

by me, and by Bob Wadell. If these piles are not removed by 9:00 AM on Monday, I will arrange for someone to remove those materials at your expense.

All – lets hold a meeting next Wednesday 1:00 PM at the airport to discuss the issues. This would be a good time for CPM to bring all the documents requested below, along with their solution to the issues that have been raised. Remember, until we have a resolution and an implementation of the fix, there will be no more progress payments.

Bruce Ludeman

Airports Coordinator - Tracy Municipal Airport - New Jerusalem Airport

City of Tracy - 400 East 10<sup>th</sup> Street - Tracy, CA 95376

P: 209-831-6215 - C: 209-640-4109 - F: 209-831-6219

**From:** Rod Buchanan

**Sent:** Friday, September 14, 2007 8:07 AM

**To:** Bruce Ludeman; 'rwadell@wadell.com'; 'Ryan Bangle'

**Cc:** 'Mike Marchini'; Mark Ruiz; Zabih Zaca; 'glenn@sierrastriping.com'; Andrew Malik

**Subject:** RE: Concerns regarding the slurry seal job at Tracy

Please hold all payments until further inquiry is complete

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Rod Buchanan

Deputy Director of Parks and Community Services

City of Tracy, Parks & Community Services

400 East Tenth Street

Tracy, CA 95376

(209) 831-6203 direct (Please note new number)

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[rod.buchanan@ci.tracy.ca.us](mailto:rod.buchanan@ci.tracy.ca.us) <<mailto:rod.buchanan@ci.tracy.ca.us>>

Creating Community in Tracy through People, Parks and Programs

<<http://www.ci.tracy.ca.us>>

START

↓  
**From:** Bruce Ludeman  
**Sent:** Thursday, September 13, 2007 1:27 PM  
**To:** rwadell@wadell.com; 'Ryan Bangle'; Rod Buchanan

**Cc:** 'Mike Marchini'; Mark Ruiz ; Zabih Zaca ; glenn@sierrastriping.com

**Subject:** Concerns regarding the slurry seal job at Tracy

Team,

I have voiced our concerns in recent weeks about the quality of the work being performed at Tracy Municipal Airport , but Rod Buchanan agrees that I need to once again bring my concerns to the forefront so that we can get them resolved before any further progress payments are made.

Attached are eight of the many photos that I took, but they are representative of many areas of the airport that need to be fixed. I have copied this to many of the people who have been involved in this project, but in particular, this message is directed to CPM who is the contractor on this job and holds ultimate responsibility for delivering a product, and performing in a manner, that corresponds to the requirements of the RFP.

Details regarding my concerns are below, but in summary: There are huge areas of the airport that need further application of material to "glue" down the loose aggregate, and a solution needs to be found to make sure that we don't continue to have paint coming loose and lifting up the underlying slurry mixture. (by the way, the paint "chip" in photo 039 is 9" X 11" and it popped up after I witnessed a small airplane roll over it).

I encourage a team meeting in the near future to address these issues and come up with solutions that make sense to the city and our tenants.

The RFP requires the contractor to implement or perform quality control measures and at this meeting, we request that you have staff present who can speak with authority and accuracy regarding how you complied with each these requirements. Please be prepared to review in particular, those items in the RFP specifically related to the "Bituminous Tack Coat", "Emulsified Asphalt Slurry seal Surface Treatment", and "Airfield Pavement Painting". Please be prepared to present information relating to each and every requirement of the RFP, but at a minimum, be prepared to answer questions related to testing requirements, material quality requirements, calibration of application equipment, cleaning and preparation of existing surfaces, application process, use of rollers, the timing of application, and application rates.

If any of you think our results are normal, I need written details from you for

our files and for our tenants. Be forewarned a simple explanation that all we need is a bit of cold weather to settle things down is going to be adequate as our concerns and the concerns of our tenants relate to what is obviously happening now. We have an uneven crumbling slurry layer that is also being pulled apart by the paint. We have tenants who have left the airport and are not returning till these slurry issues are satisfactorily resolved. This problem is costing the airport revenue from fuel sales, and hangars / tie-downs fees.

Regards,

Bruce Ludeman

Airport Coordinator - Tracy Municipal Airport - New Jerusalem Airport  
City of Tracy - 400 East 10th Street - Tracy, CA 95376  
P: 209-831-6215 - C: 209-640-4109 - F: 209-831-6219

#### DETAILS:

It has been about 9 weeks since we started putting down slurry and I am extremely concerned that:

1. There is a significant amount of loose aggregate on nearly all areas that received slurry.
2. Sweeping seems to help remove "some" of the loose material but not enough of it, and more loose material forms every time you even touch the surface. You can cause aggregate to come loose just by casually rubbing your shoe over the surface. Light airplanes, even little powered parachutes making a turn result in a visible trail where the aggregate loosens up. The trucks used by the painting crew continue to chew up the surface, and even the little hand-push paint-spray rigs have left a trail of loose aggregate in some of the worst areas. I viewed in one instance where the sweeper took all the slurry off right down to the tack oil while he was sweeping.
3. There are huge differences in the quality of the surface as you move around the airport and the differences have little to do with the quality of the original pavement or the amount of traffic that has passed over it since the slurry was laid. Some areas are representative of what was expected, and yet huge areas nearby look terrible. From batch to batch there seemed to have been no quality control. Most people looking at the surface would think "too much gravel -- not enough glue".
4. The area around the hangars is especially disappointing. The slurry in this area was applied late in the day and no rolling occurred prior to my

departure late in the day (7:00 PM) and I really doubt if any of this area was rolled per contract within the specified time frames. Our tenants are becoming livid about the quality of the surface. Now that the painting is being completed, our tenants now realize that the surface they see is the final product.

5. I'm also concerned about the paint. Much of it looks far too thin, although I know it did get two coats. When you look at the wider stripes, there are extreme variations in color and consistency apparently depending on the calibration of the array of paint-guns.

6. I'm also concerned that no sweeping what so ever is now occurring during the painting operation. Some sweeping was done before the fog-coat of center-line striping was performed, and some sweeping of the main runways did occur a month later when the process of painting started up again. However, the taxiways and the tie-downs areas were not swept. And in the three plus weeks since the runways received a partial sweeping, loose aggregate has accumulated which is just being painted over.

7. I'm also very concerned that areas that received yellow paint (especially those areas that received a thick coat) are lifting and cracking. You can walk up to the chevron stripes at the approach ends and easily lift up large areas of paint and gravel that goes right down to the tack coat.

8. Finally, I'm looking for a explanation why most of the white paint has turned a dingy yellow brown color. My guess is that the water based paint is dissolving something in the slurry mix, but it sure looks bad, and it is very uneven in color consistency.

Team—

Sierra: . I was just out at the airport and noticed that most of the areas have been painted. As we get close to the end of that phase, we need to inspect the quantity and quality of paint that was used. The contract requires that empty containers be kept on-site till the job is finished, but none of our staff has been able to locate where on the airport site you are storing the empties. This is a contract requirement as you know – please respond. You still need to repair all of the lifting paint, the mis-colored and uneven areas, and the areas that are cracking. You also need to address the areas where you painted on top of loose gravel. You also have at least one tie-down that needs to be painted, but you will need to re-schedule that with us so the plane can be removed. It was a challenge getting the planes moved a second time after you missed the original schedule and now I have to do it a third time. I also noticed that you did not put down black paint in the radius area near the approach end of runway 30 as directed by Bob Wadell. The alternative is for CPM to come back and reslurry the area that they missed there.



**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

State of California

County of San Joaquin

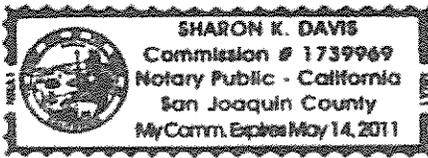
On 2/7/09 before me, Sharon K. Davis Notary Public

Date

Here insert Name and Title of the Officer

personally appeared Brent H. Ives

Names of Signers



who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(ies), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Sharon K. Davis

Signature of Notary Public

Place Notary Seal Above

**OPTIONAL**

*Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document*

**Description of Attached Document**

Title or Type of Document

Document Date

Number of Pages:

Signer(s) Other Than Named Above

**Capacity(ies) Claimed by Signer(s)**

Signer's Name:

- Individual
- Corporate Officer — Title(s): \_\_\_\_\_
- Partner — Limited  General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: \_\_\_\_\_

**RIGHTS THUMBPRINT OF SIGNER**

Top of thumb here

Signer Is Representing:

Signer's Name:

- Individual
- Corporate Officer — Title(s): \_\_\_\_\_
- Partner — Limited  General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: \_\_\_\_\_

**RIGHTS THUMBPRINT OF SIGNER**

Top of thumb here

Signer Is Representing:



## CITY OF TRACY

### Department of Development and Engineering Services

333 Civic Center Plaza  
Tracy, CA 95376

Telephone: (209) 831-6400  
Fax: (209) 831-6439

February 11, 2010

California Pavement Maintenance Company, Inc.  
9390 Elder Creek Road  
Sacramento, CA 95829

**RE: PAVEMENT SEAL COATING & FILLET CONSTRUCTION FENCING &  
RUNWAY SAFETY AREA CONSTRUCTION  
TRACY MUNICIPAL AIRPORT - CIP 7716  
RELEASE OF IMPROVEMENT SECURITY**

Dear Sirs:

On February 5, 2008, the City Council accepted the Pavement Seal Coating & Fillet Construction Fencing & Runway Safety Area Construction – Tracy Municipal Airport – CIP 7716, as complete. A Notice of completion was recorded with the San Joaquin County Recorder on February 11, 2008.

The City of Tracy is hereby releasing the original Faithful Performance and Payment Bonds. If you have any questions, please feel free to contact me at 209-831-6460.

Sincerely,

Paul Verma P. E.  
Assistant City Engineer

Enclosure: Faithful Performance and Payment Bonds (Original)

cc: Adrienne Richardson, City Clerk's Office  
CIP File