-4 Engineer/RPR field office. An Engineer/RPR field office is not required.

METHOD OF MEASUREMENT

105-5 The method of measurement for Mobilization shall be lump sum. This contract lump sum price paid for mobilization shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in mobilization as specified. No separate payment will be made for demobilization.

BASIS OF PAYMENT

105-6 Payments will be made for mobilization on a monthly basis with the monthly progress payments. The percentage of the mobilization payment made will be equal to the percentage of total project completed, as determined by the Engineer.

Payment will be made under:

Mobilization - Lump Sum

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.

Office of Federal Contract Compliance Programs (OFCCP)

Executive Order 11246, as amended

EEOC-P/E-1 – Equal Employment Opportunity is the Law Poster

United States Department of Labor, Wage and Hour Division (WHD)

WH 1321 – Employee Rights under the Davis-Bacon Act Poster

END OF ITEM C-105

ITEM C-106 MARKING AND LIGHTING OF CLOSED AIRPORT FACILITIES

Description

106-1.0 General. The construction of this project requires certain areas of the airfield to be closed to aircraft and operational traffic. Closure of these areas shall be in accordance with construction plans. Marking of closed airfield facilities, temporary facilities, and contractor haul routes shall be in accordance with these specifications and F.A.A. Advisory Circulars No. 150/5340-1, current edition, "Standards for Airport Markings", 150/5370-2, current edition, "Operational Safety on Airports During Construction" and the Construction Safety and Phasing Plan. The airport will not be closed during construction of this project and aircraft operations on active Runway 2-20, Runway 11-29 and associated taxiways must be allowed and protected unless an area is closed per the safety plan.

All existing runway lights, taxiway lights, nav aids, and all power, control, and communication cables shall be maintained in operation at all times for those facilities which are not closed under this contract.

Closed Airport Facility Marking

106-2.1 Barricades. Any area that is closed for aircraft or vehicular traffic shall have lighted barricades placed across the pavement as shown on the plans. These barricades must be maintained in good condition at all times during the closure or they shall be repaired or replaced as directed by the Engineer.

In accordance with the Construction Safety and Phasing Plan, the Contractor shall designate haul roads to construction areas and block access to construction areas by use of suitable lighted barricades. On all airfield pavement, no part of the barricade or light shall extend ten (10) inches above the paved surface. Maximum spacing between barricades shall be four (4) feet. Each barricade shall have two solar-powered lights with red lenses each controlled by photocells such that they are on at night and off during the day. Barricades shall be painted alternate orange and white diagonal striping. These lighted barricades shall remain in place until such time as the new construction is open to traffic.

The Contractor must place and maintain all Airport furnished barricades and flashing units for this project. Contractor shall provide any maintenance required to maintain the barricades.

Barricades shall be securely fastened or weighted so that they will not be disturbed by high winds or jet blast.

Barricades shall be located as shown on the plans and as directed by the Resident Project Representative (RPR). At the completion of the project, all barricades shall be drained of water and removed from the site.

106-2.2 Runway Closure Markers. The Airport shall furnish, place, and maintain lighted closed runway markers on both thresholds of the runway(s) when it is closed. Contractor shall coordinate deployment of runway crosses with the airport maintenance crew 24 hours in advance of any closure.

The markers shall be Lighted Runway Closure Marker X's conforming to L-893, FAA AC 150/5345-55, current edition and FAA AC 150/5370-2, current edition.

Method of Measurement

106-3.1 Method of measurement for marking and lighting of closed Airport facilities shall be Lump Sum.

Basis of Payment

106-4.1 Payment shall be made at the contract lump sum price for marking and lighting of closed airport facilities.

This lump sum price shall be full compensation for furnishing all labor, materials, tools, and incidentals necessary to perform this item of work including but not limited to placing, maintaining, and removing airport furnished barricades.

Payment will be made under:

Marking and Lighting of Closed Airport Facilities - Lump Sum

END OF ITEM C-106

**TECHNICAL SPECIFICATION FOR
REMARK AIRFIELD 2026**

**TRUCKEE TAHOE AIRPORT DISTRICT
10356 TRUCKEE AIRPORT ROAD
TRUCKEE, CALIFORNIA 96161**

1.0 – DESCRIPTION. This item shall consist of the preparation and painting of numbers, markings, and stripes on the surface of Runway 11-29 and other miscellaneous pavements in accordance with these specifications and at locations shown on the plans or as directed by the Engineer. The terms “paint” and “marking material” as well as “painting” and “application of markings” are interchangeable throughout this specification.

2.0 – MATERIALS.

2.1 Materials Acceptance. The Contractor shall furnish manufacturer's certified test reports for materials shipped to the project. The certified test reports shall include a statement that the materials meet the specification requirements. The reports can be used for material acceptance or the Engineer may perform verification testing. The reports shall not be interpreted as a basis for payment. The Contractor shall notify the Engineer upon arrival of a shipment of materials to the site. All material shall arrive in sealed containers 55 gallons or smaller for inspection by the Engineer. Material shall not be loaded into the equipment until inspected by the Engineer.

2.2 Marking Materials. Paint shall be Waterborne. Paint shall be furnished in the following colors in accordance with Federal Standard No. 595:

- White – 37925
- Yellow - 33538 or 33655
- Black – 37038
- Red – 31136

Paint shall meet the requirements of Federal Specification TT-P-1952F and be furnished in Type I or II - Standard drying time for no-pick-up - when tested in accordance with ASTM D 711. The non-volatile portion of the vehicle for all paint types shall be composed of a 100% acrylic polymer as determined by infrared spectral analysis.

2.3 Reflective Media. Glass beads shall meet requirements of Federal Specification TT-B-1325D, Type III, High Index of Refraction as called for on the plans. Glass beads shall be treated with all compatible coupling agents recommended by the manufacturers of the paint and reflective media to ensure adhesion and embedment.

3.0 CONSTRUCTION METHODS.

3.1 Weather Limitations. The painting shall be performed only when surfaces are dry, atmospheric temperature is above 45 degrees F and rising and the pavement surface temperature is at least 5 degrees F above the dew point, and the weather is not foggy or windy. Markings shall not be applied when the pavement temperature is greater than 120°F. Markings shall not be applied when the wind speed exceeds 10 mph unless windscreens are used to shroud the material guns.

3.2 Equipment. The equipment shall be approved by the Engineer and shall include all apparatus necessary to properly clean existing surfaces, a mechanical marking machine, a bead dispensing machine, and such auxiliary hand painting equipment as may be necessary to satisfactorily complete the job.

The mechanical marker shall be an atomizing spray-type or airless type marking machine suitable for application of traffic paint. Air compressor shall have a minimum capacity of 50 cubic feet per minute. Machine shall be equipped with a positive "on/off" control device. It shall produce an even and uniform film thickness at required coverage and shall apply markings of uniform cross sections and clear-cut edges without running or spattering and without overspray.

3.3 Preparation of Surface. Immediately before application of paint, the surface shall be dry and free from dirt, grease, oil, laitance, or other foreign materials that would reduce bond between paint and pavement. The areas to be painted shall be cleaned by air blasting, waterblasting, shotblasting, grinding, or sandblasting or by other methods as required to remove all contaminants without damage to the pavement surface. Use of any chemicals or impact abrasives during surface preparation shall be approved in advance by the Engineer. After the cleaning operations, sweeping, blowing, or rinsing with pressurized water shall be performed to ensure the surface is clean and free of grit or other debris left from the cleaning process. The equipment used for sweeping shall incorporate a vacuum device capable of picking up loose aggregate.

Preparation of pavement to remove existing markings. Existing pavement markings shall be removed by rotary grinding, water blasting, or by other methods approved by the RPR minimizing damage to the pavement surface. The removal area may need to be larger than the area of the markings to eliminate ghost markings. After removal of markings on asphalt pavements, apply a fog seal or seal coat to 'block out' the removal area to eliminate 'ghost' markings.

Preparation of pavement markings prior to remarking. Prior to remarking existing markings, loose existing markings must be removed minimizing damage to the pavement surface, with a method approved by the RPR. After removal, the surface shall be cleaned of all residue or debris

Prior to the initial application of markings, the Contractor shall certify in writing that the surface has been prepared in accordance with the paint manufacturer's requirements, that the application equipment is appropriate for the type of marking paint and that environmental conditions are appropriate for the material being applied. This certification along with a copy of the paint manufacturer's surface preparation and application requirements must be submitted and approved by the Engineer prior to the initial application of markings.

3.4 Layout of Markings. The proposed markings shall be laid out in advance of paint application and shall be approved by the Engineer prior to painting. The locations of markings to receive glass beads shall be as shown on the plans.

Any existing markings that extend outside specified dimensions plus allowable tolerances shall be obliterated prior to placing the new markings.

The Airport will provide stencils for any existing lettering to be remarked. Contractor shall return the stencils to the Airport after use, clean and in the same condition as they were provided to the Contractor.

3.5 Application. The paint shall be applied at locations and to dimensions and spacing shown on the plans. The paint shall not be applied until layout and condition of the surface have been approved by the Engineer.

The edges of the markings shall not vary from a straight line more than ½ inch in 50 feet and marking dimensions and spacings shall be within the following tolerances:

Dimension and Spacing	Tolerance
36 inches or less	± ½ inch
greater than 36 inches to 6 feet	± 1 inch
greater than 6 feet to 60 feet	± 2 inches
greater than 60 feet	± 3 inches

The paint shall be mixed in accordance with the manufacturer's instructions and applied to the pavement with a marking machine at the rate(s) shown in Table 1. The addition of thinner will not be permitted. A period of 10 days shall elapse between placement of a bituminous surface course or seal coat and application of the paint.

TABLE 1. APPLICATION RATES FOR PAINT AND GLASS BEADS		
Paint Type	Paint Square feet per gallon, ft ² /gal (Square meters per liter, m ² /l)	Glass Beads, Type III, Pounds per gallon of paint--lb./gal.
Waterborne, Type I or II	115 ft ² /gal. max.	10 lb./gal. min.

In some areas as shown on the plans, the paint shall be applied in one coat where new markings are applied over existing markings. Prior to restriping, any loose paint on existing marking shall be removed. The glass beads shall be distributed to marked areas immediately after application of the coat of paint.

All paint in areas of existing marking shall be applied in one coat with beads. Prior to restriping, any loose paint on existing marking shall be removed.

All paint in areas of new marking shall be applied in two coats at separate times. The first coat of paint, the "fog" coat, shall be applied at 50 percent of the specified coverage. The final coat may be placed after the fog coat has been placed and cured. No beads shall be applied to the "fog" coat.

The glass beads shall be distributed to marked areas at the locations shown on the plans to receive glass beads immediately after application of the final coat of paint. A dispenser shall be furnished that is properly designed for attachment to the marking machine and suitable for dispensing glass beads. Glass beads shall be applied at the rate(s) shown in Table No. 1. Glass beads shall not be applied to black paint. Glass beads shall adhere to the cured paint or all marking operations shall cease until corrections are made. Glass beads shall be applied uniformly on all painted surfaces.

All lines shall be clean and sharp. Ragged edges of segments, fogginess along sides, or objectionable drizzling along unpainted portions will not be permitted. Any smears or other defects shall be painted out with black paint. The finished marking shall have an opaque, well-painted appearance, with no black or other discoloration showing through.

The Contractor shall furnish certified test reports for materials shipped to the project. The reports shall not be interpreted as a basis for final acceptance. The Contractor shall notify the Engineer upon arrival of paint to the job site.

All emptied containers shall be returned to the paint storage area for checking by the Engineer. The containers shall not be removed from the airport or destroyed until authorized by the Engineer.

3.6 Test Strip. Prior to the full application of airfield markings, the Contractor shall produce a test strip in the presence of the Engineer. The test strip shall include the application of a minimum of 5 gallons of paint and application of 50 lbs. of Type III glass beads. The test strip shall be used to establish thickness/darkness standard for all markings. The test strip shall cover no more than the maximum area prescribed in Table 1 (e.g., for 5 gallons of waterborne paint shall cover no more than 575 square feet).

3.7 Protection and Clean Up. After application of the markings, all markings shall be protected from damage until dry. All surfaces shall be protected from excess moisture and/or rain and from disfiguration by spatter, splashes, spillage, or drippings. The Contractor shall remove from the work area all debris, waste, loose or unadhered reflective media, and by-products generated by the surface preparation and application operations to the satisfaction of the Engineer. The Contractor shall dispose of these wastes in strict compliance with all applicable state, local, and Federal environmental statutes and regulations.

4.0 METHOD OF MEASUREMENT. The quantity of marking removal and/or airfield marking shall be the number of square feet of marking removal, new marking or remarking performed in accordance with the specifications and accepted by the Engineer.

5.0 BASIS OF PAYMENT. Payment will be made at the contract unit price per square foot for marking removal and airfield marking. These prices shall be full compensation for furnishing all materials including paint, glass beads, and for all labor, equipment, tools, and incidentals necessary to complete the items.

Payment will be made under:

Marking Removal with Fog Seal	-	per Square Foot
Airfield Marking – 1 Coat with Type III Beads	-	per Square Foot
Airfield Marking – 1 Coat no Beads	-	per Square Foot
Airfield Marking – 2 Coats no Beads	-	per Square Foot

END OF SPECIFICATION

TRUCKEE TAHOE AIRPORT DISTRICT
CONSTRUCTION PLANS FOR:

TRUCKEE-TAHOE AIRPORT
TRUCKEE, CALIFORNIA

REMARK AIRFIELD 2026

MAY 2026

SHEET INDEX

- 1 COVER SHEET AND INDEX
- 2 CONSTRUCTION SAFETY AND PHASING PLAN
- 3 MARKING PLAN - RUNWAY 11-29 E9800 TO E12400
- 4 MARKING PLAN - RUNWAY 11-29 E12400 TO E15125
- 5 MARKING PLAN - RUNWAY 11-29 E15125 TO E17150
- 6 MARKING PLAN - CLEAR ZONE AND STREETS
- 7 MARKING DETAILS

TRUCKEE TAHOE AIRPORT DISTRICT: _____

APPROVED: _____ **DATE:** _____
ROBB ETNYRE, GENERAL MANAGER

APPROVED: _____ **DATE:** _____

DESIGNED BY :



6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725



SAFETY PLAN NOTES:

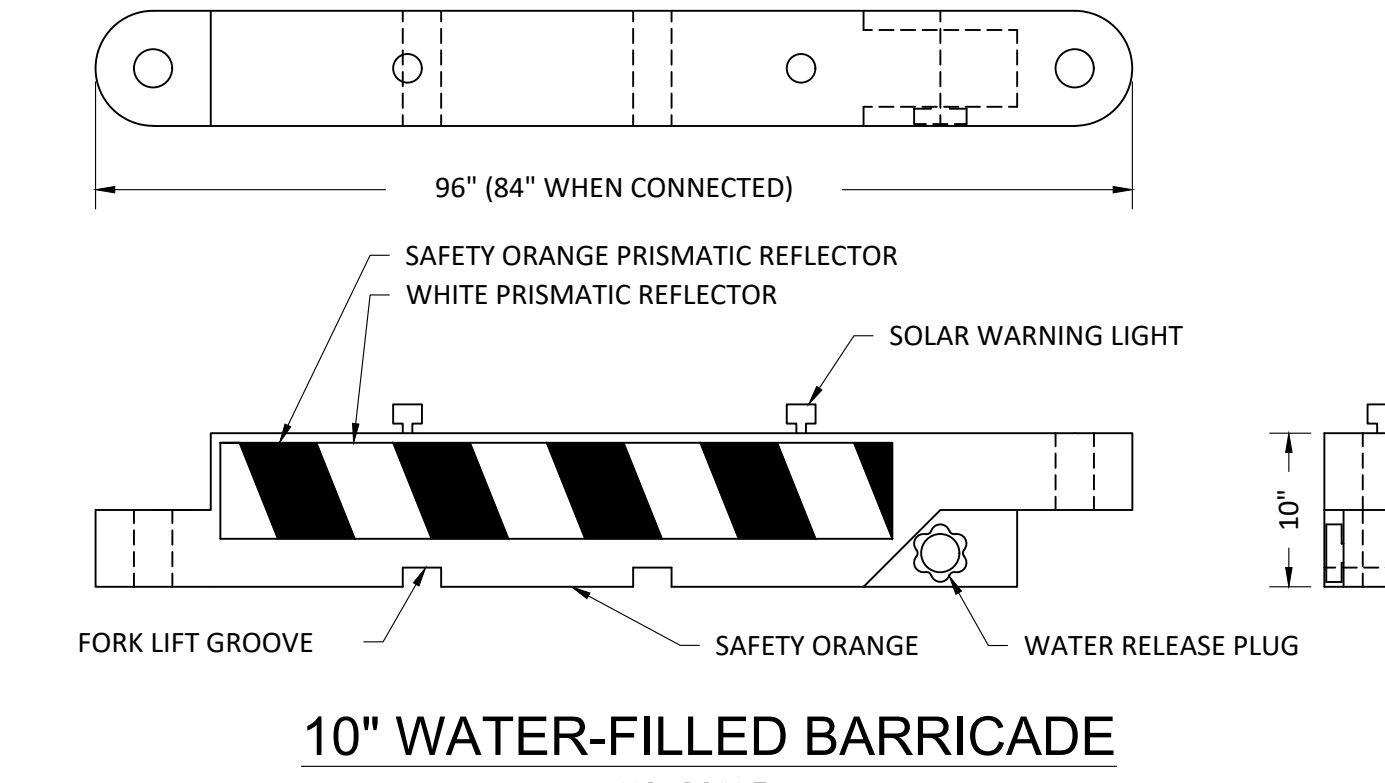
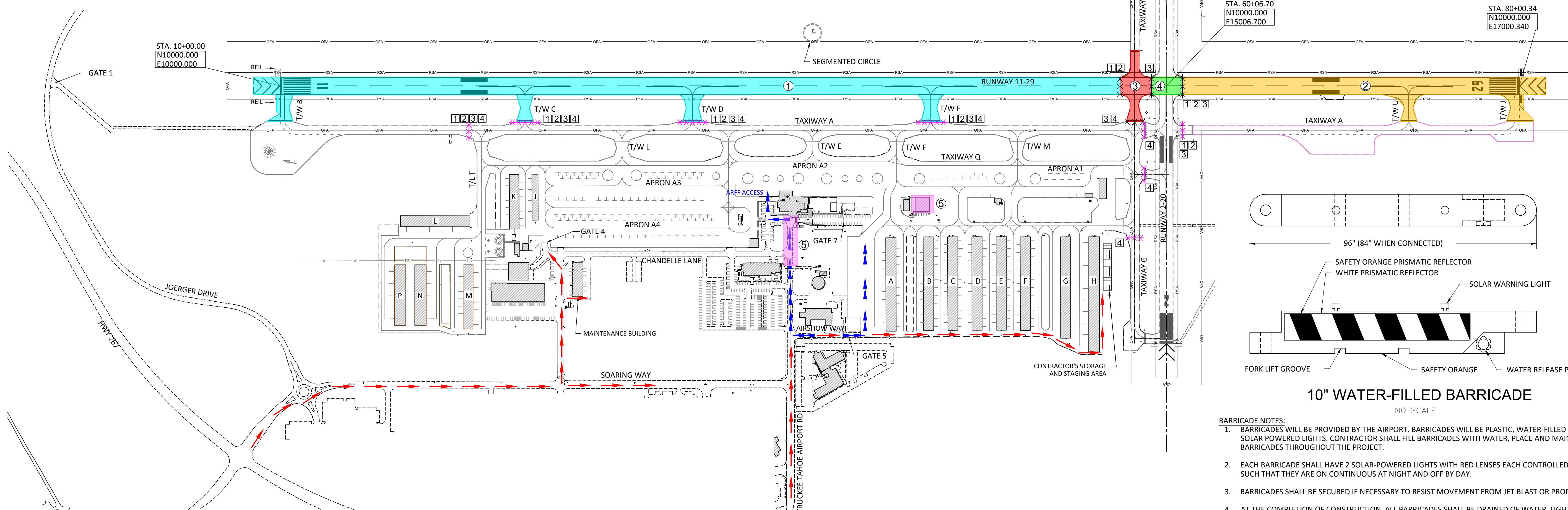
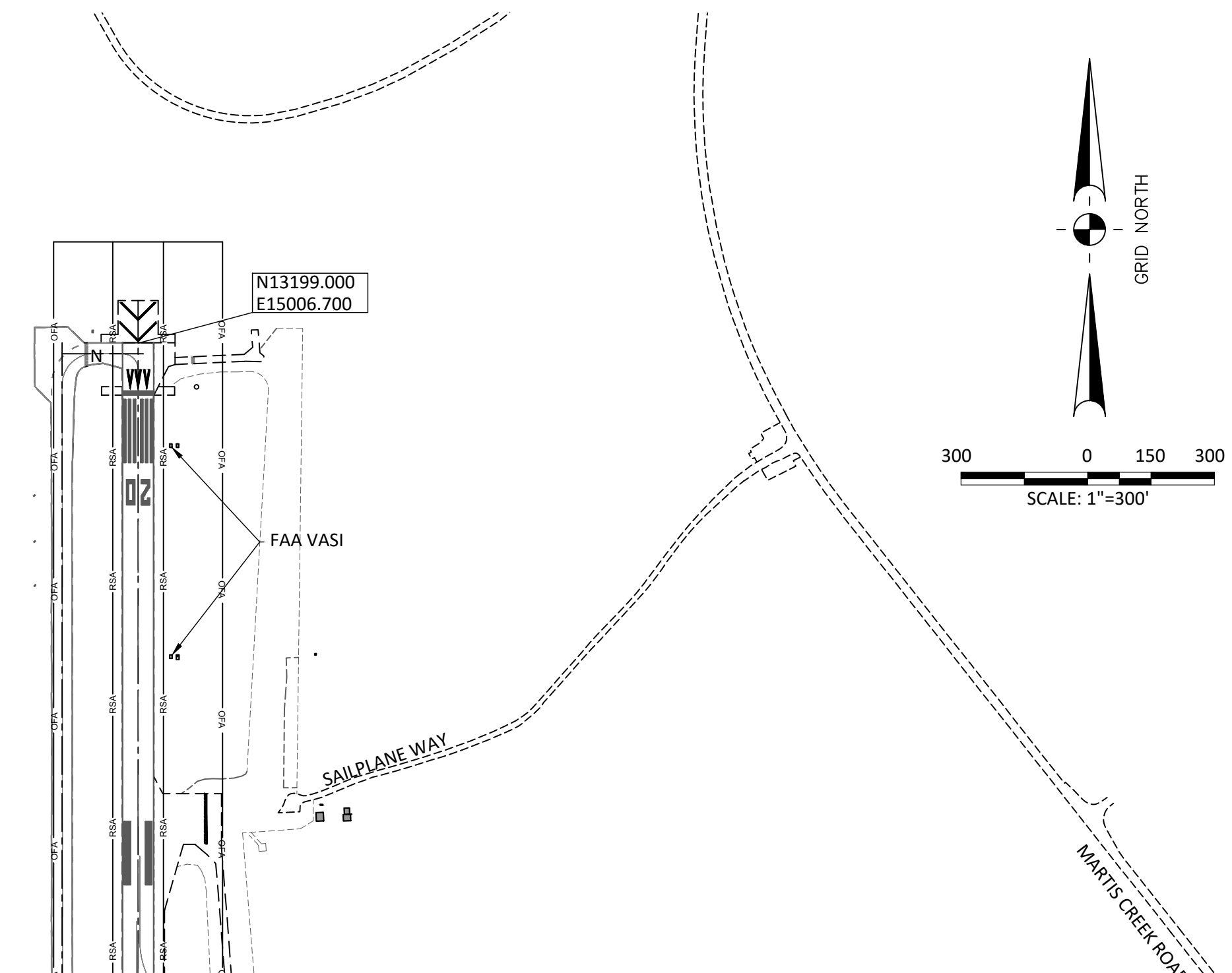
- CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE SECURITY, SAFETY AND CLEANLINESS OF THE CONTRACTOR'S STORAGE AND WORK AREA AT ALL TIMES.
- CONTRACTOR SHALL MAINTAIN HAUL ROAD AND PAVED SURFACES CLEAR OF DEBRIS AT ALL TIMES. RUNWAY AND TAXIWAYS SHALL BE MAINTAINED BROOM CLEAN.
- THE OWNER WILL PROVIDE A QUALIFIED FLAGMAN TO MONITOR THE AIRPORT GROUND FREQUENCY 118.3 MHZ AND ESCORT THE CONTRACTOR TO THE ACTIVE WORKING AREA.
- THE CONTRACTOR WILL ERECT & MAINTAIN LIGHTED BARRICADES FURNISHED BY THE AIRPORT AT THE BOUNDARY OF THE WORK AREA TO KEEP AIRCRAFT FROM ENTERING THE CONTRACTOR'S WORK AREAS AND THE CONTRACTOR'S PERSONNEL & EQUIPMENT FROM OCCUPYING ANY OF THE AREAS OPEN FOR AIRCRAFT OPERATIONS. CONTRACTOR SHALL PROVIDE BARRICADE PLAN 3 DAYS BEFORE START OF EACH STAGE OF CONSTRUCTION.
- AIRPORT WILL FURNISH AND INSTALL LIGHTED RUNWAY CLOSURE CROSSES ON EACH RUNWAY END WHEN EACH RUNWAY IS CLOSED.
- CONTRACTOR SHALL VERIFY LOCATION AND PROTECT EXISTING UTILITIES.
- SHOULD CONTRACTOR ENCOUNTER & DAMAGE A WATERLINE ON THE AIRPORT HE SHALL IMMEDIATELY NOTIFY THE LOCAL FIRE DEPARTMENT AND THE TRUCKEE TAHOE AIRPORT DISTRICT.
- IN CASE OF AN AIRCRAFT EMERGENCY THE AREA AROUND THE AIRCRAFT SHALL BE EVACUATED AND NOT REENTERED BY THE CONTRACTOR WITHOUT GIVEN PERMISSION EXCEPT FOR LIFESAVING ACTIVITIES.
- ALL GATES USED BY THE CONTRACTOR SHALL REMAIN CLOSED AT ALL TIMES EXCEPT WHEN AUTHORIZED EQUIPMENT IS ACTUALLY ENTERING THE AIRPORT OR GATE IS CONTINUOUSLY GUARDED TO KEEP UNAUTHORIZED PERSONNEL AND WILDLIFE FROM ENTERING THE AIRPORT.

STAGING NOTES:

- THE CONTRACTOR SHALL PLACE, MAINTAIN & REMOVE AIRPORT FURNISHED BARRICADES.
- ALL BARRICADES SHALL BE PLACED 20 FT. BACK FROM THE EDGE OF AN ACTIVE RUNWAY, TAXIWAY OR APRON.
- THE CONTRACTOR SHALL PERFORM ALL AIRFIELD REMARKING WORK IN 5 DIFFERENT PHASES ON THE AIRPORT AS SHOWN IN CONSTRUCTION SCHEDULE. THE AREA INCLUDED IN EACH PHASE OF WORK IS INDICATED BY A CIRCLE WITH THE STAGE NUMBER INDICATED IN THE CIRCLE - EXAMPLE (2). THE BARRICADES REQUIRED FOR EACH PHASE OF WORK IS INDICATED BY A SQUARE WITH THE WORK PHASE NUMBER INDICATED - EXAMPLE [2].
- CONTRACTOR SHALL COORDINATE WITH AIRPORT FOR WORK IN PHASES 3 AND 4 SHALL SO THAT TAXIWAY G AND RUNWAY 2-20 CLOSURES ARE MINIMIZED. CLOSURE FOR PHASE 4 SHALL BE LIMITED TO 1 HOUR SCHEDULED AT THE AIRPORT'S DISCRETION.
- CONTRACTOR MAY PERFORM WORK CONCURRENTLY IN PHASE 1 AND 2. CONTRACTOR SHALL NOT MOVE TO NEXT PHASE UNTIL ALL WORK IN CURRENT PHASE IS COMPLETE AND APPROVED BY RPR.
- CONTRACTOR SHALL PROVIDE STAGING SCHEDULE ONE WEEK PRIOR TO START OF CONSTRUCTION.

LEGEND	
N13104.806 E8882.525	AIRPORT GRID COORDINATE
---	RUNWAY SAFETY AREA
---	RUNWAY OBJECT FREE AREA
---	EDGE OF PAVEMENT
---	HAUL ROAD
---	ARFF ACCESS ROUTE
1 x x x x	CONSTRUCTION BARRICADE FOR ASSOCIATED PHASE SEE BARRICADE PLANS
①	CONSTRUCTION PHASE IDENTIFICATION
[]	CONTRACTOR'S STORAGE AREA
①	REMARK RUNWAY 11-29 WEST
②	REMARK RUNWAY 11-29 EAST
③	REMARK RUNWAY 11-29 AT TAXIWAY G
④	REMARK RUNWAY 11-29/2-20 INTERSECTION
⑤	PARKING LOT MARKING

CONSTRUCTION STAGING PLAN				
PHASE	CONTRACTOR'S WORK	CONTRACTOR'S WORK AREA	FACILITY CLOSURE	WORKING DAYS ALLOWED
1	REMARK EXISTING RUNWAY 11-29, AND CONNECTOR TAXIWAYS TO HOLD POSITION MARKINGS	RUNWAY 11-29 WEST OF TAXIWAY G, TAXIWAYS B, C, D, & F	RUNWAY 11-29, AND TAXIWAY A WEST OF TAXIWAY L & EAST OF RUNWAY 2-20	1
2	REMARK EXISTING RUNWAY 11-29, AND CONNECTOR TAXIWAYS TO HOLD POSITION MARKINGS	RUNWAY 11-29 EAST OF RUNWAY 2-20, TAXIWAYS U & J	RUNWAY 11-29, TAXIWAY A EAST OF RUNWAY 2-20, AND TAXIWAYS U & J	1
3	REMARK EXISTING RUNWAY 11-29, AND CONNECTOR TAXIWAYS TO HOLD POSITION MARKINGS	RUNWAY 11-29 WEST OF RUNWAY 2-20, AND TAXIWAY G NORTH OF TAXIWAY A & SOUTH OF TAXIWAY P	RUNWAY 11-29, TAXIWAY A EAST OF RUNWAY 2-20, AND TAXIWAY G NORTH OF TAXIWAY A & SOUTH OF TAXIWAY P	1
4	REMARK EXISTING RUNWAY 11-29	RUNWAY 11-29 EAST OF TAXIWAY G	RUNWAYS 11-29 & 2-20, TAXIWAYS A & G	1
5	REMARK CROSSWALK AND FIRE LANE CURB, AND CLEAR ZONES INSIDE HANGAR 1	PARKING LOT, TRUCKEE AIRPORT ROAD, HANGAR 1	EAST PARKING LOT ACCESS, HANGAR 1 INTERIOR	



- BARRICADE NOTES:**
- BARRICADES WILL BE PROVIDED BY THE AIRPORT. BARRICADES WILL BE PLASTIC, WATER-FILLED TYPE WITH RED SOLAR POWERED LIGHTS. CONTRACTOR SHALL FILL BARRICADES WITH WATER, PLACE AND MAINTAIN LIGHTS AND BARRICADES THROUGHOUT THE PROJECT.
 - EACH BARRICADE SHALL HAVE 2 SOLAR-POWERED LIGHTS WITH RED LENSES EACH CONTROLLED BY PHOTOCELLS SUCH THAT THEY ARE ON CONTINUOUS AT NIGHT AND OFF BY DAY.
 - BARRICADES SHALL BE SECURED IF NECESSARY TO RESIST MOVEMENT FROM JET BLAST OR PROP BLAST.
 - AT THE COMPLETION OF CONSTRUCTION, ALL BARRICADES SHALL BE DRAINED OF WATER, LIGHTS DISMANTLED, AND RETURNED TO THE AIRPORT MAINTENANCE BUILDING.

BRANDLEY ENGINEERING

6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

ENGINEER OF RECORD		REVISIONS	
BY	DATE	No.	DESCRIPTION

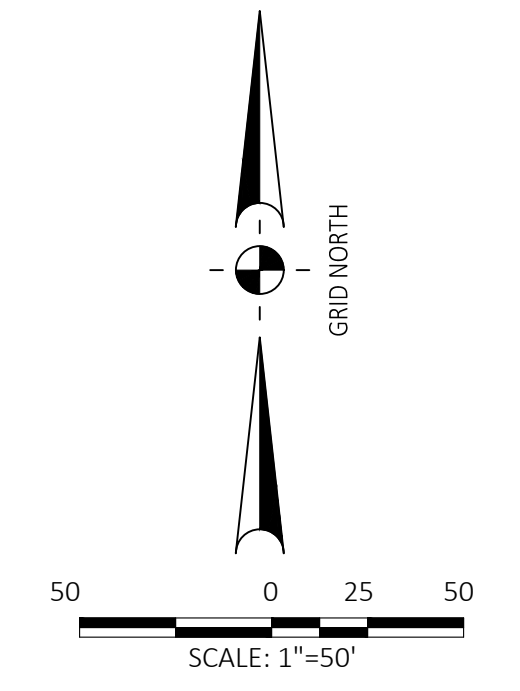
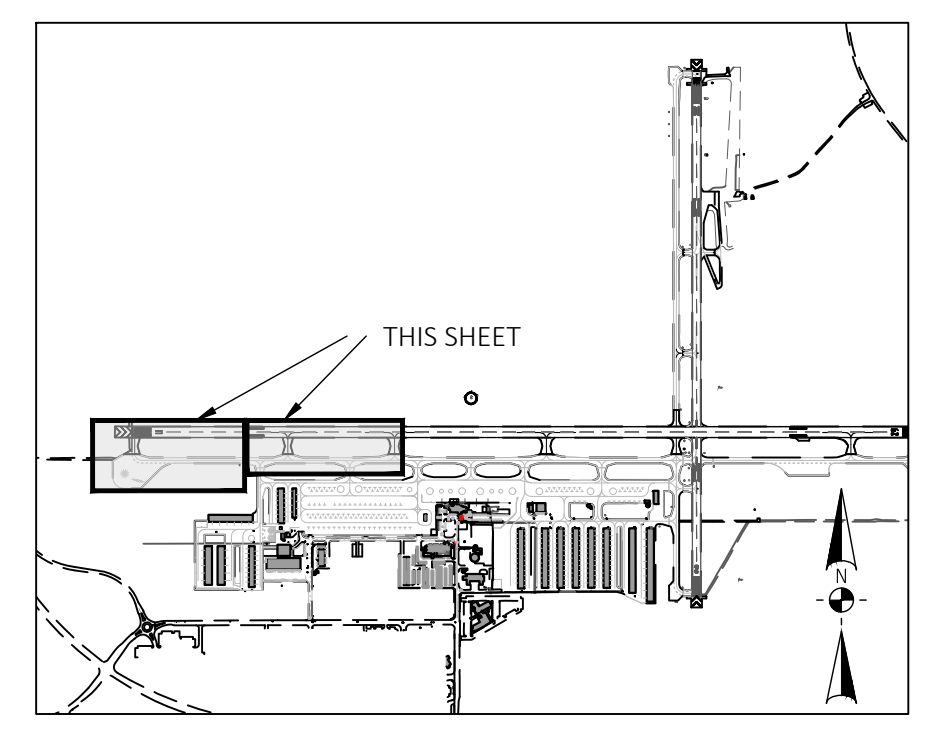
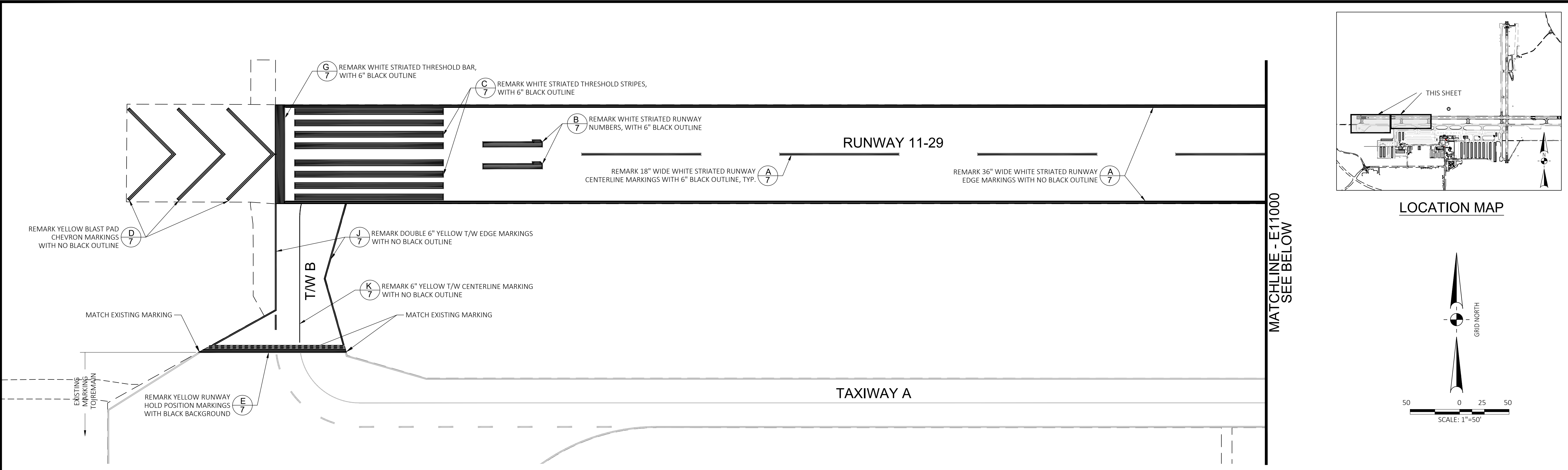
TRUCKEE CALIFORNIA

REMARK AIRFIELD 2026

CONSTRUCTION SAFETY AND PHASING PLAN

DATE	5/1/26
DRAWN	DMB
CHECKED	DB
PROJECT No.	40.01
FILE	4001.26.02.CSPP
SCALE	1"=300'
SHEET No.	2 of 7

G:\40 TRUCKEEREMARK AIRFIELD 2026\BID SET\4001.26.03 MARKING.DWG PLOTTED BY Damon Brandley 5/4/2026 11:35 AM

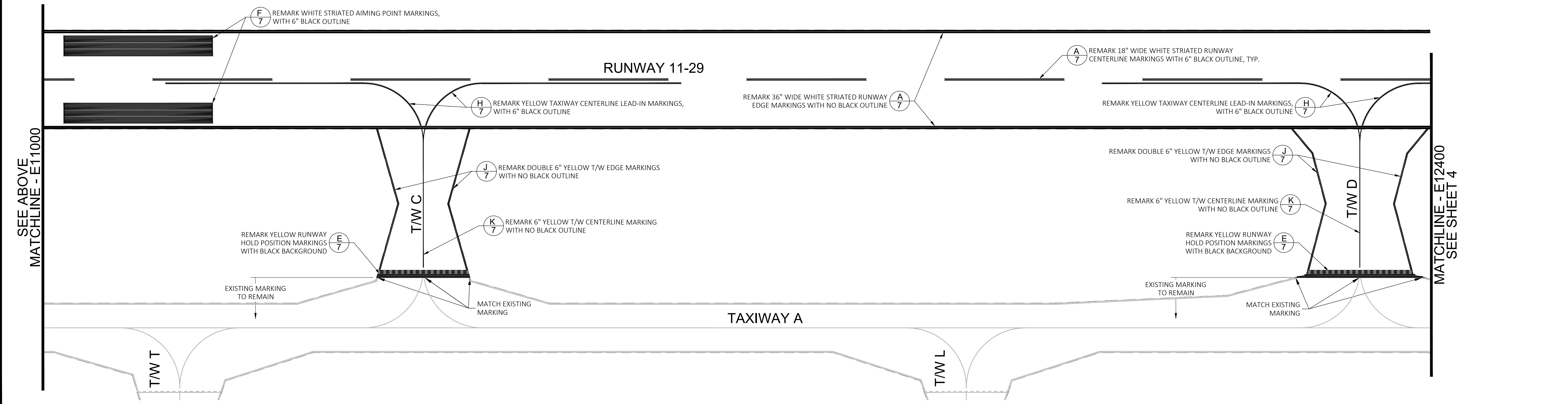


NOTES:

1. MARKING LAYOUT SHALL BE VERIFIED BY ENGINEER PRIOR TO PAINTING.
2. ALL EXISTING YELLOW AND WHITE MARKINGS SHOWN TO BE REMARKED SHALL BE REMARKED WITH ONE COAT OF PAINT WITH TYPE III BEADS.
3. ALL EXISTING BLACK MARKINGS SHOWN TO BE REMARKED SHALL BE REMARKED WITH ONE COAT OF PAINT WITH NO BEADS.
4. SEE SHEET 7 FOR MARKING DETAILS.

LEGEND

- EXISTING BUILDING
- EXISTING EDGE OF PAVEMENT
- EXISTING AIRFIELD MARKING
- NEW AIRFIELD REMARKING



BRANDLEY
ENGINEERING

6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

REGISTERED PROFESSIONAL ENGINEER
R. DAMON BRANDLEY
No. 55556
Exp. 6/30/2026
CIVIL
STATE OF CALIF.

ENGINEER OF RECORD

REVISIONS	BY	DATE

TRUCKEE

TRUCKEE-TAHOE AIRPORT

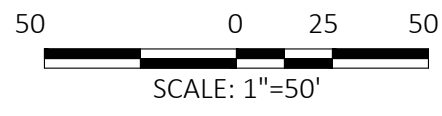
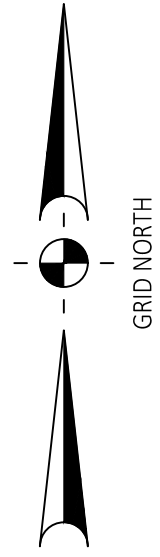
CALIFORNIA

REMARK AIRFIELD 2026

MARKING PLAN - RUNWAY 11-29 E9800 TO E12400

DATE	5/1/26
DRAWN	DMB
CHECKED	DB
PROJECT No.	40.01
FILE	4001.26.03.Marking
SCALE	1"=50'
SHEET No.	3 of 7

G:\40 TRUCKEEREMARK AIRFIELD 2026\BID SET\4001.26.03 MARKING.DWG PLOTTED BY Damon Brandley 5/4/2026 11:35 AM

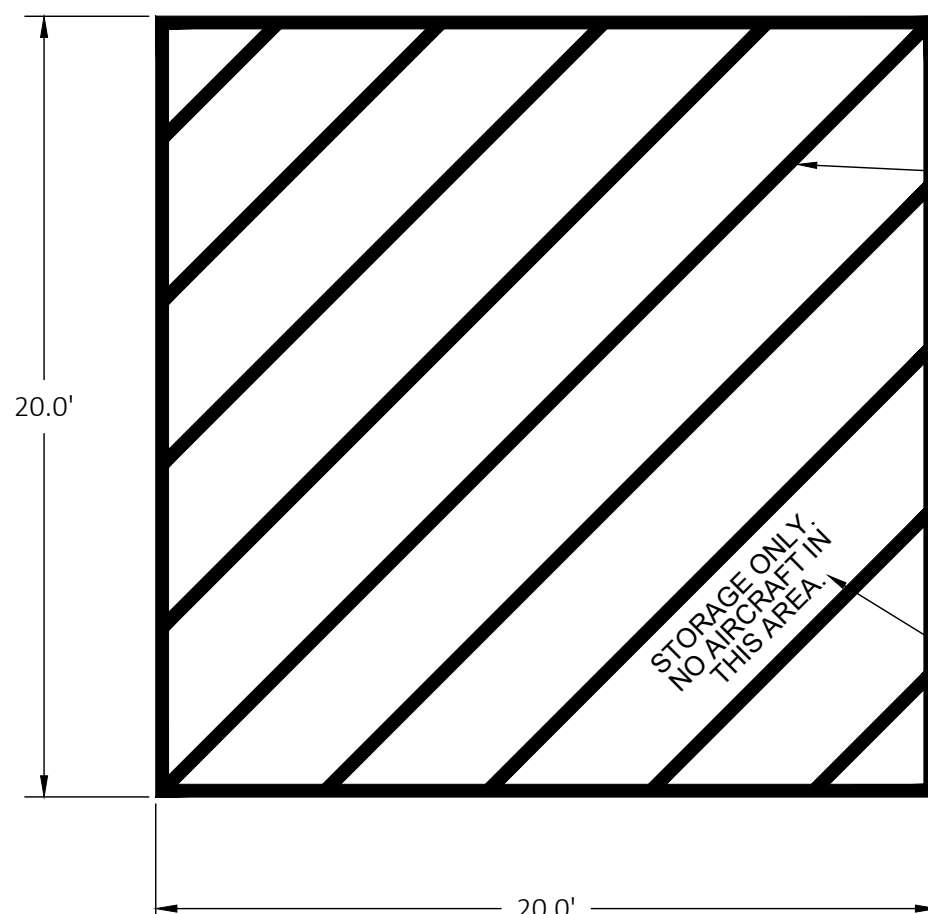
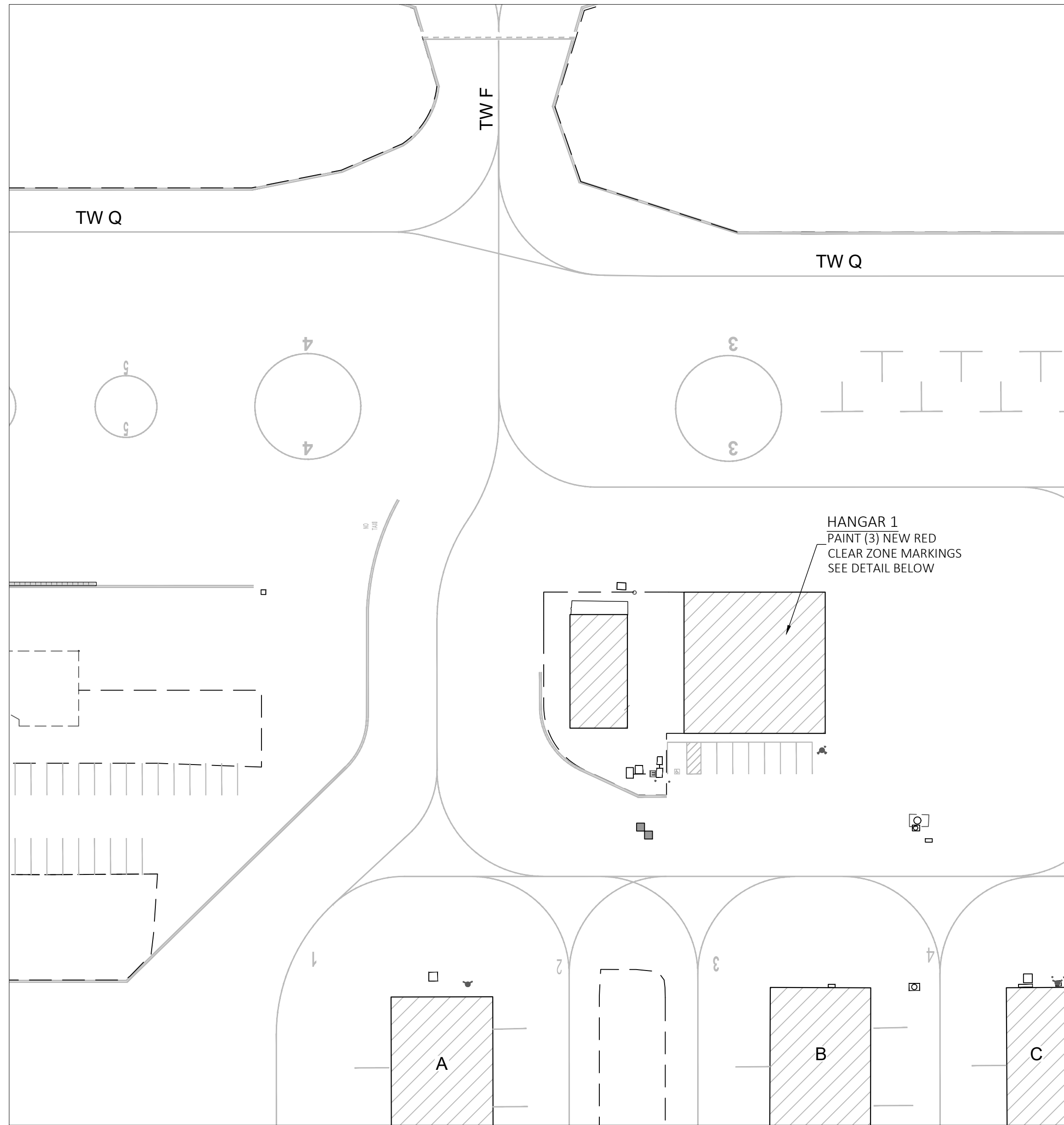
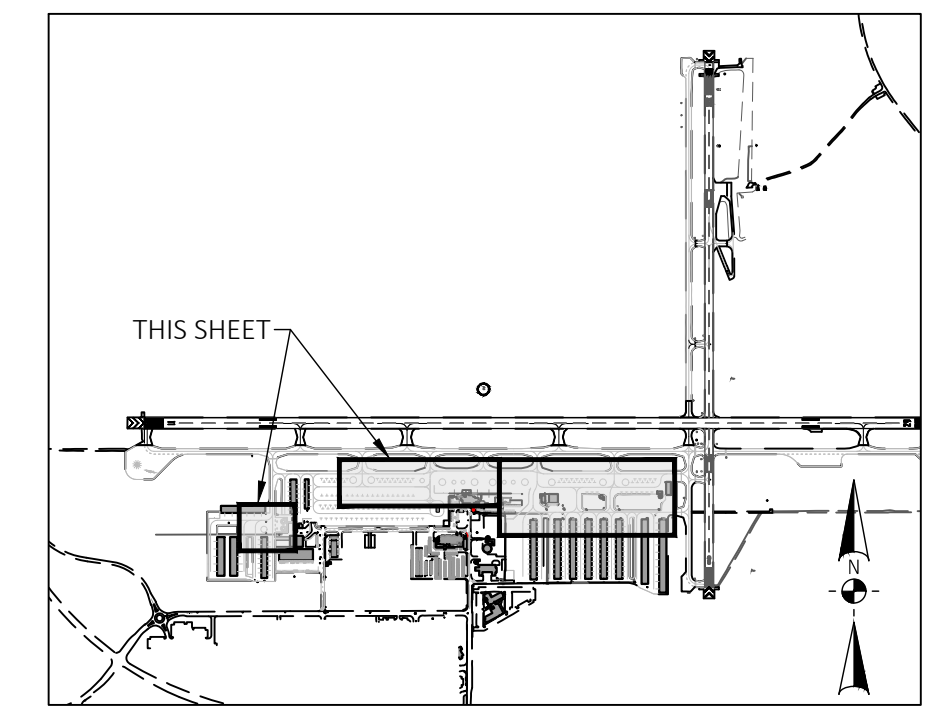


NOTES:

1. MARKING LAYOUT SHALL BE VERIFIED BY ENGINEER PRIOR TO PAINTING.
3. ALL MARKING REMOVAL SHALL BE DONE SUCH AS TO MINIMIZE DAMAGE TO EXISTING PAVEMENTS. PLACE SS1H TACK COAT ON ALL MARKING REMOVAL AREAS AFTER MARKING REMOVAL IS COMPLETE. SS1H TACK COAT COSTS ARE INCIDENTAL TO MARKING REMOVAL BID ITEM.
4. ALL EXISTING MARKINGS SHOWN TO BE REMARKED SHALL BE REMARKED WITH ONE COAT OF PAINT WITH TYPE III BEADS.
5. ALL NEW MARKINGS SHALL BE MARKED WITH TWO COATS OF PAINT WITH BEADS APPLIED ON FINAL COAT.
6. SEE SHEET 7 FOR MARKING DETAILS.

LEGEND

- EXISTING BUILDING
- EXISTING EDGE OF PAVEMENT
- EXISTING AIRFIELD MARKING
- NEW AIRFIELD REMARKING



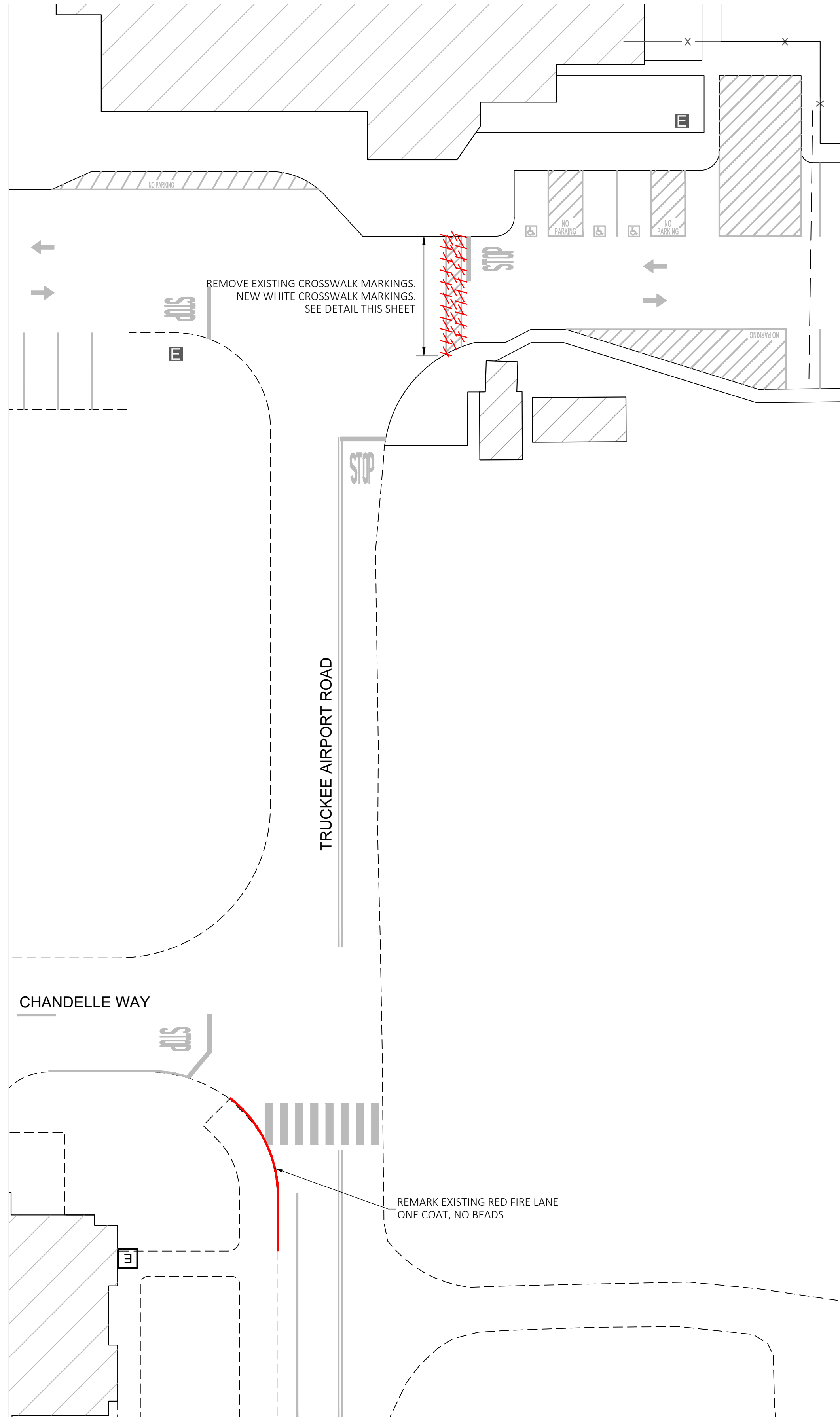
NOTES:

1. THERE ARE 3 LOCATIONS INSIDE HANGAR 1 TO BE MARKED AS CLEAR ZONES.
2. MARKING LAYOUT SHALL BE VERIFIED BY ENGINEER PRIOR TO PAINTING.
3. ALL NEW CLEAR ZONE MARKINGS SHALL BE MARKED WITH ONE COAT OF RED PAINT WITHOUT BEADS.

NEW WHITE LETTERING WITH AIRPORT PROVIDED STENCIL NO BEADS

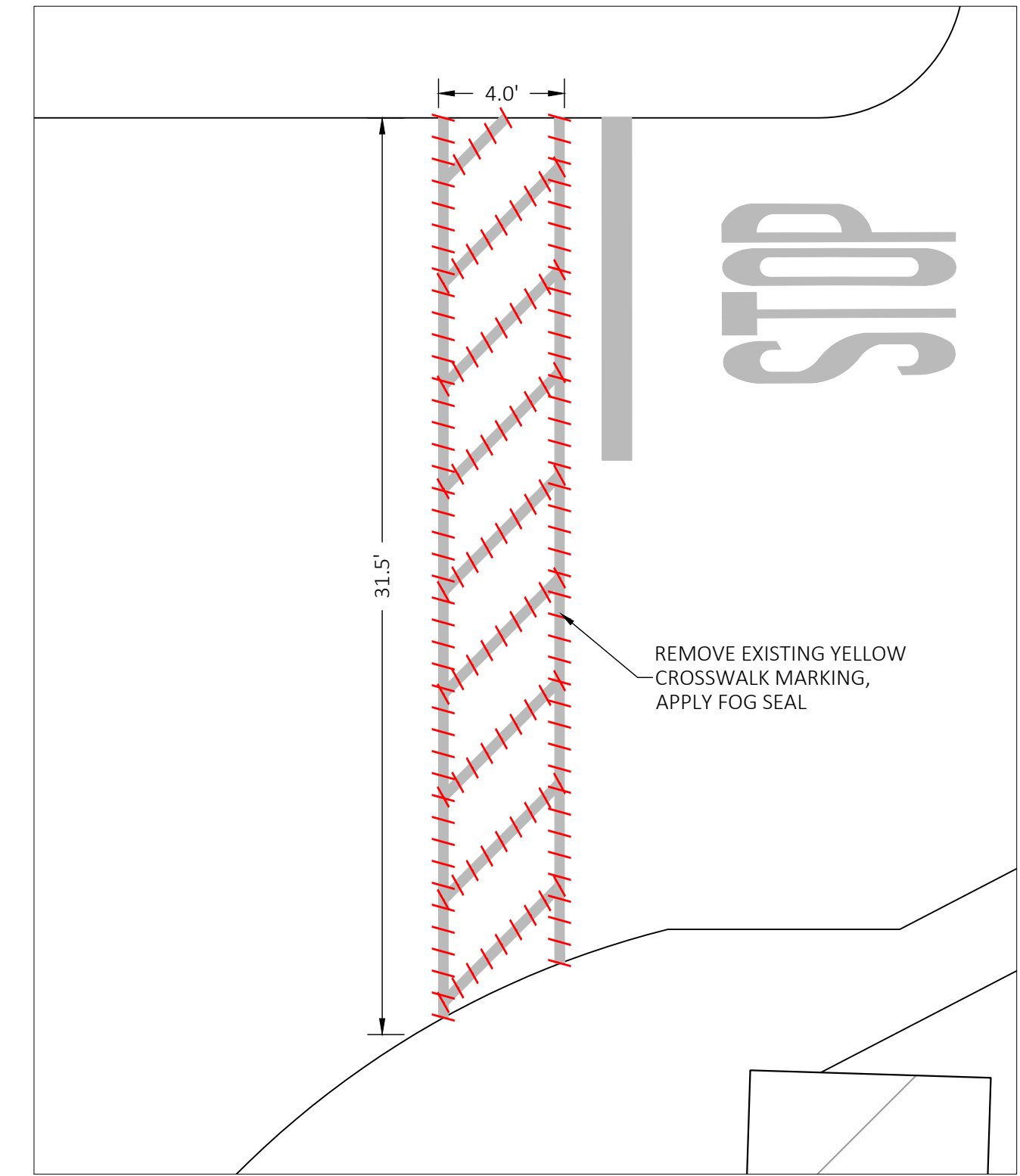
NEW 4" WIDE RED MARKINGS NO BEADS, TYP.

STORAGE ONLY
NO TRAFFIC ALLOWED IN THIS AREA

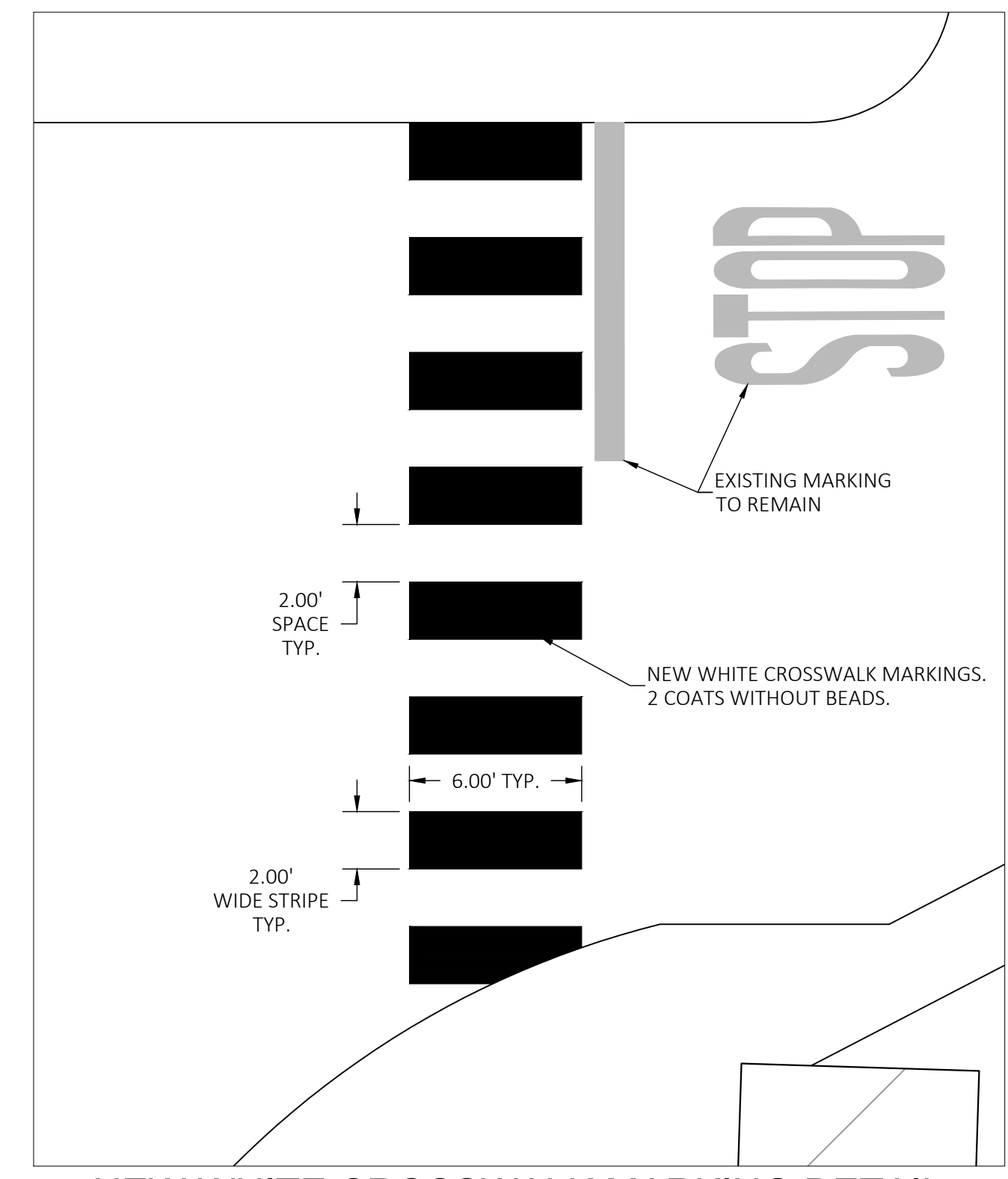


REMOVE EXISTING CROSSWALK MARKINGS. NEW WHITE CROSSWALK MARKINGS. SEE DETAIL THIS SHEET

REMARK EXISTING RED FIRE LANE ONE COAT, NO BEADS

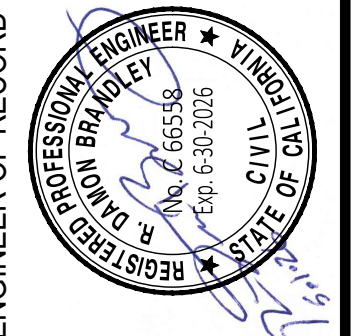


REMOVE EXISTING YELLOW CROSSWALK MARKING, APPLY FOG SEAL



EXISTING MARKING TO REMAIN

NEW WHITE CROSSWALK MARKINGS. 2 COATS WITHOUT BEADS.



ENGINEER OF RECORD

BY DATE

REVISIONS

No.

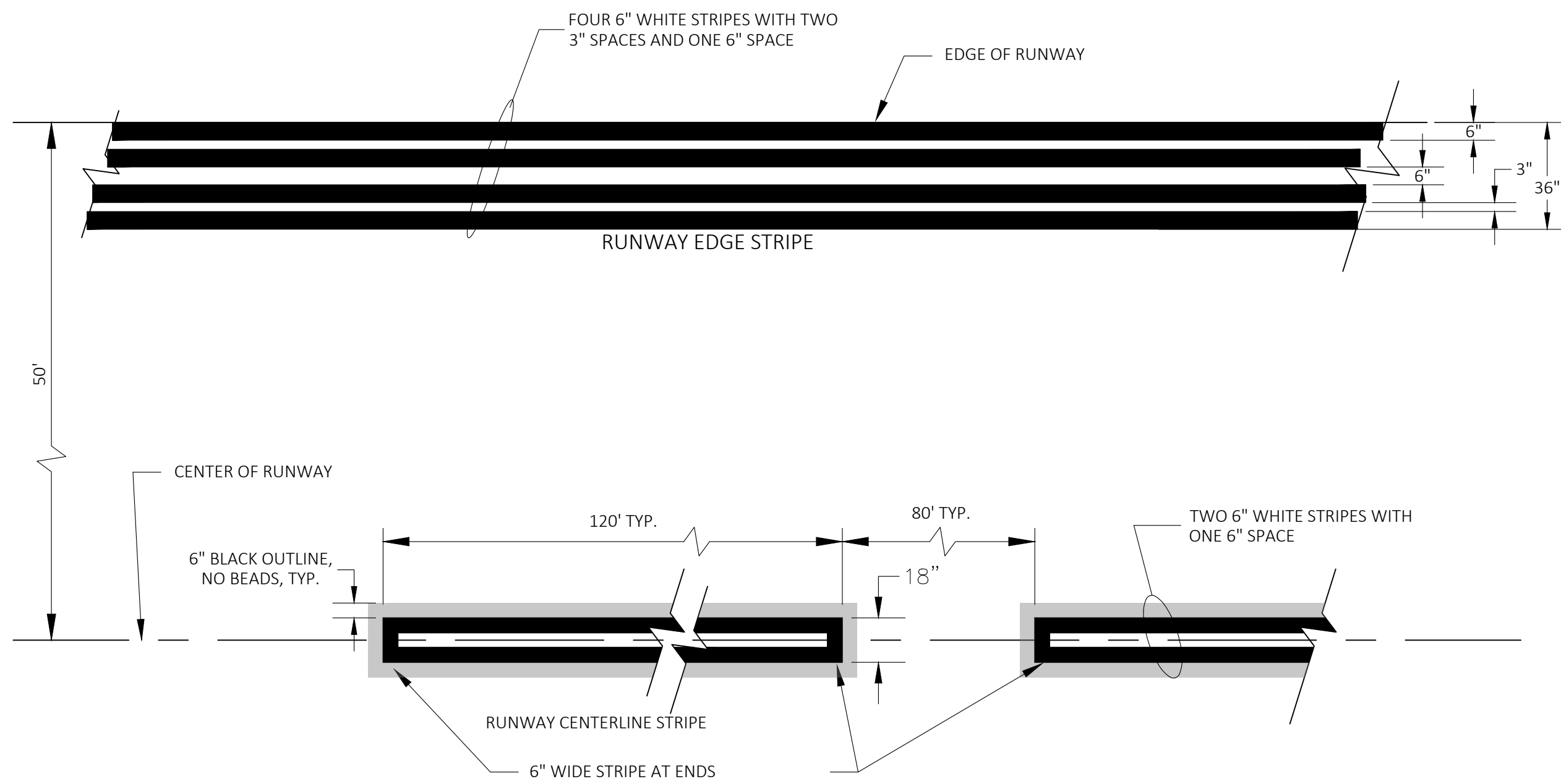
CALIFORNIA

TRUCKEE-TAHOE AIRPORT

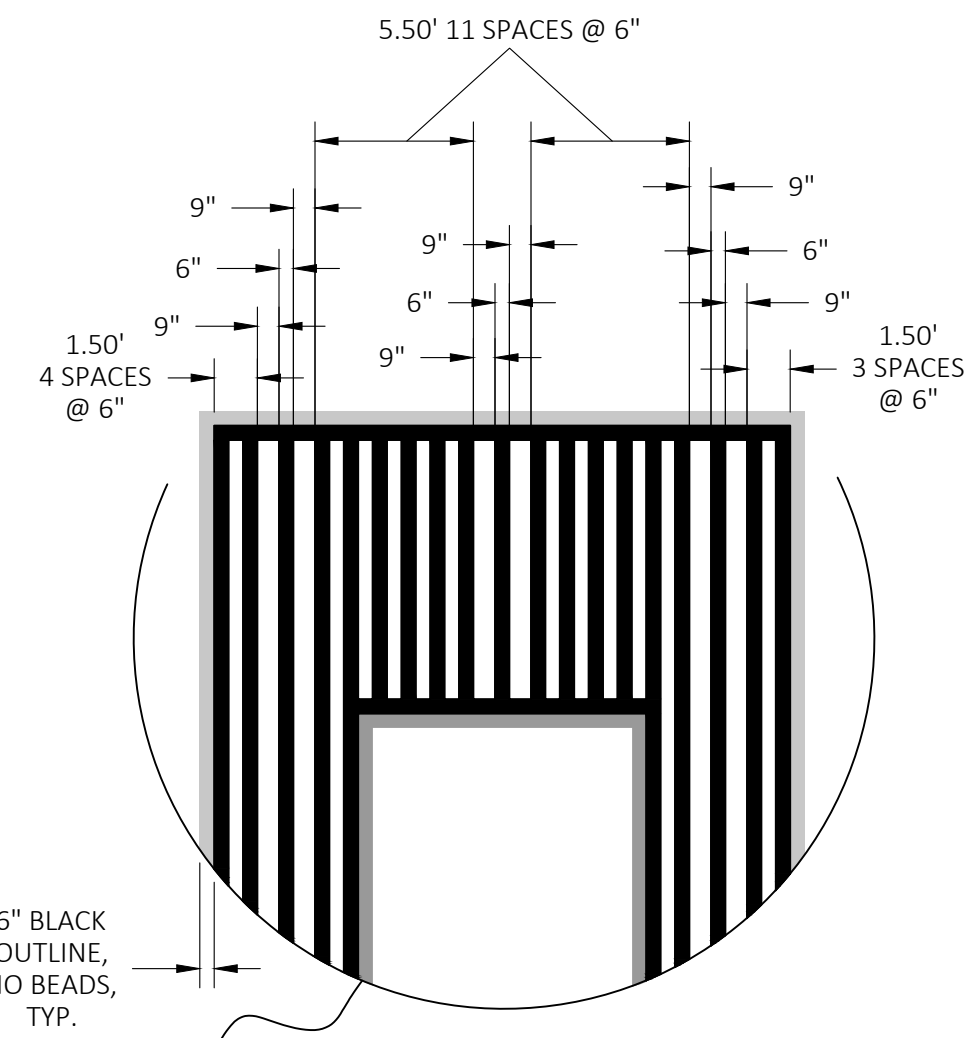
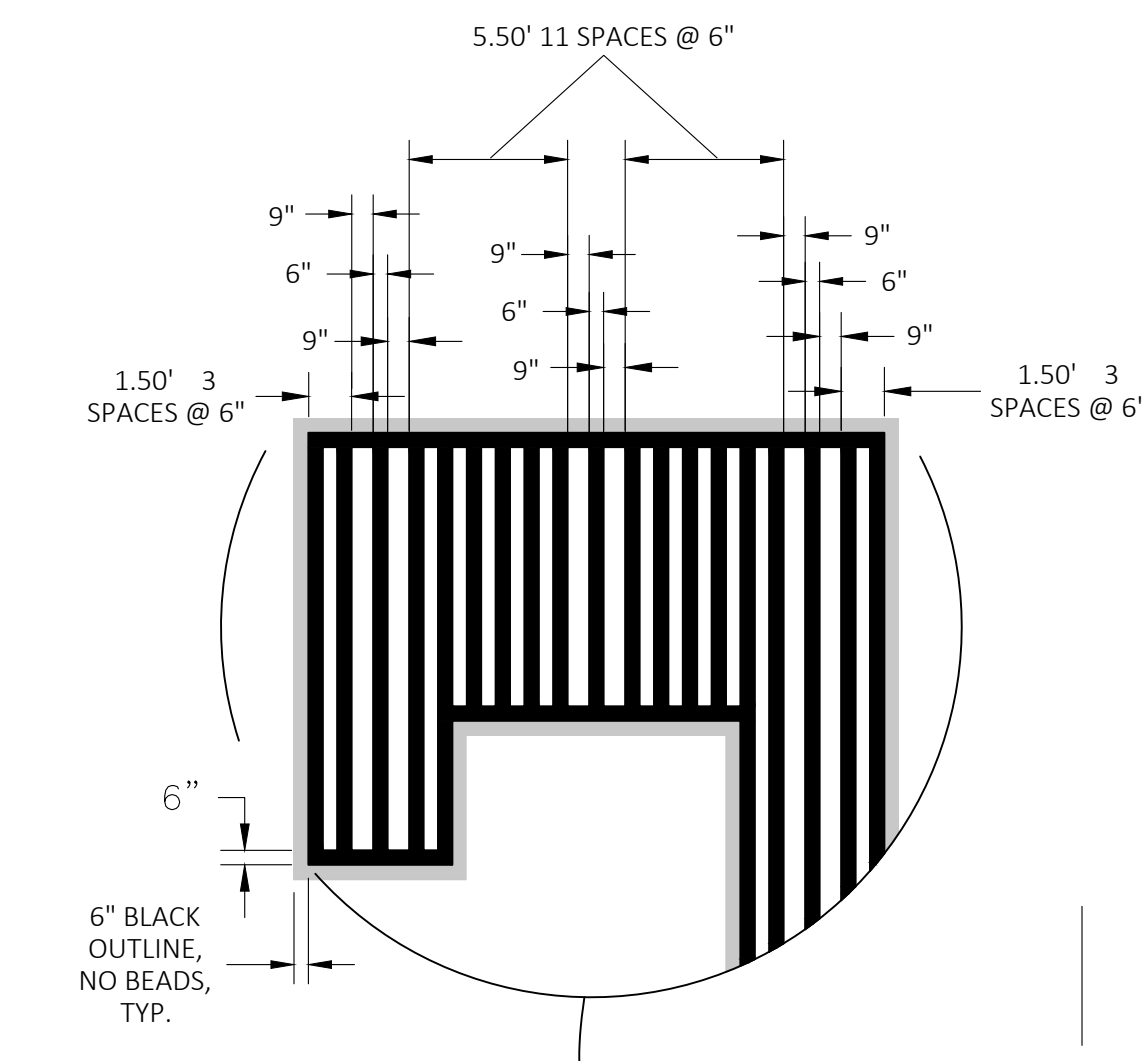
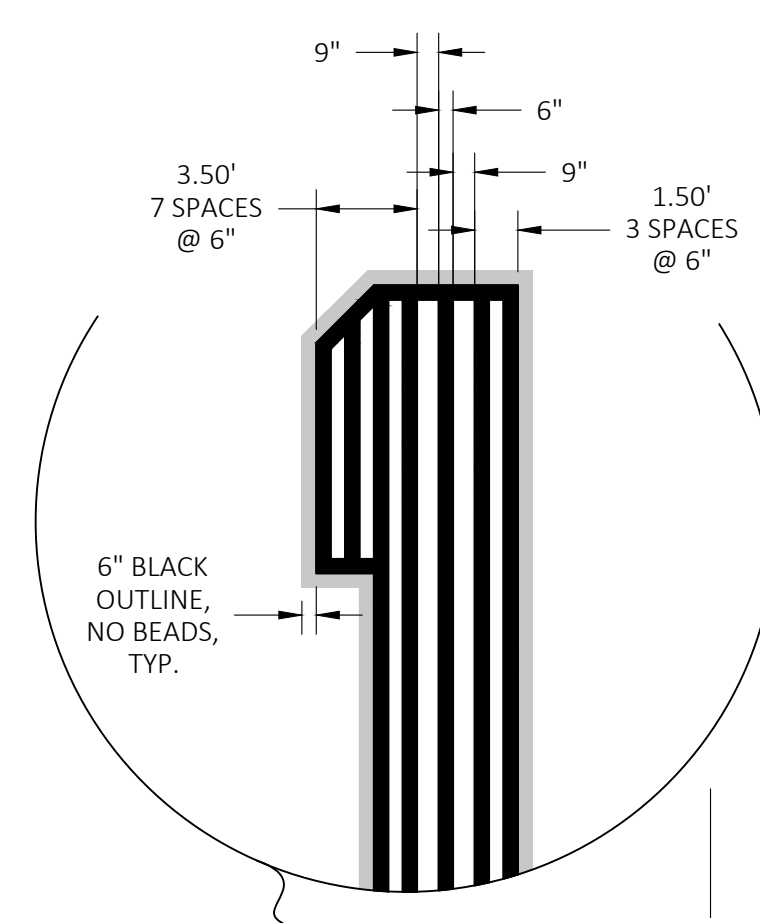
REMARK AIRFIELD 2026

MARKING PLAN - CLEAR ZONE AND STREETS

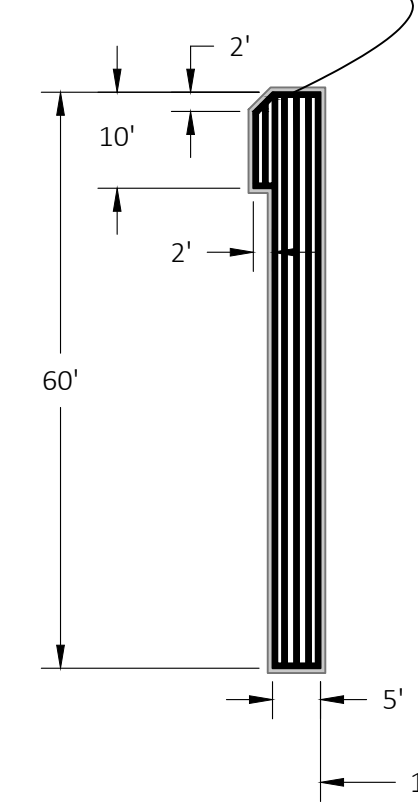
DATE 5/1/26
 DRAWN DMB
 CHECKED DB
 PROJECT No. 40.01
 FILE 4001.26.03.Marking
 SCALE 1"=50'
 SHEET No. 6 of 7



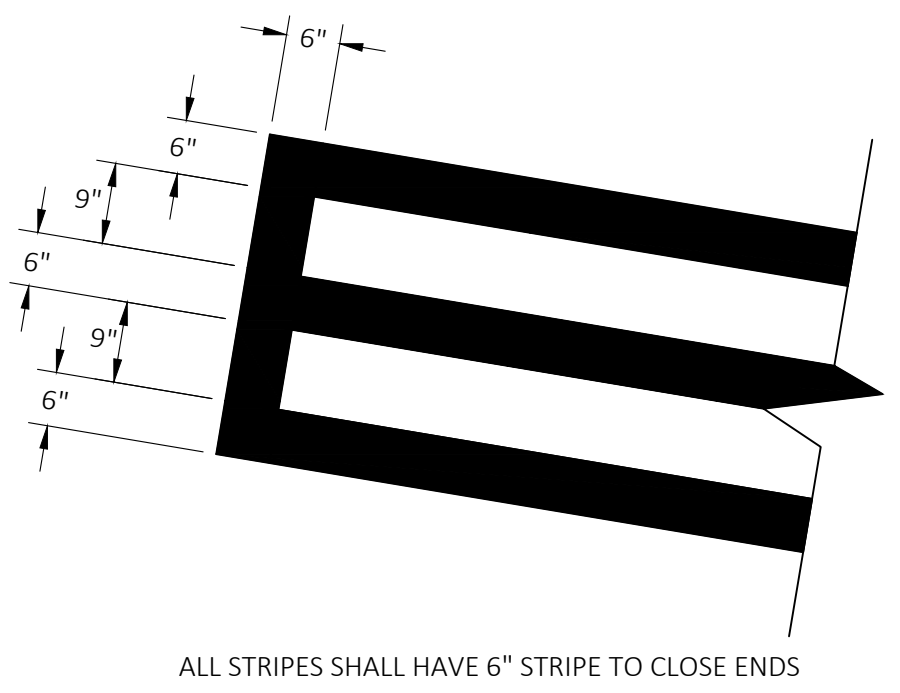
A RUNWAY CENTERLINE STRIPE & RUNWAY EDGE MARKING DETAIL
NO SCALE



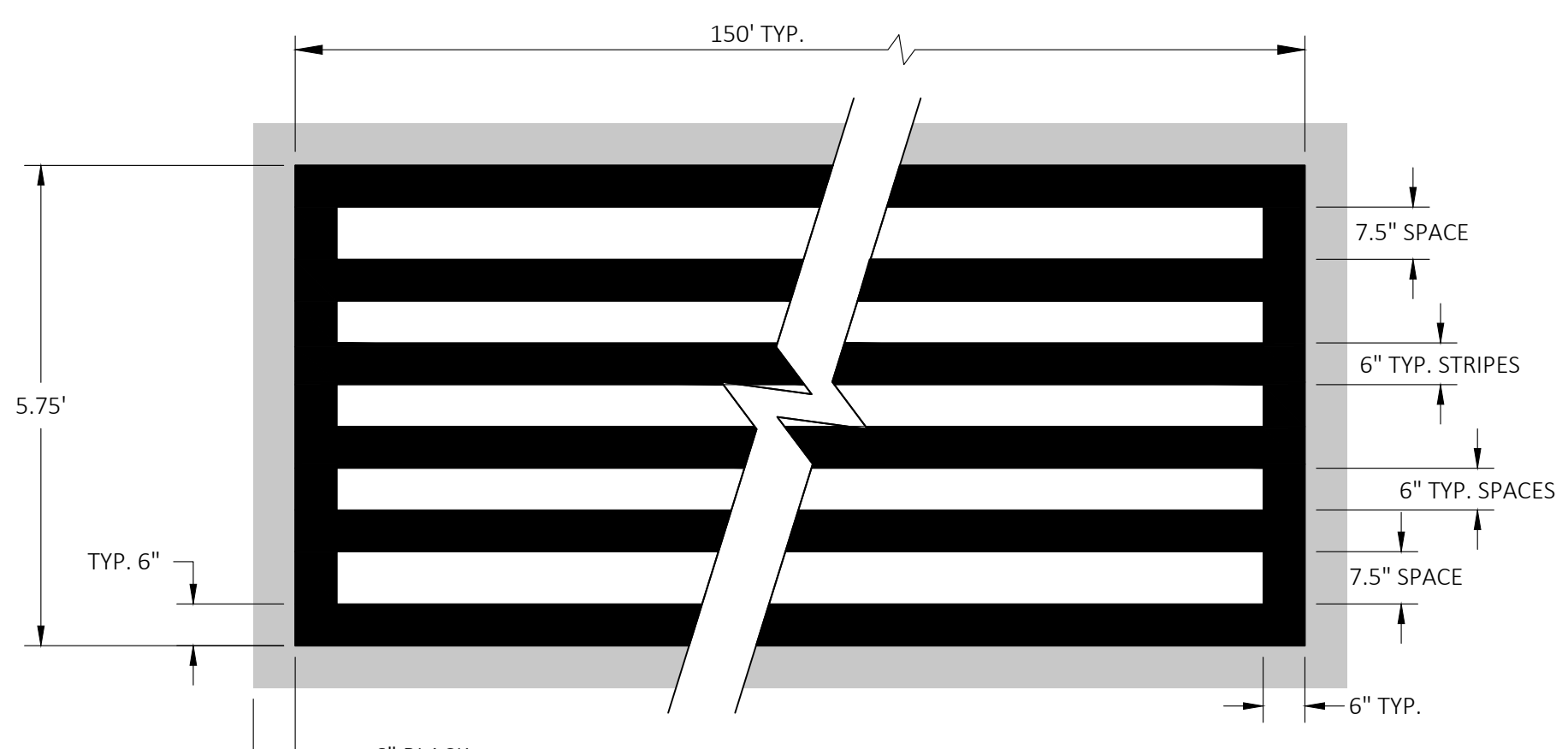
B RUNWAY NUMBER DETAILS
NOT TO SCALE



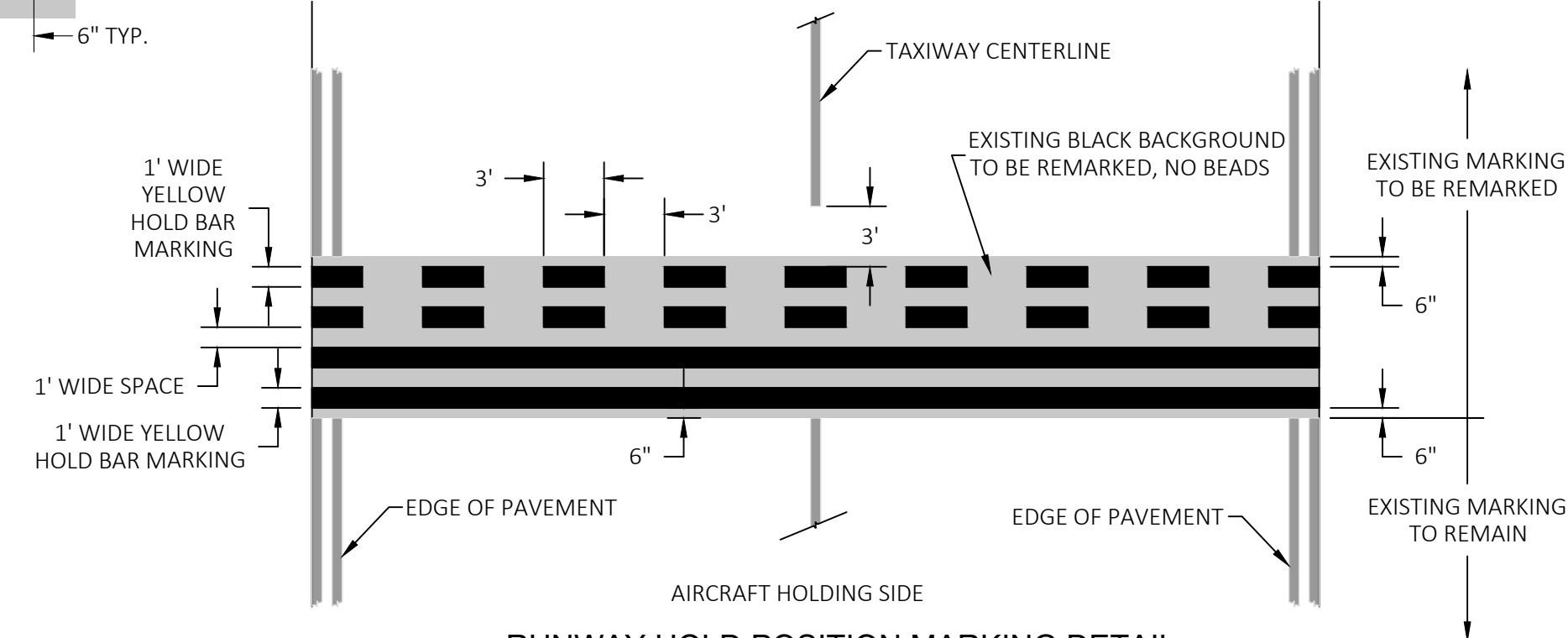
C 5.75' WHITE RUNWAY THRESHOLD STRIPE DETAIL
NOT TO SCALE



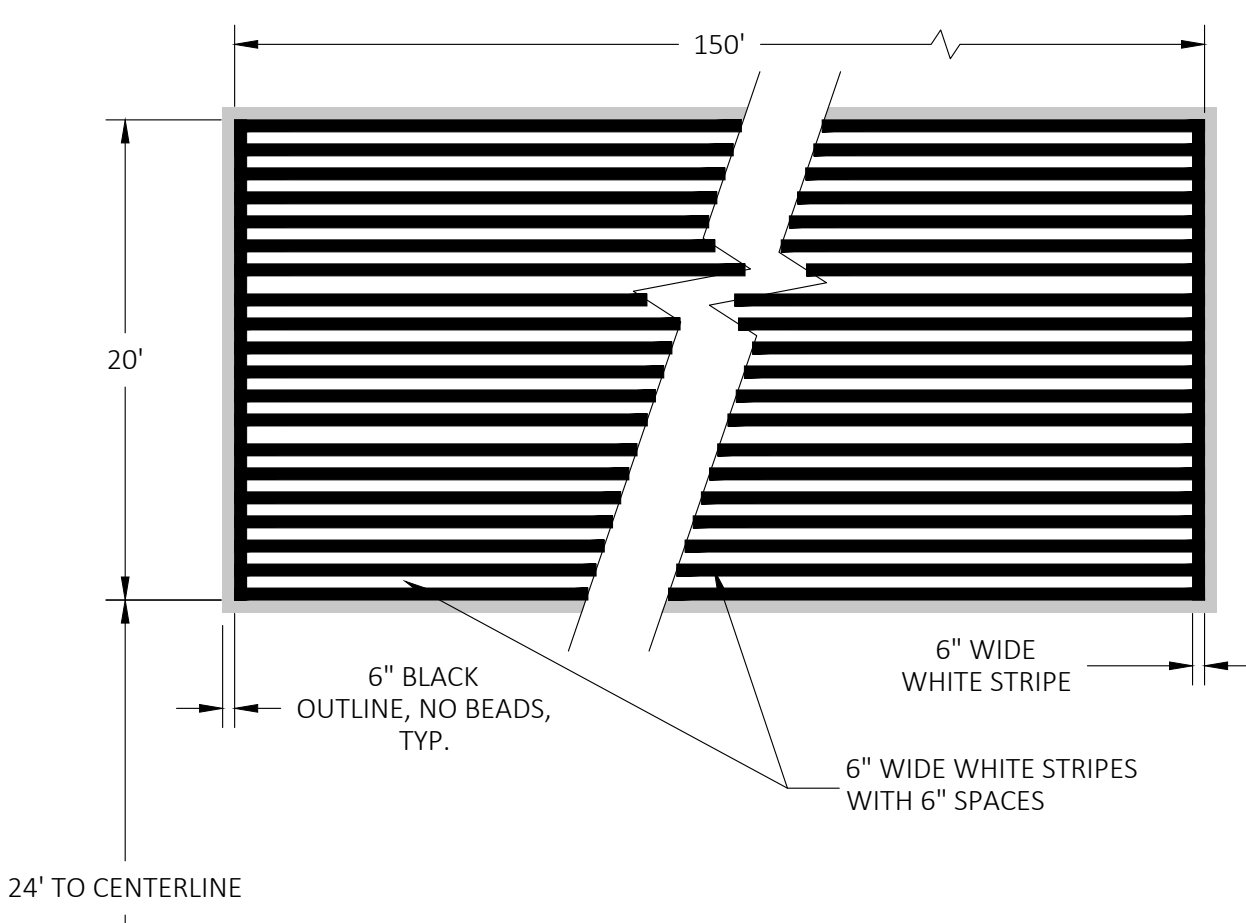
D 3' YELLOW CHEVRON STRIPE DETAIL
NOT TO SCALE



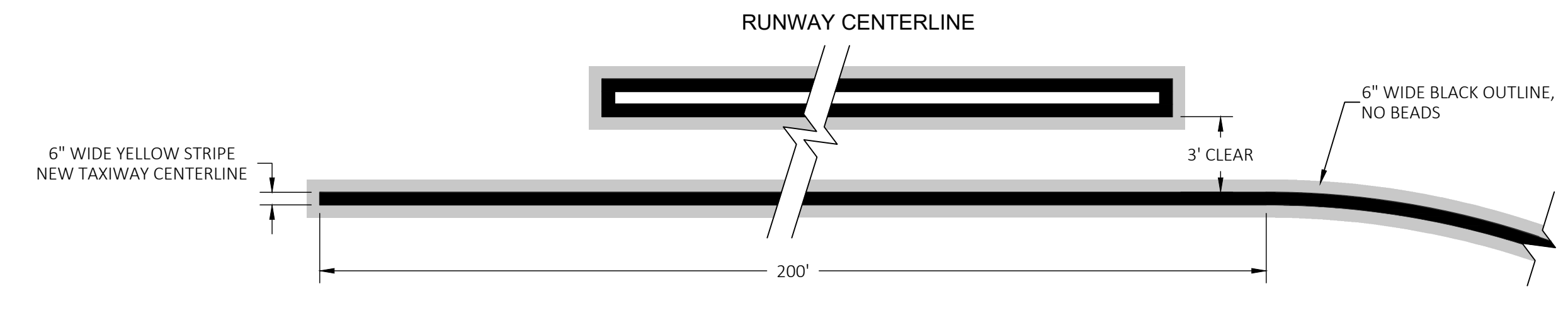
E RUNWAY HOLD POSITION MARKING DETAIL
NOT TO SCALE



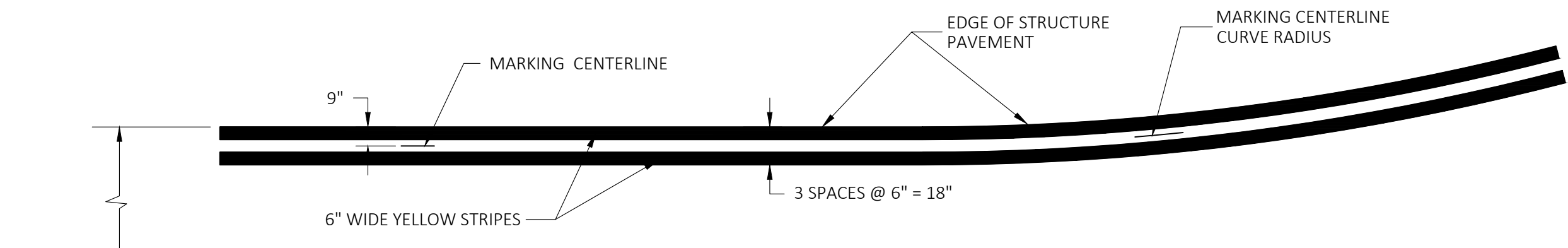
F AIMING POINT MARKING DETAIL
NOT TO SCALE



G 10' WHITE THRESHOLD BAR DETAIL
NOT TO SCALE



H TAXIWAY CENTERLINE LEAD-IN DETAIL
NOT TO SCALE




I TAXIWAY EDGE DETAIL
NOT TO SCALE



J TAXIWAY CENTERLINE DETAIL
NOT TO SCALE

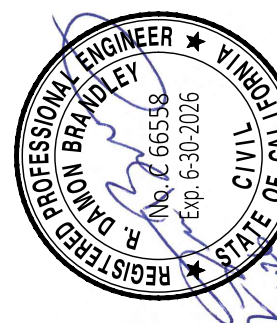
NOTE:
1. ALL NEW MARKINGS SHALL BE STRIATED MARKING AS SHOWN ON THE DETAILS EXISTING MARKINGS TO BE REPAINTED SHALL MATCH EXISTING LAYOUT.

G:\40 TRUCKEEREMARK AIRFIELD 2026\BID SET\4001_26_03 DETAILS.DWG PLOTTED BY: Damon Brandley 5/4/2026 11:35 AM



**BRANDLEY
ENGINEERING**

6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725



REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA
No. 63920
Exp. 6/30/2026

REVISIONS	BY	DATE	ENGINEER OF RECORD

TRUCKEE-TAHOE AIRPORT

CALIFORNIA

REMARK AIRFIELD 2026

MARKING DETAILS

TRUCKEE

DATE	5/1/26
DRAWN	DMB
CHECKED	DB
PROJECT No.	40.01
FILE	4001.26.03.Details
SCALE	NO SCALE
SHEET No.	7 of 7