



3010 Gaylord Parkway
Suite 190
Frisco, TX 75034
TEL 972.377.7480
FAX 972.377.8380
www.GarverUSA.com

June 30, 2022

**2201CADD0 - Addendum No. 1
To Plans, Contract Documents and Specifications**

**Caddo Mills Municipal Airport
Apron Reconstruction and Runway Remarketing
TxDOT CSJ No. 2201CADD0**

This addendum shall be a part of the Plans, Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans, Contract Documents and Specifications with which it might conflict. Acknowledgement of receipt of this Addendum must be provided on TxDOT Bid Form page 6 of 7 included in the Contract Documents.

The pre-bid meeting minutes have been included along with the sign-in sheet. The pre-bid meeting minutes include all questions asked during the pre-bid and the pre-bid site visit.

Bidders can obtain the revised bid form Addendum No. 1 on the TxDOT Website 'Plans Online' at <https://planuser.txdotplans@ftp.txdot.gov/plans/Airport/2022/07%20July/Caddo%20Mills%20Municipal%20Airport/2201CADD0/>

Bidders must fill out the bid form electronically, print, sign and submit a hardcopy as part of their bid package.

Revisions or additions made to the Contract Documents and Plans:

Plans

Sheet GI-002 was revised to remove the Summary of Quantities tables.
Sheet GC-003 the contract time, sequence of construction, and legend was revised.
Sheet CG-101 the contract time, sequence of construction, and legend was revised.
Sheet GC-102 the page number, contract time, sequence of construction, and legend was revised.
Sheet GC-103 the page number, contract time, sequence of construction, and legend was revised.
Sheet CE-101 the legend was revised.
Sheet CP-002 Detail 7 was revised.

Specifications

The Basis of Payment was revised for the following items

- SS-262-5.1 was revised to Tiedown Anchors – per Each
- TX-247-6.1 was revised to Flexible Base (Complete in Place) Type D, Grade 1 (8") – Per Square Yard

TxDOT Bid Form 2506 for 2201CADD0

The following quantities were revised within the bid form to match the plans: P-152-4.2, P-620-5.1a, P-620-5.1c, P-620-5.2, T-901-5.1, T-904-5.1, TX-247-6.1, TX-260-6.1, TX-260-6.2, and TX-340-6.1.

Item TX-360-6.1 was removed from the Base Bid

Item TX-247-6.1 was revised to a thickness of 8" for Additive Alternate 2

Attachments:

Pre-Bid Meeting Minutes

Revised Plan Sheet: GI-002 – Sheet Index & Summary of Quantities

Revised Plan Sheet: GC-003 – Construction Safety and Phasing Plan – Overview

Revised Plan Sheet: GC-101 – CSPP Phase 1

June 30, 2022
Addendum No.1

Revised Plan Sheet: GC-102 – CSPP Phase 2
Revised Plan Sheet: GC-103 – CSPP Phase 3
Revised Plan Sheet: CP-002 – Typical Sections & Details II
Revised Specification: SS-262 Tiedown Anchors
Revised Specification: TX-247 Flexible Base
Revised TxDOT Bid Form 2506 for 2201CADD0



Digitally Signed 06/30/2022

PREBID MEETING MINUTES





3010 Gaylord Parkway
Suite 190
Frisco, TX 75034
TEL 972.377.7480
FAX 972.377.8380
www.GarverUSA.com

MEETING MINUTES

To: Attendees
From: Sara Andrews, PE
RE: Caddo Mills Municipal Airport
Apron Reconstruction and Runway Remarketing
TxDOT CSJ No. 2201CADD0
Pre-Bid Meeting Minutes

Date: June 30, 2022

On Wednesday, June 22 at 11:00am, a Pre-Bid Meeting was held to discuss the Caddo Mills Municipal Airport Apron Reconstruction and Runway Remarketing project for TxDOT CSJ No 2201CADD0. The following items were discussed:

1) Introductions & Roles:

- a) Sign-in sheet is attached.

1. Bidding Procedures

- a) Sealed bids need to be addressed and delivered to Mr. Matt McMahan, City Manager, Caddo Mills City Hall, 2313 Main Street, Caddo Mills, TX 75135. Bids will be received until 2:00 PM on Wednesday, July 13, 2022, then publicly opened and read.
- b) Technical questions concerning the specifications should be directed to Sara Andrews, PE at SCAndrews@GarverUSA.com or 972-377-7480.
- c) Deadline for questions is 5:00pm on **Friday, July 1, 2022**. Answers will be provided by 5:00pm on **Wednesday, July 6, 2022**.
- d) Bidder Qualifications
 - 1. Prequalified bidders are to check the prequalified box on the Bid Form
 - 2. Each bidder shall submit a physical copy of the bidder's "evidence of competency" and "evidence of financial responsibility" to the TxDOT Aviation division
- e) Instructions to Bidders
 - 1. Bidder must fill out the Bid Form electronically and print a physical copy **ONLY** for submission
- f) Bid Proposal
 - 1. **Contract Time: 85 Calendar Days**
 - 2. \$1,000 Liquidated Damages per calendar day
 - 3. Addendum No. 1 will revise the bid form and include pre-bid meeting minutes and sign-in sheet
 - 4. Weather Days will be adjusted and agreed upon between the contractor and RPR.
 - 5. Only DBE certified businesses will qualify and count towards the DBE goal of this project.

2. Federal Provisions

- a) The DBE goal is **9.0%**
 - 1. Questions regarding goals and Good Faith Efforts should be directed to Eli Lopez at Eli.Lopez@txdot.gov.
 - 2. Contractors must submit an acceptable DBE plan and commitment or good faith effort no later than 5 calendar days after bid opening as a matter of responsibility, even if bidder is not the apparent low bidder.
 - ***All bidders are encouraged to submit after bid opening. Officially due on July 18 by 5:00pm***
- b) Contractor shall follow all Davis Bacon Wage Rate Requirements

- c) Contractor shall follow all Buy American clauses.

3. TxDOT General Provisions

- a) General Provisions are provided in a standalone publication entitled General Provisions.
- b) Electronic copies are available on TxDOT Aviation website.
 - 1. <http://www.txdot.gov/inside-txdot/division/aviation/general-provisions.html>
- c) Contractors shall pay close attention to Section 100 in the General Provisions regarding Contractor Quality Control Program and Contractor Quality Control Testing.
 - 1. The contractor is required to prepare a quality control program following the specifications where it is required.
 - 2. The contractor is not required to perform QC control testing, but it is encouraged.
 - 3. Owner will perform quality assurance (QA) testing on all materials.
 - **The QA lab will be STL Engineers.**
 - 4. Engineer recommends the contractor QC test prior to calling the QA testing lab.
 - 5. If QA tests show failing results, the contractor will be responsible for the cost of the test.
- d) Any failed tests performed by the QA lab will be deducted from the contractor.

4. Construction Plans

- a) Airport Safety and Security
 - 1. There is no badging requirement or tower at this airport. Contractor must monitor radio frequency call out movements on the airfield in accordance with the airport's procedures.
 - 2. Airport safety and security offences identified within the notes on GC-001.
 - 3. Prime contractor Superintendent must be onsite during all construction activities
 - 4. Low profile barricades are required to block off construction areas from taxiing aircraft.
 - 5. Men and equipment can work within the Runway Object Free Area (ROFA), but no equipment or material shall be stored within the ROFA.
 - 6. Contractor to notify the airport 14 calendar days prior to work within the Runway Safety Area (RSA).
 - 7. Runway 13-31 and Runway 18-36 may not be closed at the same time.
- b) Project Layout
 - 1. Base Bid – Apron Taxiway connector reconstruction
 - 2. Additive Alternate 1 – Runway 13-31 remarking and 'CADDO MILLS' on apron
 - 3. Additive Alternate 2 – Connection to private north apron
- c) Safety and Phasing
 - 1. Phase 1 (Base Bid) – Apron Reconstruction
 - 70 calendar days
 - 2. Phase 2 (Additive Alternate 1) – Remark Runway 18-36
 - 10 calendar days
 - 3. Phase 3 (Base Bid) – Remark Runway 13-31
 - 14 calendar days
 - 4. Final Markings Phase (Base Bid) (30 calendar day suspension of work)
 - 1 calendar day
- d) Civil Improvements
 - 1. Asphalt paving of the Apron and connecting taxiway
 - 2. Remarking of the Runway pavement

5. Technical Specifications

- a) C-100 "Contractor Quality Control Program (CQCP)"
 - 1. This specification has a pay item for contractor to develop CQCP
- b) C-105 "Mobilization"
 - 1. See Section C-105-5 Method of Measurement for payment percentages
- c) P-101 "Preparation and Removal of Pavements"
 - 1. Existing asphalt apron removal is included in this specification

- d) P-152 "Excavation, Subgrade, and Embankment"
 1. Volumetric quantities were calculated using design cross sections which were created for this project using the DTM files of the applicable design surfaces and generating End Area Volume Reports. This method does not account for shrinkage or swell and relies on computer interpolation.
 2. The Engineer will provide DTM files of the original applicable design surfaces for generating the volume reports to the contractor.
 3. Prior to disturbing original grade, the contractor shall verify the accuracy of the existing ground surface by verifying spot elevations where original field survey data was obtained as indicated on the topographical map.
- e) Tx-247 Flexible Base
- f) Tx-260 Lime Treatment
- g) Tx-340 Dense-Graded Hot-Mix Asphalt (Small Quantity) (4")
- h) D-754 Concrete Drainage Flume
- i) L-125 Installation of Airport Lighting Systems

6. Pre-Bid Meeting and Site Visit Questions

Questions asked during the pre-bid meeting and site visit are answered below.

1. Will a separate dedicated stockpile for the Tx-247 Flexible Base (Type D, Grade 1) material be required? Suppliers in the area will not provide a site stockpile for this material.
 - A separate, dedicated stockpile may be requested by the engineer, but it is not required if the approved Flexible Base material is able to meet material test requirements of Table 1 of Item 247-2.1.
2. Will issues with material deliveries and lead times be taken into consideration?
 - Contractor will notify the engineer of delays and impacts on contract time.
 - Engineer will evaluate delays and will coordinate with the Owner/Agent on impacts to contract time.
 - After the contract is awarded, the contractor and engineer can assess lead times and adjust the Pre-construction meeting and Construction start date.
3. Is a site office needed?
 - No site office is needed in this project.
4. Do the asphalt millings become owner property or contractor property?
 - The airport will take ownership of the millings.
5. How deep is the gas line and will it be impacted?
 - The gas line is greater than 6 feet in depth. Potholing will be required to identify the exact depth and location prior to construction.
6. Will the contractor need to notify the gas company of construction?
 - Engineer will coordinate.
7. Does the gas line have tracers on it?
 - The gas line itself is the tracer.
8. How long can we expect for the contract execution to take place?
 - The TxDOT contract execution timeframe is approximately 60 days.

Attachments: Sign-In Sheet
Project Layout
Construction Safety and Phasing Plan

Pages(incl.): 8

Copy to File: 21A11130

Copies to Garver: AMJ, SCA, MRM



SIGN-IN SHEET

Name	Representing	Phone #	Email
SARA ANDREWS	GARVER	972 377 7480	SCANDREWS@GARVERUSA.COM
MITCHELL MCANALLY	GARVER	214-619-9023	MRMCANALLY@GARVERUSA.COM
STEPHANIE KLEIBER	TxDOT	512 736 4121	stephanie.kleiber@txdot.gov
Eric Terry	McMahon Contracting	972-263-6904	eterry@mcMahoncontracting.com estimating@mcMahoncontracting.com
Dustin L. Lennon	D. Lennon, Inc.	(903) 886-3174	estimating@dLlennon.com
JEFF ROCK	D.L. Lennon, Inc.	903 886 3174	" " " "
Paul Miller	City of Caddo Mills	903-461-2728	caddomillsdirector@gmail.com

Pre-Bid Meeting

June 22, 2022, 11:00am

SIGN-IN SHEET

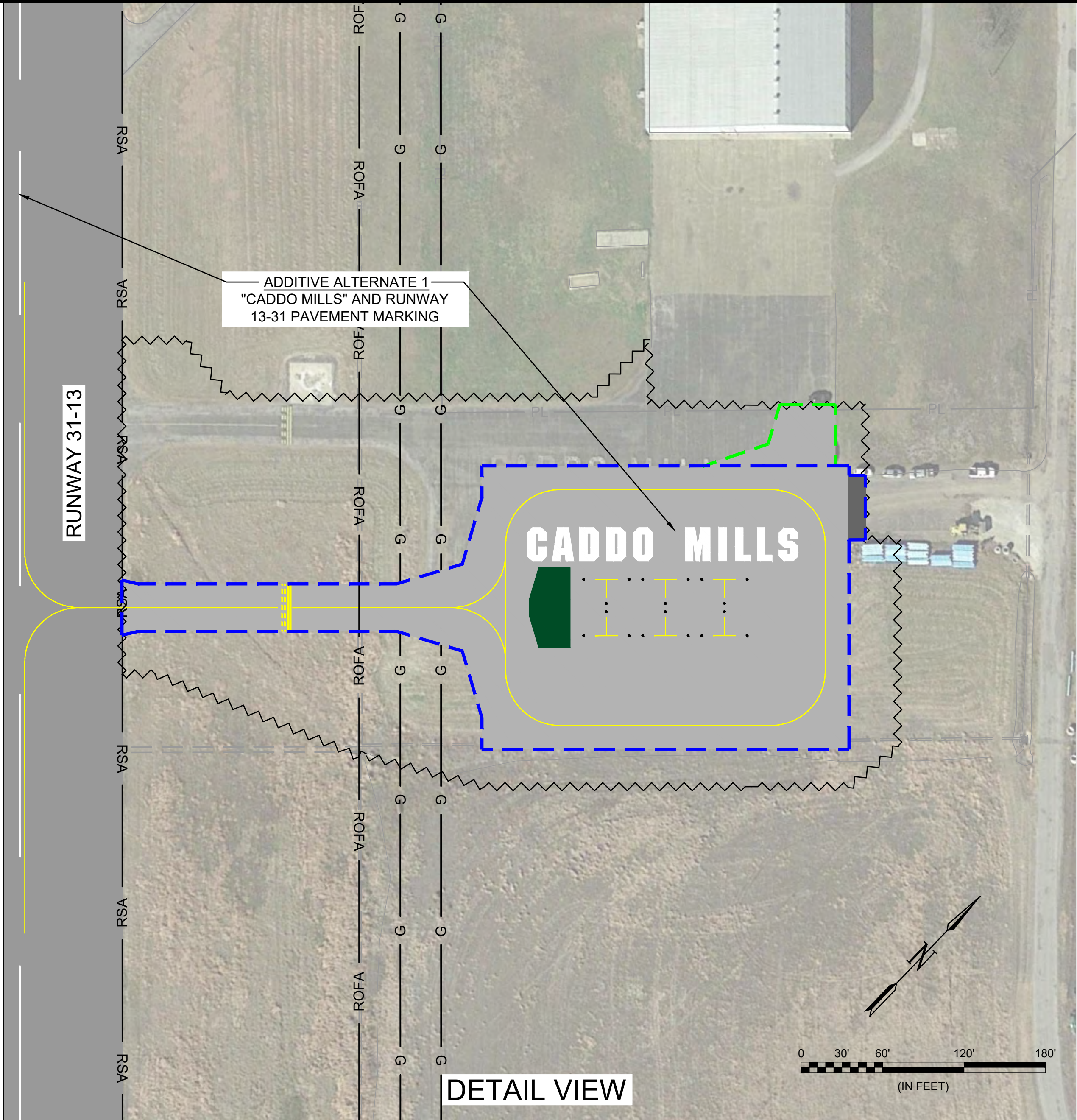
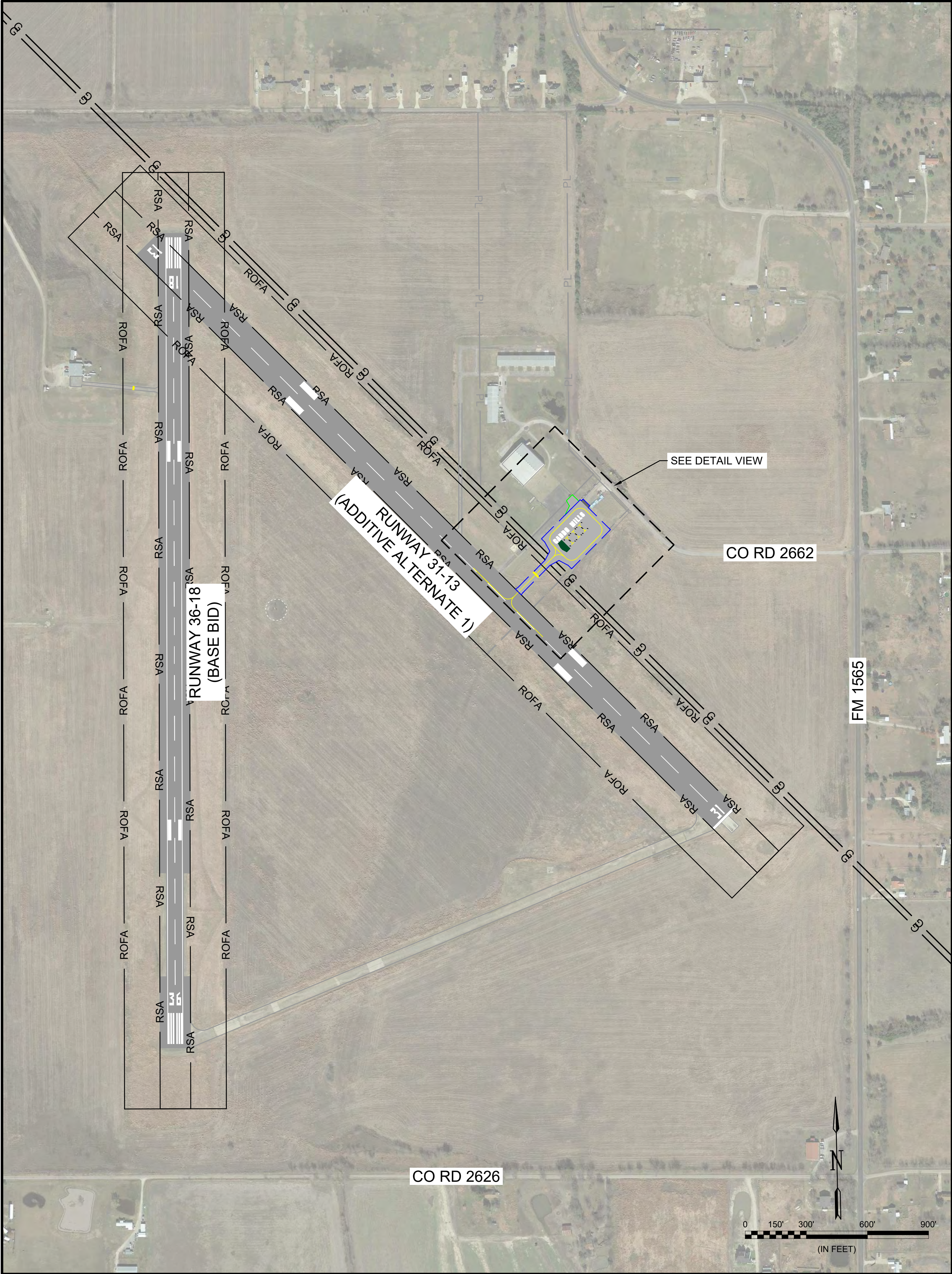
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SIGN-IN SHEET

Name	Representing	Phone #	Email

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ITEMS OF WORK

BASE BID:
PERFORM EARTHWORK, RECONSTRUCT APRON AND TAXIWAY ASPHALT PAVEMENT SECTION, INSTALL DRAINAGE IMPROVEMENTS, REMOVE AND REPLACE PAVEMENT MARKINGS ON RUNWAY 36-18, AND INSTALL REQUIRED UNLIT GUIDANCE SIGNS.

ADDITIVE ALTERNATE 1:
MARK 'CADDO MILLS' APRON LETTERING AND REMARK RUNWAY 13-31.

ADDITIVE ALTERNATE 2:
CONSTRUCT ASPHALT APRON CONNECTION.

LEGEND

PROPOSED APRON PAVEMENT

PROPOSED TRANSITION PAVEMENT

PROPOSED GRADING LIMITS (BASE BID)

BASE BID PAVING

ADDITIVE ALTERNATE 2 PAVING

—RSA—

RUNWAY SAFETY AREA

—ROFA—

RUNWAY OBJECT FREE AREA

—G—

EXISTING GAS LINE

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STATE OF TEXAS

SARA C. ANDREWS

126832

LICENSED PROFESSIONAL ENGINEER

Digitally Signed 04/01/2022

BY	SCA			
DESCRIPTION	ISSUED FOR BID			
DATE	3/22/2022			
REV.	1.			

CADDO MILLS MUNICIPAL AIRPORT
CADDO MILLS, TEXAS

CADDO MILLS

APRON RECONSTRUCTION AND RUNWAY REMARKING

PROJECT LAYOUT

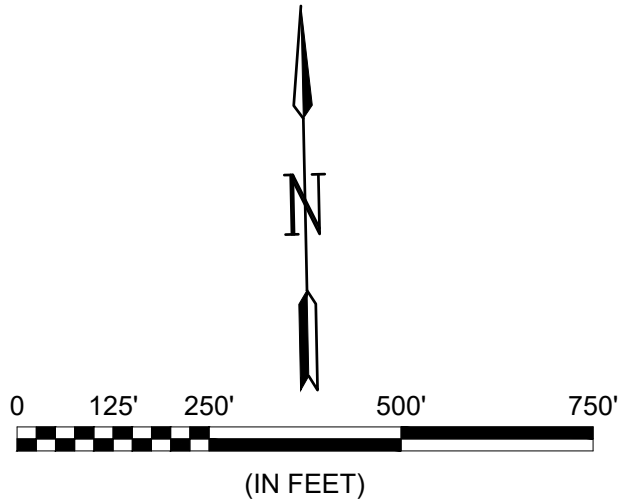
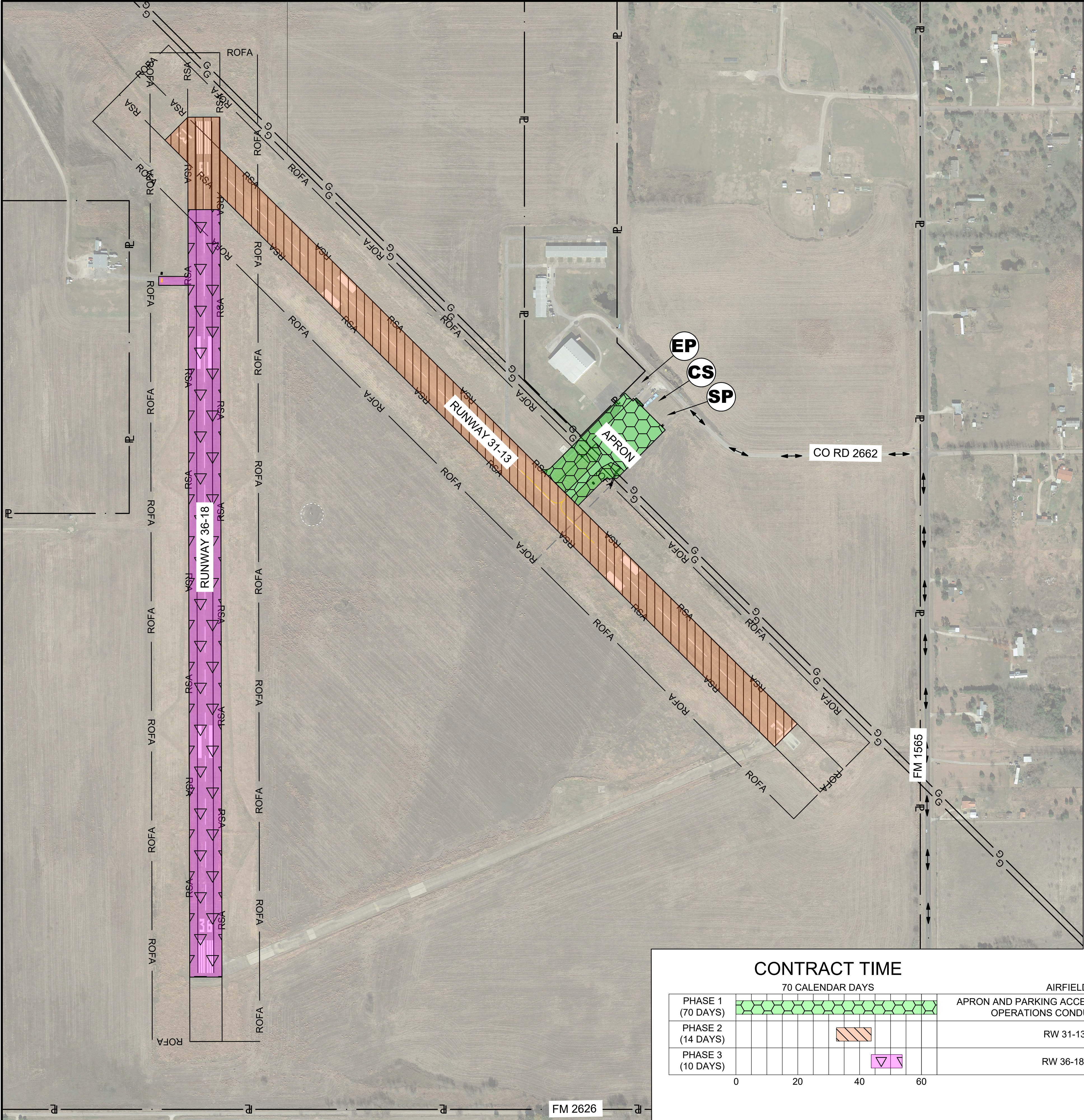
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LEGEND




- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- EXISTING GAS LINE
- PROPERTY LINE
- CONTRACTOR STAGING
- EMPLOYEE PARKING
- STOCKPILE LOCATION
- CONTRACTOR ROUTE

- SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
- CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
- IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.

SEQUENCE OF CONSTRUCTION

- PERFORM ASPHALT DEMOLITION, EARTHWORK, CONSTRUCT APRON & TAXIWAY PAVEMENT SECTION, INSTALL AIRCRAFT TIE DOWNS, AND PAVEMENT MARKINGS.
- REMOVE AND REMARK PAVEMENT MARKINGS ON RUNWAY 31-13 FROM THE RUNWAY 13 THRESHOLD UP THROUGH THE THE INTERSECTION OF RUNWAY 36-18.
- REMOVE AND REMARK PAVEMENT MARKINGS ON RUNWAY 36-18 UP TO INTERSECTION OF RUNWAY 31-13.

CONTRACT TIME

70 CALENDAR DAYS				AIRFIELD IMPACT		PHASING REMARKS	
PHASE 1 (70 DAYS)				APRON AND PARKING ACCESS CLOSED WITH AIRFIELD OPERATIONS CONDUCTED ON RUNWAY		PROPOSED ACCESS TAXIWAY PAVEMENT MARKINGS TO OCCUR DURING RW 31-13 CLOSURE OF PHASE 2	
PHASE 2 (14 DAYS)						PHASE 2 TO OVERLAP THE FINAL ASPHALT PLACEMENT OF PHASE 1 & INCLUDE ACCESS TAXIWAY PAVEMENT CONNECTION AND MARKINGS	
PHASE 3 (10 DAYS)				RW 36-18 CLOSED		PHASE 3 TO OCCUR IMMEDIATELY FOLLOWING PHASE 2 COMPLETION	
0 20 40 60							

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BY	SCA		
DESCRIPTION	ISSUED FOR BID		
DATE	3/22/2022		
REV.	1.		

CADDO MILLS MUNICIPAL AIRPORT
CADDO MILLS, TEXAS

CADDO MILLS

APRON RECONSTRUCTION AND RUNWAY REMARKING

CONSTRUCTION SAFETY AND PHASING PLAN - OVERVIEW

JOB NO.: 21A11130
DATE: MARCH 2022
DESIGNED BY: AMJ
DRAWN BY: JAH

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REVISED PLAN SHEETS

ADDENDUM NO. 1




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Sheet List Table		
Sheet Number	Drawing Number	Sheet Title
GENERAL		
1	GI-001	COVER SHEET
2	GI-002	SHEET INDEX & SUMMARY OF QUANTITIES
3	GI-101	PROJECT LAYOUT
4	GI-201	SURVEY CONTROL PLAN
5	GC-001	CONSTRUCTION SAFETY AND PHASING NOTES 1
6	GC-002	CONSTRUCTION SAFETY AND PHASING NOTES 2
7	GC-003	CONSTRUCTION SAFETY AND PHASING PLAN - OVERVIEW
8	GC-101	CSPP - PHASE 1
9	GC-102	CSPP - PHASE 2
10	GC-103	CSPP - PHASE 3
11	GC-401	CONSTRUCTION SAFETY DETAILS
CIVIL		
12	CE-001	EROSION CONTROL NOTES
13	CE-101	EROSION CONTROL PLAN
14	CE-201	EROSION CONTROL DETAILS
15	CD-101	DEMOLITION PLAN
16	CP-001	TYPICAL SECTIONS 1
17	CP-002	TYPICAL SECTIONS & DETAILS II
18	CP-101	PLAN AND PROFILE
19	CG-101	GRADING & DRAINAGE PLAN
20	CG-201	STORM DRAIN DETAILS
MARKINGS		
21	CM-101	RUNWAY 31-13 PAVEMENT MARKING REMOVAL PLAN 1 (ADD ALT 1)
22	CM-102	RUNWAY 31-13 PAVEMENT MARKING REMOVAL PLAN 2 (ADD ALT 1)
23	CM-103	RUNWAY 31-13 PAVEMENT MARKING REMOVAL PLAN 3 (ADD ALT 1)
24	CM-104	RUNWAY 36-18 PAVEMENT MARKING REMOVAL PLAN 1 (BASE BID)
25	CM-105	RUNWAY 36-18 PAVEMENT MARKING REMOVAL PLAN 2 (BASE BID)
26	CM-106	RUNWAY 36-18 PAVEMENT MARKING REMOVAL PLAN 3 (BASE BID)
27	CM-201	RUNWAY 31-13 PAVEMENT MARKING PLAN 1 (ADD ALT 1)
28	CM-202	RUNWAY 31-13 PAVEMENT MARKING PLAN 2 (ADD ALT 1)
29	CM-203	RUNWAY 31-13 PAVEMENT MARKING PLAN 3 (ADD ALT 1)
30	CM-204	RUNWAY 36-18 PAVEMENT MARKING PLAN 1 (BASE BID)
31	CM-205	RUNWAY 36-18 PAVEMENT MARKING PLAN 2 (BASE BID)
32	CM-206	RUNWAY 36-18 PAVEMENT MARKING PLAN 3 (BASE BID)
33	CM-207	APRON PAVEMENT MARKING PLAN (BASE BID & ADD ALT 1)
34	CM-301	PAVEMENT MARKING DETAILS 1
35	CM-302	PAVEMENT MARKING DETAILS 2
36	CM-303	PAVEMENT MARKING DETAILS 3
37	CM-304	PAVEMENT MARKING DETAILS 4
38	CM-305	GUIDANCE SIGN DETAILS
CROSS SECTIONS		
39	XS-301	APRON CROSS SECTIONS 1
40	XS-302	APRON CROSS SECTIONS 2
41	XS-303	APRON CROSS SECTIONS 3
42	XS-304	APRON CROSS SECTIONS 4
43	XS-305	APRON CROSS SECTIONS 5

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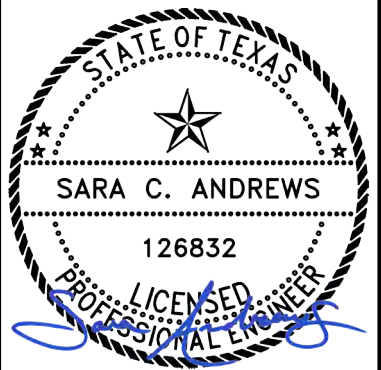
FOR ALL QUANTITIES
REFER TO THE REVISED TxDOT FORM 2506 WITHIN ADDENDUM NO. 1



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CADDO MILLS MUNICIPAL AIRPORT
CADDO MILLS, TEXAS

CADDO MILLS

APRON RECONSTRUCTION AND RUNWAY REMARKING

SHEET INDEX & SUMMARY OF QUANTITIES

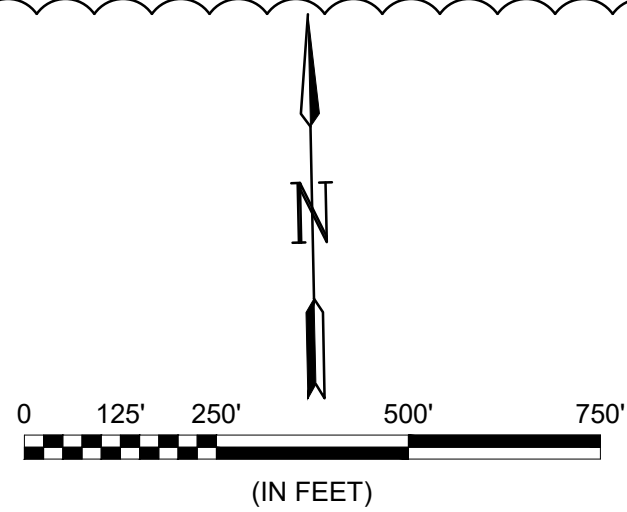
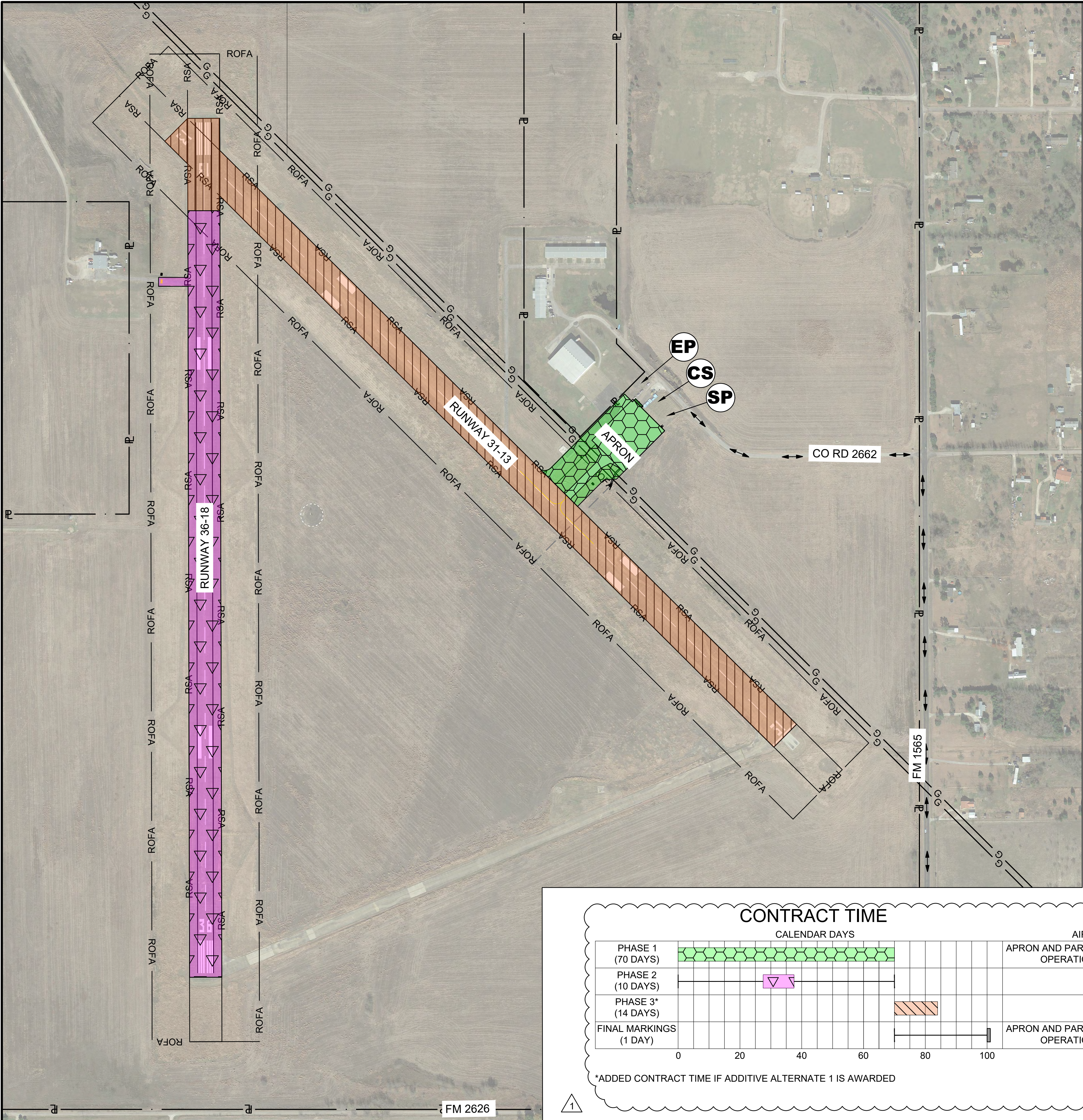
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LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- EXISTING GAS LINE
- PROPERTY LINE
- CONTRACTOR STAGING
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- STOCKPILE LOCATION
- CONTRACTOR ROUTE

- SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
- CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
- IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.

SEQUENCE OF CONSTRUCTION

1. PERFORM ASPHALT DEMOLITION, EARTHWORK, CONSTRUCT APRON & TAXIWAY PAVEMENT SECTION, INSTALL AIRCRAFT TIE DOWNS, AND PAVEMENT MARKINGS.
2. REMOVE AND REMARK PAVEMENT MARKINGS ON RUNWAY 36-18 UP TO INTERSECTION OF RUNWAY 31-13.
3. REMOVE AND REMARK PAVEMENT MARKINGS ON RUNWAY 31-13 FROM THE RUNWAY 13 THRESHOLD UP THROUGH THE THE INTERSECTION OF RUNWAY 36-18.

CONTRACT TIME

CALENDAR DAYS		AIRFIELD IMPACT	PHASING REMARKS
PHASE 1 (70 DAYS)		APRON AND PARKING ACCESS CLOSED WITH AIRFIELD OPERATIONS CONDUCTED ON RUNWAY	PROPOSED ACCESS TAXIWAY PAVEMENT MARKINGS TO OCCUR DURING PHASE 3 IF ADD ALT 1 IS AWARDED
PHASE 2 (10 DAYS)		RW 36-18 CLOSED	PHASE 2 TO OCCUR ANYTIME DURING PHASE 1 CONSTRUCTION
PHASE 3* (14 DAYS)		RW 31-13 CLOSED	RW 31-13 PAVEMENT REMARKING TO FOLLOW APRON CONSTRUCTION
FINAL MARKINGS (1 DAY)		APRON AND PARKING ACCESS CLOSED WITH AIRFIELD OPERATIONS CONDUCTED ON RUNWAY	FINAL MARKING APPLICATION ON THE APRON PAVEMENT 30 DAYS AFTER TEMPORARY MARKINGS APPLICATION

*ADDED CONTRACT TIME IF ADDITIVE ALTERNATE 1 IS AWARDED



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REV.	DATE	DESCRIPTION	BY
1	6/30/2022	ADDENDUM NO. 1	SCA

CADDO MILLS MUNICIPAL
AIRPORT
CADDO MILLS, TEXAS

CADDO MILLS
AIRPORT

APRON RECONSTRUCTION
AND RUNWAY REMARKING

CONSTRUCTION
SAFETY AND PHASING
PLAN - OVERVIEW

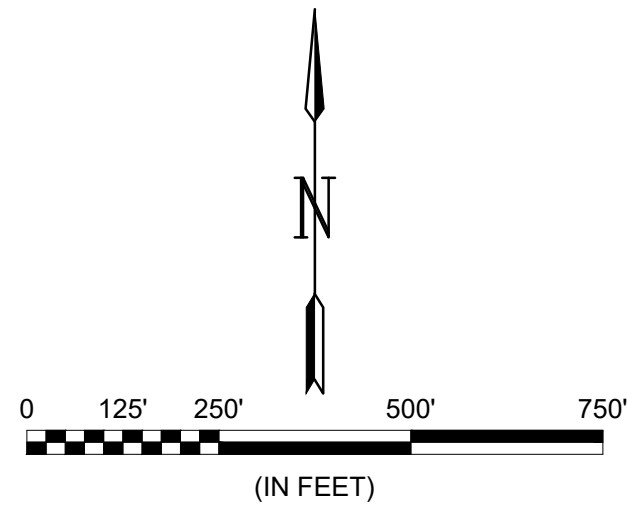
JOB NO.: 21A11130
DATE: MARCH 2022
DESIGNED BY: AMJ
DRAWN BY: JAH

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DRAWING NUMBER
GC-003

SHEET
NUMBER **7**

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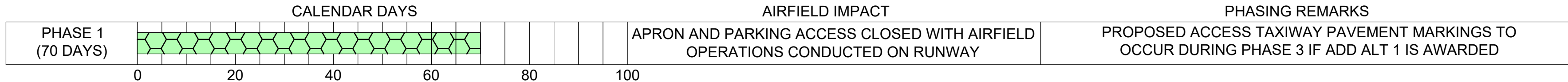
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- LOW PROFILE AIRCRAFT BARRICADES
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- G EXISTING GAS LINE
- PL PROPERTY LINE
- CS CONTRACTOR STAGING
- EP EMPLOYEE PARKING
- SP STOCKPILE LOCATION
- CONTRACTOR ROUTE

- SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
- CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
- IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.

SEQUENCE OF CONSTRUCTION

- 1. PERFORM ASPHALT DEMOLITION, EARTHWORK, CONSTRUCT APRON & TAXIWAY PAVEMENT SECTION, INSTALL AIRCRAFT TIE DOWNS, AND PAVEMENT MARKINGS.

CONTRACT TIME



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AIRPORT
CADDO MILLS, TEXAS

CADDO MILLS

APRON RECONSTRUCTION
AND RUNWAY REMARKING

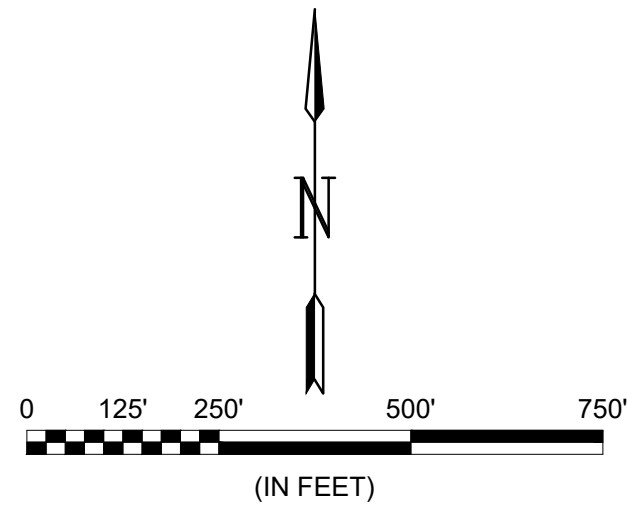
CSPP - PHASE 1

JOB NO.: 21A11130
DATE: MARCH 2022
DESIGNED BY: AMJ
DRAWN BY: JAH

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DRAWING NUMBER
GC-101
SHEET
NUMBER **8**

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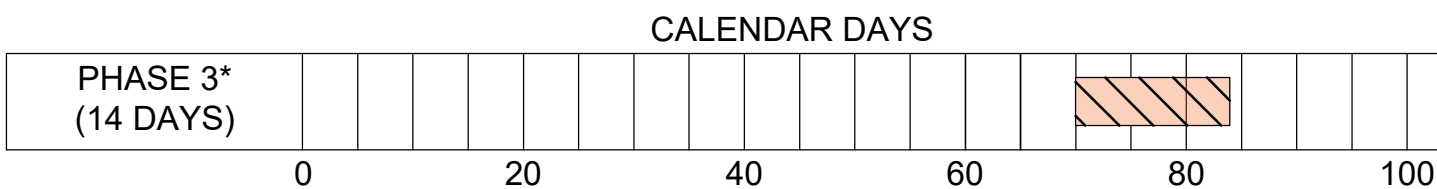
- PHASE 3 WORK AREA
- CLOSED RUNWAY MARKER
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- G EXISTING GAS LINE
- PL PROPERTY LINE
- CS CONTRACTOR STAGING
- EP EMPLOYEE PARKING
- SP STOCKPILE LOCATION
- CONTRACTOR ROUTE

- SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
- CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
- IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.

SEQUENCE OF CONSTRUCTION

- 3 REMOVE AND REMARK PAVEMENT MARKINGS ON RUNWAY 31-13 FROM THE RUNWAY 13 THRESHOLD UP THROUGH THE THE INTERSECTION OF RUNWAY 36-18.

CONTRACT TIME



AIRFIELD IMPACT

RW 31-13 CLOSED

PHASING REMARKS

RW 31-13 PAVEMENT REMARKING TO FOLLOW APRON CONSTRUCTION



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CADDO MILLS, TEXAS

CADDO MILLS
AIRPORT
CADDO MILLS, TEXAS

APRON RECONSTRUCTION
AND RUNWAY REMARKING

CSPP - PHASE 3

JOB NO.: 21A11130
DATE: MARCH 2022
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DRAWN BY: JAH

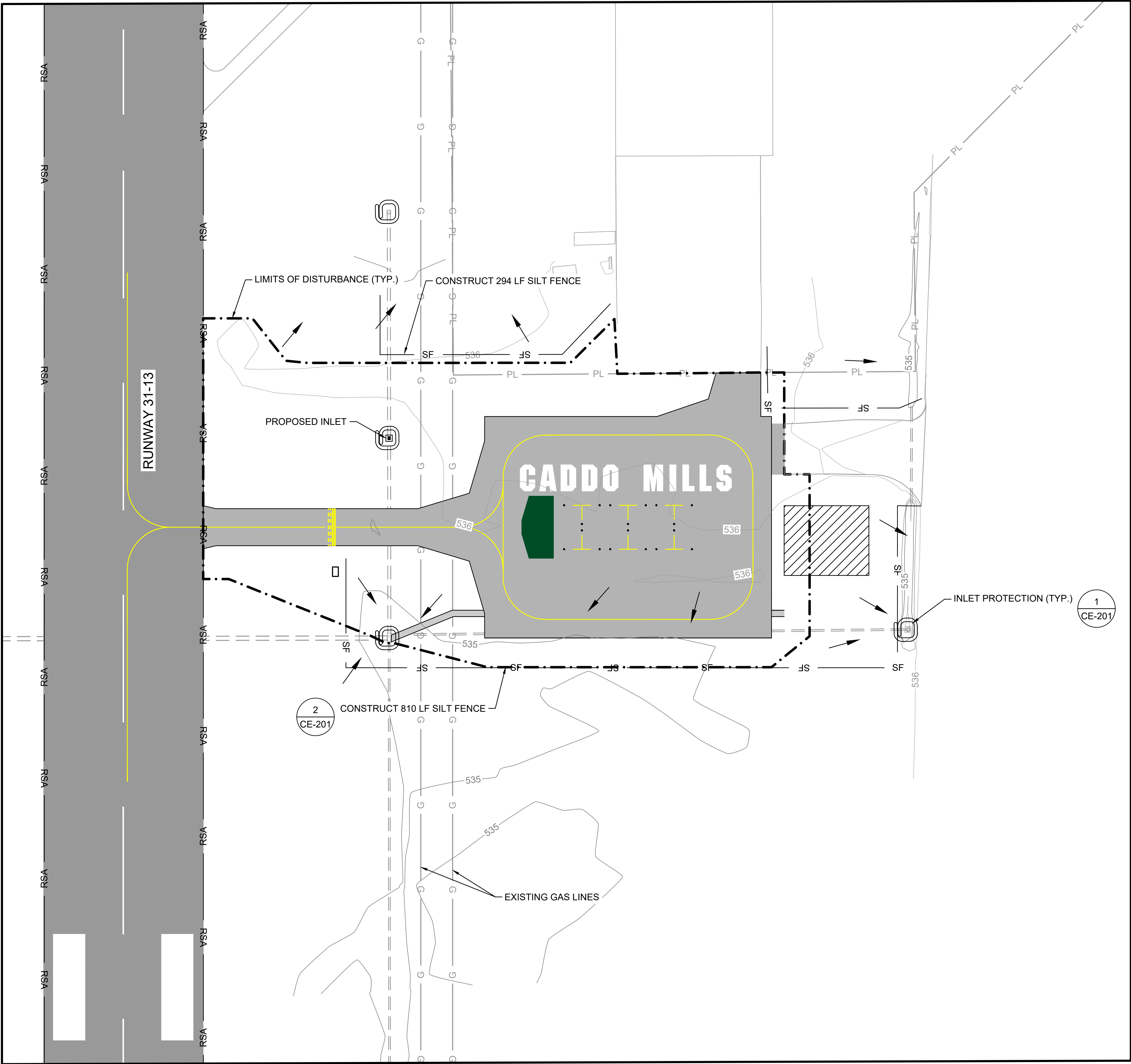
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GC-103

SHEET
NUMBER **10**

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PROPOSED ASPHALT PAVEMENT

1

XXX

PROPOSED CONTOUR

XXX

EXISTING CONTOUR

RSA

RUNWAY SAFETY AREA

TSA

TAXIWAY SAFETY AREA

EXISTING DRAINAGE STRUCTURE

=====

EXISTING STORM DRAIN PIPE

ESTIMATED LIMITS OF DISTURBANCE

STORMWATER FLOW DIRECTION

SF

SILT FENCE

WATTLE DROP INLET PROTECTION

1

CE-201

///

CONTRACTOR STAGING AREA

LEGEND

0

25'

50'

100'

150'

(IN FEET)

NOTES:

- SEE SHEET CE-001 FOR EROSION CONTROL NOTES.
- THE TEMPORARY EROSION CONTROL MEASURES SHOWN ON THE PLANS REPRESENT THE ENGINEER'S ESTIMATE OF THE MINIMUM EFFORT NEEDED TO MAINTAIN PROPER EROSION CONTROL DURING CONSTRUCTION. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION. INSTALLATION OF ADDITIONAL DEVICES SHALL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE SUBSIDIARY TO ITEM C-102.
- SEE SHEET CE-201 FOR EROSION CONTROL DETAILS. THE SYMBOLS SHOWN IN THIS SHEET REPRESENT EROSION CONTROL DEVICES FOUND IN THE EROSION CONTROL DETAIL SHEET. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED.
- EROSION AND SEDIMENT CONTROL FEATURES SHALL BE PLACED PRIOR TO THE START OF EXCAVATION OPERATIONS.
- CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL AND TEMPORARY SEEDING OF STOCKPILES, BORROW AREAS, AND HAUL ROUTES. THIS WORK IS SUBSIDIARY TO ITEM C-102.

KEYMAP



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STATE OF TEXAS

SARA C. ANDREWS

126832

LICENSED PROFESSIONAL ENGINEER

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BY

SCA

DESCRIPTION

ADDENDUM NO. 1

DATE

6/30/2022

REV.

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CADDO MILLS MUNICIPAL AIRPORT

CADDO MILLS, TEXAS

CADDO MILLS

APRON RECONSTRUCTION AND RUNWAY REMARKING

EROSION CONTROL PLAN

JOB NO.: 21A11130

DATE: MARCH 2022

DESIGNED BY: AMJ

DRAWN BY: JAH

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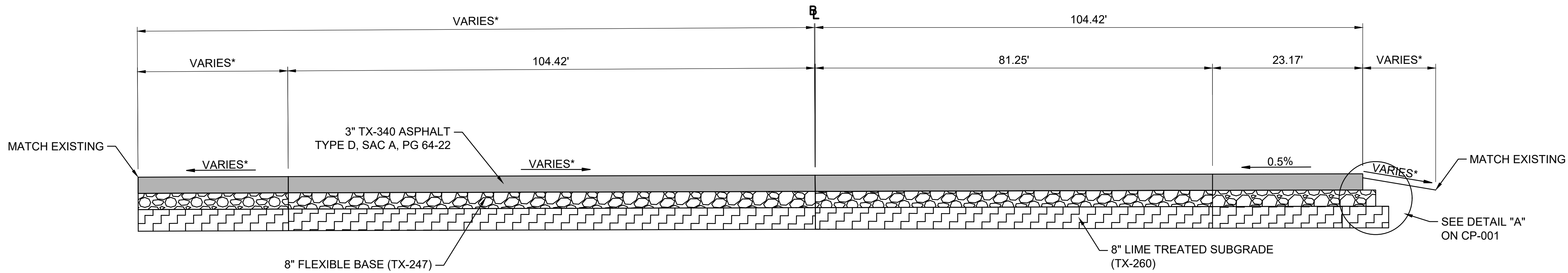
DRAWING NUMBER

CE-101

SHEET NUMBER

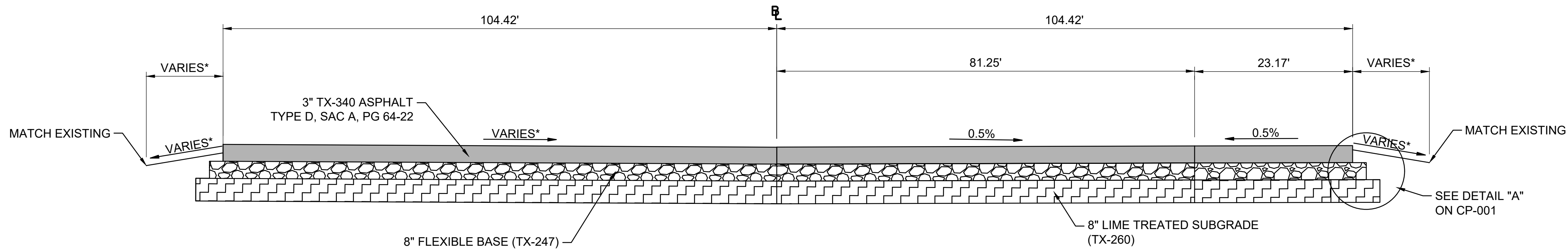
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Last plotted by: Jessop, Alex M Plot Date: 6/27/2022 11:39 AM Plotter Used: DWG To PDF v3



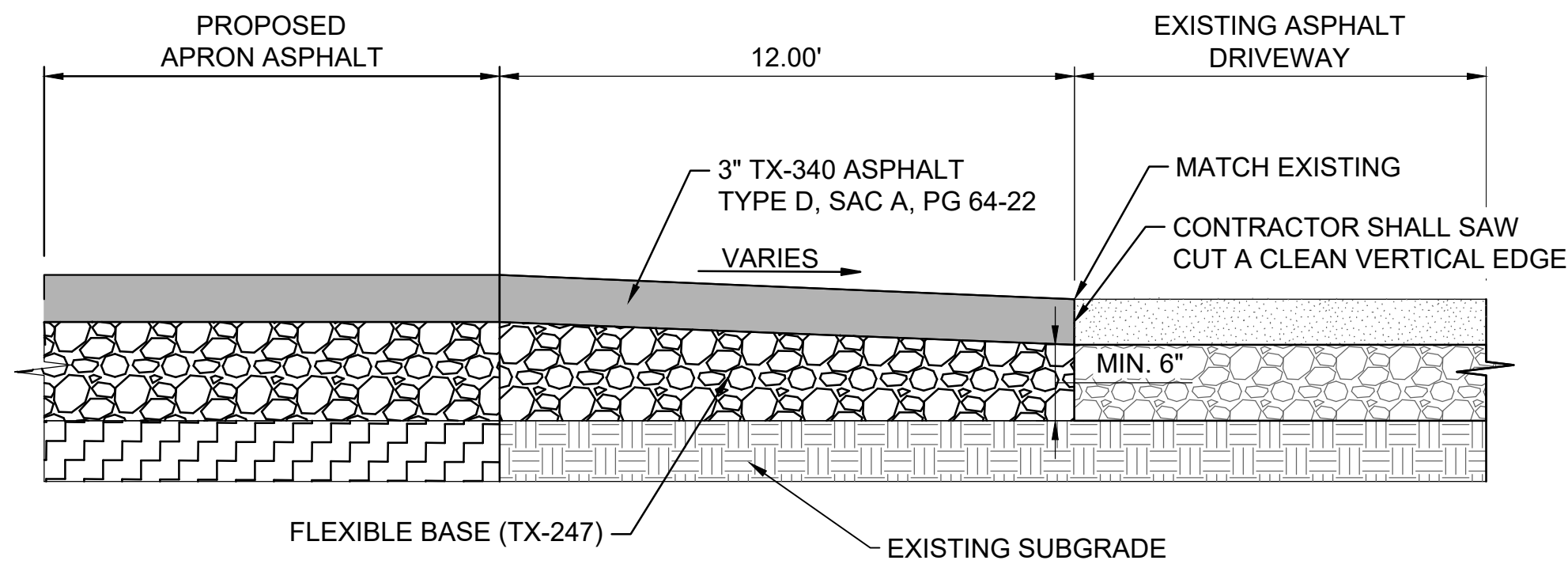
4
CP-002

TYPICAL SECTION 4 - APRON
SCALE: NONE
STA 305+33.50 - STA 305+75.50



5
CP-002

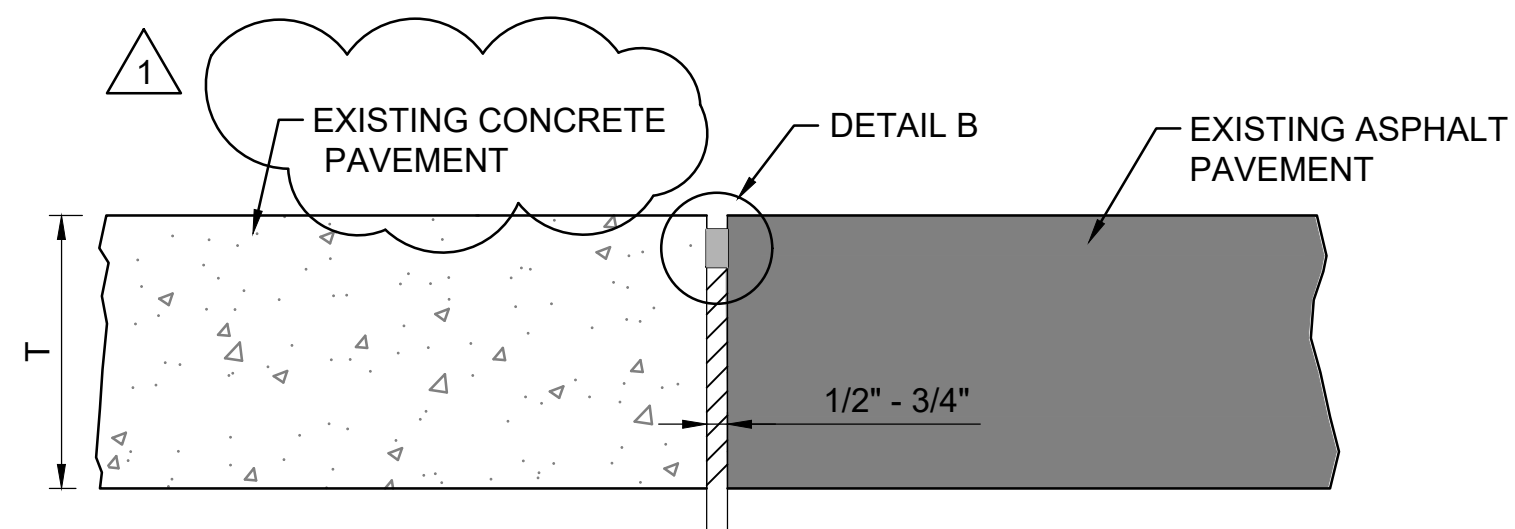
TYPICAL SECTION 5 - APRON
SCALE: NONE
STA 305+75.50 - STA 305+85.79



6
CP-002

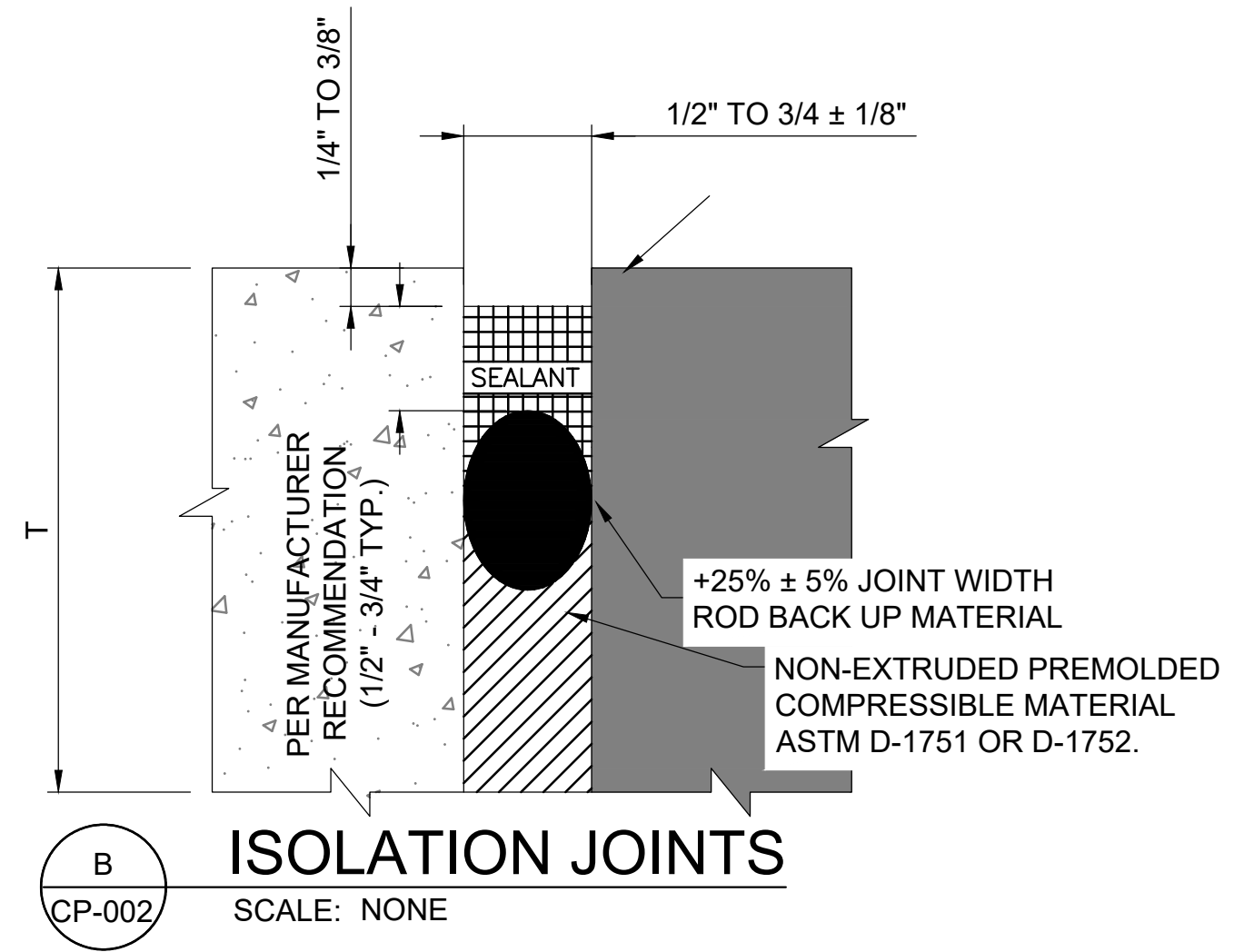
TRANSITION FROM PROPOSED CONCRETE TO EXISTING ASPHALT (BUTT JOINT) DETAIL
SCALE: NONE

NOTE:
1. RECYCLED ASPHALT PAVEMENT SHALL NOT BE USED IN TX-340 MIX DESIGN



7
CP-002

ISOLATION JOINT CONCRETE ABUTTING ASPHALT PAVEMENT
SCALE: NONE



B
CP-002

ISOLATION JOINTS
SCALE: NONE



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CADDO MILLS MUNICIPAL
AIRPORT
CADDO MILLS, TEXAS

CADDO MILLS
APRON RECONSTRUCTION
AND RUNWAY REMARKING

TYPICAL SECTIONS &
DETAILS II

JOB NO.: 21A11130
DATE: MARCH 2022
DESIGNED BY: AMJ
DRAWN BY: JAH

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DRAWING NUMBER
CP-002

SHEET
NUMBER **17**

*REFER TO CROSS SECTIONS ON SHEETS XS-301 - XS-305

REVISED SPECIFICATIONS

ADDENDUM NO. 1



ITEM SS-262 TIEDOWN ANCHORS

DESCRIPTION

262-1.1 This item shall consist of furnishing and installing tiedown anchors to the tolerances specified and to the lines, locations and grades directed by the Engineer.

MATERIAL REQUIREMENTS

262-2.1 Ductile Iron tiedown anchors shall be Neenah R-3490-A or approved equal. *If the contractor does not install the tie down during paving operations, then the contractor shall submit a method to the engineer for review.*

262-2.2 Concrete for tiedown anchor shall be 3,200 psi, Class P concrete per Tx-360. *Payment for concrete shall not be measured separately for payment but shall be considered subsidiary to the item it is contained.*

CONSTRUCTION REQUIREMENTS

262-3.1 The aircraft tiedown anchors shall be installed in the ramp at the locations and in accordance with the details shown in plans and in accordance with the manufacturer's directions.

a. Anchors in pavement shall be installed flush with pavement surface and given a broom finish

b. Contractor shall provide ½" minimum diameter nylon ropes with minimum breaking strength of 3000 lbs for single engine aircraft and 4000 lbs for twin engine aircraft. One 12' length shall be provided for each tiedown anchor installed. One sample of rope segment shall be submitted and approved by the Engineer.

METHOD OF MEASUREMENT

262-4.1 Tiedown anchors acceptably installed will be measured per each in place and completed.

BASIS OF PAYMENT

262-5.1 Tiedown anchors installed and measured as provided above will be paid for at the unit price bid per each. This price shall be full compensation for all furnishing and placing all materials and for all equipment, tools, labor and incidentals necessary to complete the work.

Payment will be made under:

Item SS-262-5.1 Tiedown Anchors – per Each

END OF ITEM SS-262

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Item 247

Flexible Base



1. DESCRIPTION

Construct a foundation course composed of flexible base.

2. MATERIALS

Furnish uncontaminated materials of uniform quality that meet the requirements of the plans and specifications. Notify the Engineer of the proposed material sources and of changes to material sources. The Engineer may sample and test project materials at any time before compaction throughout the duration of the project to assure specification compliance. Use [Tex-100-E](#) material definitions.

- 2.1. **Aggregate.** Furnish aggregate of the type and grade shown on the plans and meeting the requirements of Table 1. Each source must meet Table 1 requirements for liquid limit, plasticity index, and wet ball mill for the grade specified. Do not use additives, such as but not limited to lime, cement, or fly ash to modify aggregates to meet the requirements of Table 1 unless shown on the plans.

Table 1
Material Requirements

Property	Test Method	Grade 1–2	Grade 3	Grade 4 ²	Grade 5
Sampling	Tex-400-A				
Master gradation sieve size (cumulative % retained)	Tex-110-E			As shown on the plans	
2-1/2"		0	0		0
1-3/4"		0–10	0–10		0–5
7/8"		10–35	–		10–35
3/8"		30–65	–		35–65
#4		45–75	45–75		45–75
#40		65–90	50–85		70–90
Liquid Limit, % Max	Tex-104-E	40	40	As shown on the plans	35
Plasticity Index, Max ¹	Tex-106-E	10	12	As shown on the plans	10
Plasticity index, Min ¹		As shown on the plans	As shown on the plans	As shown on the plans	As shown on the plans
Wet ball mill, % Max	Tex-116-E	40	–	As shown on the plans	40
Wet ball mill, % Max increase passing the #40 sieve		20	–	As shown on the plans	20
Min compressive strength, psi	Tex-117-E			As shown on the plans	
lateral pressure 0 psi		35	–		–
lateral pressure 3 psi		–	–		90
lateral pressure 15 psi		175	–		175

- Determine plastic index in accordance with [Tex-107-E](#) (linear shrinkage) when liquid limit is unattainable as defined in [Tex-104-E](#).
- Grade 4 may be further designated as Grade 4A, Grade 4B, etc.

- 2.1.1. **Material Tolerances.** The Engineer may accept material if no more than 1 of the 5 most recent gradation tests has an individual sieve outside the specified limits of the gradation.

When target grading is required by the plans, no single failing test may exceed the master grading by more than 5 percentage points on sieves No. 4 and larger or 3 percentage points on sieves smaller than No. 4.

The Engineer may accept material if no more than 1 of the 5 most recent plasticity index tests is outside the specified limit. No single failing test may exceed the allowable limit by more than 2 points.

- 2.1.2. **Material Types.** Do not use fillers or binders unless approved. Furnish the type specified on the plans in accordance with the following:
- 2.1.2.1. **Type A.** Crushed stone produced and graded from oversize quarried aggregate that originates from a single, naturally occurring source. Do not use gravel or multiple sources.
- 2.1.2.2. **Type B.** Crushed or uncrushed gravel. Blending of 2 or more sources is allowed.
- 2.1.2.3. **Type C.** Crushed gravel with a minimum of 60% of the particles retained on a No. 4 sieve with 2 or more crushed faces as determined by [Tex-460-A](#), Part I. Blending of 2 or more sources is allowed.
- 2.1.2.4. **Type D.** Type A material or crushed concrete. Crushed concrete containing gravel will be considered Type D material. Crushed concrete must meet the requirements in Section 247.2.1.3.2., "Recycled Material (Including Crushed Concrete) Requirements," and be managed in a way to provide for uniform quality. The Engineer may require separate dedicated stockpiles in order to verify compliance.
- 2.1.2.5. **Type E.** Caliche, iron ore or as otherwise shown on the plans.
- 2.1.3. **Recycled Material.** Reclaimed asphalt pavement (RAP) and other recycled materials may be used when shown on the plans. Request approval to blend 2 or more sources of recycled materials.
- 2.1.3.1. **Limits on Percentage.** Do not exceed 20% RAP by weight, when RAP is allowed, unless otherwise shown on the plans. The percentage limitations for other recycled materials will be as shown on the plans.
- 2.1.3.2. **Recycled Material (Including Crushed Concrete) Requirements.**
- 2.1.3.2.1. **Contractor-Furnished Recycled Materials.** Provide recycled materials, other than RAP, that have a maximum sulfate content of 3,000 ppm when tested in accordance with [Tex-145-E](#). When the Contractor furnishes the recycled materials, including crushed concrete, the final product will be subject to the requirements of Table 1 for the grade specified. Certify compliance with [DMS-11000](#), "Evaluating and Using Nonhazardous Recyclable Materials Guidelines," for Contractor furnished recycled materials. In addition, recycled materials must be free from reinforcing steel and other objectionable material and have at most 1.5% deleterious material when tested in accordance with [Tex-413-A](#). For RAP, do not exceed a maximum percent loss from decantation of 5.0% when tested in accordance with [Tex-406-A](#). Test RAP without removing the asphalt.
- 2.1.3.2.2. **Department-Furnished Required Recycled Materials.** When the Department furnishes and requires the use of recycled materials, unless otherwise shown on the plans:
- Department-required recycled material will not be subject to the requirements in Table 1,
 - Contractor-furnished materials are subject to the requirements in Table 1 and this Item,
 - the final product, blended, will be subject to the requirements in Table 1, and
 - for final product, unblended (100% Department-furnished required recycled material), the liquid limit, plasticity index, wet ball mill, and compressive strength is waived.

Crush Department-furnished RAP so that 100% passes the 2 in. sieve. The Contractor is responsible for uniformly blending to meet the percentage required.

2.1.3.2.3. **Department-Furnished and Allowed Recycled Materials.** When the Department furnishes and allows the use of recycled materials or allows the Contractor to furnish recycled materials, the final blended product is subject to the requirements of Table 1 and the plans.

2.1.3.3. **Recycled Material Sources.** Department-owned recycled material is available to the Contractor only when shown on the plans. Return unused Department-owned recycled materials to the Department stockpile location designated by the Engineer unless otherwise shown on the plans.

The use of Contractor-owned recycled materials is allowed when shown on the plans. Contractor-owned surplus recycled materials remain the property of the Contractor. Remove Contractor-owned recycled materials from the project and dispose of them in accordance with federal, state, and local regulations before project acceptance. Do not intermingle Contractor-owned recycled material with Department-owned recycled material unless approved.

2.2. **Water.** Furnish water free of industrial wastes and other objectionable matter.

2.3. **Material Sources.** Expose the vertical faces of all strata of material proposed for use when non-commercial sources are used. Secure and process the material by successive vertical cuts extending through all exposed strata, when directed.

3. EQUIPMENT

Provide machinery, tools, and equipment necessary for proper execution of the work.

3.1. Provide rollers in accordance with Item 210, "Rolling." Provide proof rollers in accordance with Item 216, "Proof Rolling," when required.

3.2. When ride quality measurement is required, provide a high speed or lightweight inertial profiler certified at the Texas A&M Transportation Institute. Provide equipment certification documentation. Display a current decal on the equipment indicating the certification expiration date.

4. CONSTRUCTION

Construct each layer uniformly, free of loose or segregated areas, and with the required density and moisture content. Provide a smooth surface that conforms to the typical sections, lines, and grades shown on the plans or as directed.

Stockpile base material temporarily at an approved location before delivery to the roadway. Build stockpiles in layers no greater than 2 ft. thick. Stockpiles must have a total height between 10 and 16 ft. unless otherwise approved. After construction and acceptance of the stockpile, loading from the stockpile for delivery is allowed. Load by making successive vertical cuts through the entire depth of the stockpile.

Do not add or remove material from temporary stockpiles that require sampling and testing before delivery unless otherwise approved. Charges for additional sampling and testing required as a result of adding or removing material will be deducted from the Contractor's estimates.

Haul approved flexible base in clean trucks. Deliver the required quantity to each 100-ft. station or designated stockpile site as shown on the plans. Prepare stockpile sites as directed. When delivery is to the 100-ft. station, manipulate in accordance with the applicable Items.

4.1. **Preparation of Subgrade or Existing Base.** Remove or scarify existing asphalt concrete pavement in accordance with Item 105, "Removing Treated and Untreated Base and Asphalt Pavement," when shown on

the plans or as directed. Shape the subgrade or existing base to conform to the typical sections shown on the plans or as directed.

When new base is required to be mixed with existing base, deliver, place, and spread the new flexible base in the required amount per station. Manipulate and thoroughly mix the new base with existing material to provide a uniform mixture to the specified depth before shaping.

Proof roll the roadbed in accordance with Item 216, "Proof Rolling," before pulverizing or scarifying when shown on the plans or directed. Correct soft spots as directed.

- 4.2. **Placing.** Spread and shape flexible base into a uniform layer with an approved spreader the same day as delivered unless otherwise approved. Construct layers to the thickness shown on the plans. Maintain the shape of the course. Control dust by sprinkling, as directed. Correct or replace segregated areas as directed, at no additional expense to the Department.

Place successive base courses and finish courses using the same construction methods required for the first course.

- 4.3. **Compaction.** Compact using density control unless otherwise shown on the plans. Multiple lifts are permitted when shown on the plans or approved. Bring each layer to the moisture content directed. When necessary, sprinkle the material in accordance with Item 204, "Sprinkling."

Begin rolling longitudinally at the sides and proceed towards the center, overlapping on successive trips by at least 1/2 the width of the roller unit. Begin rolling at the low side and progress toward the high side on superelevated curves. Offset alternate trips of the roller. Operate rollers at a speed between 2 and 6 mph as directed.

Rework, recompact, and refinish material that fails to meet or that loses required moisture, density, stability, or finish requirements before the next course is placed or the project is accepted. Continue work until specification requirements are met. Perform the work at no additional expense to the Department.

Before final acceptance, the Engineer will select the locations of tests and measure the flexible base depth in accordance with [Tex-140-E](#). Correct areas deficient by more than 1/2 in. in thickness by scarifying, adding material as required, reshaping, recompact, and refinish at the Contractor's expense.

- 4.3.1. **Ordinary Compaction.** Roll with approved compaction equipment as directed. Correct irregularities, depressions, and weak spots immediately by scarifying the areas affected, adding or removing approved material as required, reshaping, and recompact.

- 4.3.2. **Density Control.** Compact to at least 100% of the maximum dry density determined by [Tex-113-E](#), unless otherwise shown on the plans. Maintain moisture during compaction within ± 2 percentage points of the optimum moisture content as determined by [Tex-113-E](#). Measure the moisture content of the material in accordance with [Tex-115-E](#) or [Tex-103-E](#) during compaction daily and report the results the same day to the Engineer, unless otherwise shown on the plans or directed. Do not achieve density by drying the material after compaction.

The Engineer will determine roadway density and moisture content of completed sections in accordance with [Tex-115-E](#). The Engineer may accept the section if no more than 1 of the 5 most recent density tests is below the specified density and the failing test is no more than 3 pcf below the specified density.

- 4.4. **Finishing.** After completing compaction, clip, skin, or tight-blade the surface with a maintainer or subgrade trimmer to a depth of approximately 1/4 in. Remove loosened material and dispose of it at an approved location. Seal the clipped surface immediately by rolling with a pneumatic tire roller until a smooth surface is

attained. Add small increments of water as needed during rolling. Shape and maintain the course and surface in conformity with the typical sections, lines, and grades as shown on the plans or as directed.

Correct grade deviations greater than 1/4 in. in 16 feet measured longitudinally or greater than 1/4 in. over the entire width of the cross-section in areas where surfacing is to be placed. Correct by loosening and adding, or removing material. Reshape and re-compact in accordance with Section 247.4.3., "Compaction."

- 4.5. **Curing.** Cure the finished section until the moisture content is at least 2 percentage points below optimum or as directed before applying the next successive course or prime coat.

- 4.6. **Ride Quality.** This section applies to the final travel lanes that receive a 1 or 2 course surface treatment for the final surface, unless otherwise shown on the plans. Measure ride quality of the base course after placement of the prime coat and before placement of the surface treatment, unless otherwise approved. Use a certified profiler operator from the Department's MPL. When requested, furnish the Engineer documentation for the person certified to operate the profiler.

Provide all profile measurements to the Engineer in electronic data files within 3 days after placement of the prime coat using the format specified in [Tex-1001-S](#). The Engineer will use Department software to evaluate longitudinal profiles to determine areas requiring corrective action. Correct 0.1-mi. sections having an average international roughness index (IRI) value greater than 100.0 in. per mile to an IRI value of 100.0 in. per mile or less for each wheel path, unless otherwise shown on the plans.

Re-profile and correct sections that fail to maintain ride quality until placement of the next course, as directed. Correct re-profiled sections until specification requirements are met, as approved. Perform this work at no additional expense to the Department.

5. MEASUREMENT

Flexible base will be measured as follows:

- **Flexible Base (Complete In Place).** The ton, square yard, or any cubic yard method.
- **Flexible Base (Roadway Delivery).** The ton or any cubic yard method.
- **Flexible Base (Stockpile Delivery).** The ton, cubic yard in vehicle, or cubic yard in stockpile.

Measurement by the cubic yard in final position and square yard is a plans quantity measurement. The quantity to be paid for is the quantity shown in the proposal unless modified by Article 9.2., "Plans Quantity Measurement." Additional measurements or calculations will be made if adjustments of quantities are required.

Measurement is further defined for payment as follows.

- 5.1. **Cubic Yard in Vehicle.** By the cubic yard in vehicles of uniform capacity at the point of delivery.
- 5.2. **Cubic Yard in Stockpile.** By the cubic yard in the final stockpile position by the method of average end areas.
- 5.3. **Cubic Yard in Final Position.** By the cubic yard in the completed and accepted final position. The volume of base course is computed in place by the method of average end areas between the original subgrade or existing base surfaces and the lines, grades, and slopes of the accepted base course as shown on the plans.
- 5.4. **Square Yard.** By the square yard of surface area in the completed and accepted final position. The surface area of the base course is based on the width of flexible base as shown on the plans.

- 5.5. **Ton.** By the ton of dry weight in vehicles as delivered. The dry weight is determined by deducting the weight of the moisture in the material at the time of weighing from the gross weight of the material. The Engineer will determine the moisture content in the material in accordance with [Tex-103-E](#) from samples taken at the time of weighing.

When material is measured in trucks, the weight of the material will be determined on certified scales, or the Contractor must provide a set of standard platform truck scales at a location approved by the Engineer. Scales must conform to the requirements of Item 520, "Weighing and Measuring Equipment."

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for the types of work shown below. No additional payment will be made for thickness or width exceeding that shown on the typical section or provided on the plans for cubic yard in the final position or square yard measurement.

Sprinkling and rolling, except proof rolling, will not be paid for directly but will be subsidiary to this Item unless otherwise shown on the plans. When proof rolling is shown on the plans or directed, it will be paid for in accordance with Item 216, "Proof Rolling."

Where subgrade is constructed under this Contract, correction of soft spots in the subgrade will be at the Contractor's expense. Where subgrade is not constructed under this Contract, correction of soft spots in the subgrade will be paid in accordance with pertinent Items or Article 4.4., "Changes in the Work."

- 6.1. **Flexible Base (Complete In Place).** Payment will be made for the type and grade specified. For cubic yard measurement, "In Vehicle," "In Stockpile," or "In Final Position" will be specified. For square yard measurement, a depth will be specified. This price is full compensation for furnishing materials, temporary stockpiling, assistance provided in stockpile sampling and operations to level stockpiles for measurement, loading, hauling, delivery of materials, spreading, blading, mixing, shaping, placing, compacting, reworking, finishing, correcting locations where thickness is deficient, curing, furnishing scales and labor for weighing and measuring, and equipment, labor, tools, and incidentals.
- 6.2. **Flexible Base (Roadway Delivery).** Payment will be made for the type and grade specified. For cubic yard measurement, "In Vehicle," "In Stockpile," or "In Final Position" will be specified. The unit price bid will not include processing at the roadway. This price is full compensation for furnishing materials, temporary stockpiling, assistance provided in stockpile sampling and operations to level stockpiles for measurement, loading, hauling, delivery of materials, furnishing scales and labor for weighing and measuring, and equipment, labor, tools, and incidentals.
- 6.3. **Flexible Base (Stockpile Delivery).** Payment will be made for the type and grade specified. For cubic yard measurement, "In Vehicle" or "In Stockpile" will be specified. The unit price bid will not include processing at the roadway. This price is full compensation for furnishing and disposing of materials, preparing the stockpile area, temporary or permanent stockpiling, assistance provided in stockpile sampling and operations to level stockpiles for measurement, loading, hauling, delivery of materials to the stockpile, furnishing scales and labor for weighing and measuring, and equipment, labor, tools, and incidentals.

Payment will be made under:

Item TX-247-6.1 Flexible Base (Complete in Place) Type D, Grade 1 (8") – Per Square Yard

TXDOT BID FORM 2506

ADDENDUM NO. 1

