

Nov 17, 2023

Re: ADDENDUM #1 - Notice to bidders:

Reference to TxDOT CSJ No. 2316PARAN.

- Bid date has been extended to Dec 5th, 2023 – Bid time and location remain unchanged.
- Closure of questions shall be 2:00PM Central Nov 22nd, 2023.
- Attached herewith are the following:
 - Pre-Bid Meeting Minutes (including Section 9 – Bid Questions)
- Additional addenda may be issued as required until Nov 28th, 2023.

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Pre-Bid Meeting Minutes

Date:	Tuesday, November 7, 2023
Time:	10:00 AM
Location:	Mustang Beach Airport FBO 130 Piper Blvd. Port Aransas, TX 78373
Project Name:	Port Aransas – Mustang Beach Airport
Attendees:	Please See Sign-In Sheet Attached.

1. Sign-in Sheet

2. Introduction of Key Personnel

Ed Mayle, Project Manager, TxDOT Aviation
Eli Lopez, DBE/HUB, TxDOT Aviation
David Parsons, City Manager, City of Port Aransas
Steven Real, Project Manager, AECOM

3. Bidding Procedure

- 3.1 See Notice to Bidders and instruction to Bidders section in Contract Documents for information.
- 3.2 Sealed bids for the construction of airport improvements at Mustang Beach Airport need to be addressed and delivered to Dawn Denson, TxDOT Aviation Division, 6230 E. Stassney Lane, 2nd Floor, Austin, Texas 78744. The delivered package must be clearly marked as “Bid Proposal”. Bids will be received until 2 PM, November 28, 2023, then publicly opened and read. Any bid received after closing time will be returned unopened. See Notice to Bidders and Instructions to Bidders in Contract Documents for bidding information.
- 3.3 All bidders are encouraged to review all contract documents including TxDOT General Provisions, Special Provisions, and Technical Specifications.
- 3.4 Technical questions concerning the specifications and plans should be directed to Steven Real, P. E. at Steven.Real@aecom.com or (512) 217-9094.
- 3.5 Please call Dawn Denson at 512-416-4526 for questions concerning the bid document or further information.
- 3.6 Bidders may view and obtain plan sets, free of charge, from Plans Online <http://www.txdot.gov/insidetxdot/division/support/plans-online.html> on the TxDOT website
- 3.7 To obtain a formatted Bid Form, please go to either 1. TxDOT Aviation Projects at: <http://www.dot.state.tx.us/AVN/avninfo/proposal/construct/index.htm> Or, 2. TxDOT Plans Online at: <http://www.txdot.gov/inside-txdot/division/support/plans-online.html>

4. Historically Underutilized Business Participation

- 4.1 The CPA has established statewide HUB participation goals. This contract is classified as a Heavy Construction contract under the CPA rule, and therefore has a HUB Annual Procurement Utilization Goal of 11.2% per fiscal year.
- 4.2 Contact information: Eli Lopez, TxDOT Aviation DBE Hub Coordinator (Phone: 512-416-4506); Email: Eli.Lopez@txdot.gov) for any questions related to DBE/HUB participation.

5. Scope of Work

The project consists of the following elements:

- Runway Extension
- Taxiway Extension
- Taxiway Turnaround
- Apron Addition
- Associated grading and drainage improvements.

6. Review of Project Phasing

- PHASE 1 - CONSTRUCTION ACTIVITIES:
 - INSTALL STORM DRAINAGE STRUCTURES AND PIPE WITHIN DELINEATED AREA
 - DEMOLISH EX. TURN AROUND PAVEMENT DURING RUNWAY CLOSURE
 - DEMOLISH EX. DITCH ON EAST SIDE OF SITE
 - CONSTRUCT NEW TURNAROUND
 - MARK NEW PAVEMENT WITH TEMPORARY MARKINGS
 - INSTALL ASSOCIATED SIGNAGE
 - REMARK PAVEMENT WITH PERMANENT MARKINGS
- PHASE 2 CONSTRUCTION ACTIVITIES:
 - DEMOLISH PORTION OF EX. APRON
 - CONSTRUCT TAXIWAY PAVEMENT
 - MARK NEW PAVEMENT WITH TEMPORARY MARKINGS
 - REMARK PAVEMENT WITH PERMANENT MARKING
- PHASE 3 CONSTRUCTION ACTIVITIES:
 - ADJUST UTILITIES
 - INSTALL DRAINAGE STRUCTURES AND PIPE
 - EXCAVATE DITCH
 - BACKFILL EX DITCH
 - REMOVE EX RUNWAY 30 THRESHOLD MARKINGS
 - MARK TEMP RUNWAY 30 THRESHOLD BAR AND NUMERALS 400' BEYOND EX. & INSTALL TEMP RUNWAY THRESHOLD LIGHTS.
 - CONSTRUCT RUNWAY EXTENSION
 - CONSTRUCT PORTIONS OF TAXIWAY A3 & A4 WITHIN OFA
 - MARK NEW PAVEMENTS WITH TEMPORARY MARKING

- INSTALL RUNWAY EDGE LIGHTS
- REMARK PAVEMENT WITH PERMANENT MARKING

➤ PHASE 4 CONSTRUCTION ACTIVITIES:

- CONSTRUCT APRON
- INSTALL AIRCRAFT TIE DOWNS
- MARK PAVEMENT WITH PERMANENT MARKING
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➤ Phase 5: Project Closeout

7. Site Access and Staging

- 7.1 Site Access and Staging shall be as indicated on the drawings. Coordination with Airport Operations must be completed prior to site access.

8. Operational and Safety Requirements

Environmental Considerations

- 8.1 Site specific environmental consideration were assessed and evaluated by TxDOT Aviation.
- 8.2 SWPPP shall be Contractor's Responsibility

Operational Requirements

- 8.3 Construction coordination and scheduling shall be handled through the Engineer.
- 8.4 Project issues, concerns, questions shall be directed to the Engineer. All affected parties shall be included in discussions resulting from project issues, concerns and questions. The Engineer will schedule meetings as required.
- 8.5 Disputes shall be resolved within 24 hours. If there is no resolution the issue shall be elevated to the next level. Disputes shall be elevated every 24 hours until a resolution is obtained.

Construction Safety Requirements

- 8.6 Contractor will be required to comply with FAA Advisory Circular 150/5370-2G, Operational Safety on Airports during Construction (or latest edition) and the Construction Safety and Phasing Plan per Sheet G-300 Series.
- 8.7 Alternate phasing will be considered after award, but must meet the intent of the existing phasing plans and must not increase the impact to aircraft operations.
- 8.8 Safety Plan Compliance will be required by the Contractor.

9. Bid Questions

- Bidder direction: Asphalt spec TxDOT item 340 called for in the plans, bidders may use the updated TxDOT SS 3076 as well.
- Question: Bid form vs table of quantities in the drawings:

Line 16 – Item 247 – Flexible Base, 7-inch depth:

- Quantity in Plan sheet = 26,612 SY
- Quantity in Bid form = 29,250 SY

Line 17 – Item – 340 – Dense – Graded Hot Mix Asphalt:

- Quantity in Plan sheet = 4,711 TN
- Quantity in Bid form = 4,613 TN

Line 30 – Item – D751-5.4 – Sloped Inlet

- Quantity is called as 6, but only 2 identified

- Response: The estimated quantities are as follows:
 - Line 16 – Item 247 – Flexible Base, 7-inch depth: **26,612 SY**
 - Line 17 – Item – 340 – Dense – Graded Hot Mix Asphalt: **4,711 TN**
 - Line 30 – Item – D751-5.4 – Sloped Inlet: **2 EA**

The updated Bid Form will be re-issued as part of this addendum.

- Question: Gophers are a problem in this area. Is the subgrade not getting cement stabilized?
 - Response: Bids are as per the Contract Documents (plans and specifications).
- Since the HMAC falls under TxDot 340, is a test section not required?
 - Response: Testing is required as per the specification, test section may be placed in final location on areas outside of the RSA (Phase 1, Phase 2 or Phase 4 area)
- Question: The concrete spec for the airplane tie-downs is listed as a P-610 mix. In talking to several suppliers in the area, they will not be able to meet this spec. They would, however, be able to meet the TxDOT Item 360 Class P spec. Can you please clarify that this alternate mix design would be considered acceptable.
 - Response: As with Flex Base and HMAC the intention of the design is to use locally sourced materials. TxDOT Item 360 Class P would be an acceptable substitution for the tie-downs.
- Question: Is the joint and crack repair on asphalt?
 - Response: Yes, the crack repair is in the existing airfield asphalt pavement.
- Question: Can the joint and crack repair be done in the same mobilization as the permanent paint?
 - Response: Product will be installed as per product manufacture cure times, consult manufacture's recommendations.
- Question: Can all permanent paint be done in the same mobilization? Or would it be after cure time of each phase?
 - Response: Permanent painting may be completed in the same mobilization, subject to FAA requirement for operational markings required for phasing.
- Bidder direction: A product is specified as Landlok 300, but the product name has been changed to Pyramat 25. Substitution as well as approved equal will be reviewed during the submittal process.

- Question: Note 6 - G-0301 states contractor shall not use existing paved road for construction equipment. Note 33 (Construction Requirements and Restrictions G-0400 states) "In areas where construction equipment crosses existing pavements, the contractors shall take pictures or video of the pavement prior to commencing operations." Could you please provide the approved haul route outside of the OFA for each work location.
 - Response: Haul routes will be coordinated with winning contractor and document in the site safety plan, in general the site access is assumed to be Phase 1 site will be parallel to the Runway outside of the RSA, Phase 2 & 3 is directly from contractor laydown area to the site area, Phase 4 as discussed on site can be accessed from SH 361 NE of the site.

- Question: Note 5 - Access and Staging G00400 states that when not engaged in construction activities contractor equipment and vehicles shall be parked in staging area. During Phase 1 is it possible to park vehicles and equipment when not in use near the stockpile location show on the Phasing and Safety Plan G-0301?
 - Response: Yes, so long as the equipment is fully out of the OFA and complies with the FAA 7460.

- Question: The Grading and Drainage Plans (C-1401 – C-1404) does not show the existing grade lines inside the grading limits. To ensure accuracy when figuring earthwork calculations, are you able to provide the grading plans with the existing layer turned on inside the grading limits?
 - Note the Erosion Control Plans show existing grade lines in this area but do not match up with the existing grade lines shown on the grading plans.
 - Note the existing dirt mound observed at the pre bid just east of Taxiway A3 does not seem to be indicated on the existing contour lines on the plans (C-1104).
 - Response: Contours shown are as per design information available, no additional or revised drawing will be issued.

- Question: The plans do not indicate any new installation of 8" PVC pipe. Bid item 24 calls out 120 LF of 8" PVC pipe. We are assuming this will be relocating the existing 8" pipe that is shown on (C-1204 Keynote C) in the area where we will be removing the exiting concrete headwall. The pipe currently outlets just east of Taxiway A and will be under the new proposed taxiway. It also appears that a portion of the existing 8" should be removed. Please Clarify.
 - Response: Correct, pipe noted in C-1204 Keynote C is to be extended to daylight adjacent to Taxiway A. Demo may be required to the extent of the demo limits.

- Question: The bid form does not indicate any undercut/mucking of the existing ditch. If we run into unsuitable materials during construction how should this item be paid for.
 - Response: This item will need to be addressed during construction, if encountered over-excavation and embankment will be paid in accordance with P-152

- Question: The plans show seeding and mulching in the same areas. The bid form shows a quantity of 11,690 SY of seeding and 40,998 SY of mulching. Please clarify the limits of seeding and mulching.

- Response: Quantity for both items 34 Seeding and 37 Mulching are revised to be **35,340 SY**.
- Question: The plans do not indicate any joint or crack repair. Is this an estimated quantity to be determined in the field by the engineer as stated in Item P-101-3.2.
 - Response: Correct.
- Question: The plans are calling for 80 LF of 18" RCP in phase 1. Bid item 320 18" RCP is showing 320 LF. Please provide clarification on the discrepancy of quantities.
 - Response: Quantity shall be updated in the quantities table to **80LF**.
- Question: The plans do not indicate a bedding detail. Item D-701 Pipe for Storm Drain and Culverts states that when nothing is specified or detailed on the plans, requirements for Class C bedding shall apply. Class C indicates no special bedding or backfill is required. Based on the water table and the soil types, we believe this provides a constructability issue if no bedding is required. Please provide bedding/backfill requirements for the pipe and box culvert.
 - Response: Class B Bedding is acceptable.
- Question: Drawings MC-5-20-1 and MC-5-20-2 indicate that the box culvert is to be cast in place. Can a precast box culvert be installed in place of the cast in place using TXDOT SCP-MD?
 - Response: Precast box culverts may be substituted.
- Question: Regarding the displacement at the 12 end of the runway.
 1. When is the displacement for this? The only indication is on drawing C-1301 and C-1701.
 - Response: This permanent displacement is related to the Part 77 surface and the new Taxiway A "jug handle".
 2. What phasing is this?
 - Response: The phasing of this will be required to be coordinated with the PAPI relocation but must occur after the temporary threshold is removed after Phase 3. Coordination is required via FAA Tech Ops
 3. Are there missing documents for this?
 - Response: Additional information related to this can be found in the electrical series of drawings.
- Question: Is a field office required to be furnished for the project inspector?
 - Response: No, the field office will not need to be furnished for the project inspector.
- Question: What is the Hot Mix Type? Is it a D or C mix?
 - Response: Type C is acceptable.
- Question: What PG Binder is to be used? I would assume PG64-22 but please specify.
 - Response: PG64-22 is acceptable.

