

To: All Plan Holders

Project: South Apron and South Ramp Pavement Rehabilitation Project

Airport: Scholes International Airport

KSA Project No.: GV.012

Date: Wednesday, September 14, 2022

Client Project No.: TxDOT CSJ No. 2212GALVN

The plans, specifications, and contract documents are modified as described below. All bidders shall acknowledge receipt of this and all other addenda on page 4 of 4 on the revised bid form titled **REVISED PER ADDENDUM NO. 1**. This addendum becomes a part of the contract documents. All provisions of the original plans, specifications, and contract documents shall remain in full force and effect, except as modified by this addendum.

I. Contract Document Revisions

A. BIDDERS LIST

The bidders list posted to TxDOT’s website does not reflect the correct amounts associated with the Engineers Estimate of Probable Cost. The correct amounts associated with the Engineers Estimate of Probable Cost are as shown below.

Base Bid: \$2,282,771

Additive Alternate No. 1: \$46,000

B. Bid Form

Replace with the attached **Revised** Bid Form. Note that the award of bids will be based on the bid items and quantities listed in the **Revised** Bid Form. Any variance in the bid submittals from the **Revised** Bid Form will result in the bid being disqualified. The revised bid form is not attached to the addendum, but can be located on the TxDOT website with the other contract documents associated with this project.

II. Plan Revisions

A. Plan Sheet 02, Summary of Quantities – Index of Sheets

1. Replace with the attached Revised Plan Sheet 02, Summary of Quantities – Index of Sheets

B. Plan Sheet 32, Pavement Rehabilitation Details

1. Replace with the attached Revised Plan Sheet 32, Pavement Rehabilitation Details

III. Specification Revisions

A. FAA Specification P-605, Joint Sealants for Pavements

1. Delete this item in its entirety and replace with the attached Specification P-605, Joint Sealants for Pavement shown as **REVISED PER ADDENDUM NO. 1** in the footer.

IV. Attachments

- A. Revised Plan Sheet 02, Summary of Quantities – Index of Sheets
- B. Revised Plan Sheet 32, Pavement Rehabilitation Details
- C. FAA Specification P-605, Joint Sealants for Pavements
- D. Contractor Questions and Responses
- E. Pre-Bid Meeting Agenda
- F. Pre-Bid Meeting Sign In Sheet

Addendum No. 1 Issued By:
KSA



Nathan T. Mikell, P.E.
Project Manager



TBPE Firm Registration No. F-1356

SUMMARY OF QUANTITIES

Base Bid Item 1 - South Terminal Apron Pavement Rehabilitation:

Item No.	Spec. No.	Description	Units	Estimated Quantities
1.01	P-101-5.1	Spall Repairs	SF	1,980
1.02	P-101-5.2	Remove Existing Sealant	LF	92,823
1.03	P-101-5.3	Full Depth Pavement Repair	SF	534
1.04	P-605-5.1	Modify, Clean and Seal Joints	LF	89,023
1.05	P-605-5.2	Route, Clean and Seal Cracks	LF	3,800
1.06	P-620-5.1	White Pavement Markings (Reflective)	SF	100
1.07	P-620-5.2	Yellow Pavement Markings (Reflective)	SF	6,672
1.08	P-620-5.3	Black Pavement Markings (Non-Reflective)	SF	9,975
1.09	P-620-5.4	Pavement Marking Removal	SF	18,318
1.10	KSA-100-3.1	Mobilization	LS	1
1.11	KSA-105-3.1	Traffic Control Devices and Personnel	LS	1

Base Bid Item 2 - South Ramp Pavement Rehabilitation:

Item No.	Spec. No.	Description	Units	Estimated Quantities
2.01	P-101-5.1	Spall Repairs	SF	610
2.02	P-101-5.2	Remove Existing Sealant	LF	15,227
2.03	P-101-5.3	Full Depth Pavement Repair	SF	988
2.04	P-605-5.1	Modify, Clean and Seal Joints	LF	13,862
2.05	P-605-5.2	Route, Clean and Seal Cracks	LF	1,365
2.06	P-620-5.2	Yellow Pavement Markings (Reflective)	SF	861
2.07	P-620-5.3	Black Pavement Markings (Non-Reflective)	SF	1,559
2.08	P-620-5.4	Pavement Marking Removal	SF	1,837
2.09	KSA-100-3.1	Mobilization	LS	1
2.10	KSA-105-3.1	Traffic Control Devices and Personnel	LS	1

Additive Alternate No. 1: South Ramp Connector Taxiway Drainage Improvements:

Item No.	Spec. No.	Description	Units	Estimated Quantities
A1.01	P-152-5.1	Unclassified Excavation	CY	100
A1.02	T-901-5.1	Seeding	LS	1
A1.03	SEE PLANS	4' Wide Concrete Flume	LF	160

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9/14/22	ADDENDUM 1
MARK	REVISION
DATE	DATE
PROJECT NO.	PROJECT NO.
PROJECT NAME	PROJECT NAME
DRAWING PATH/NAME	DRAWING PATH/NAME
LAYOUT	LAYOUT
PLOT DATE	PLOT DATE
TIME	TIME

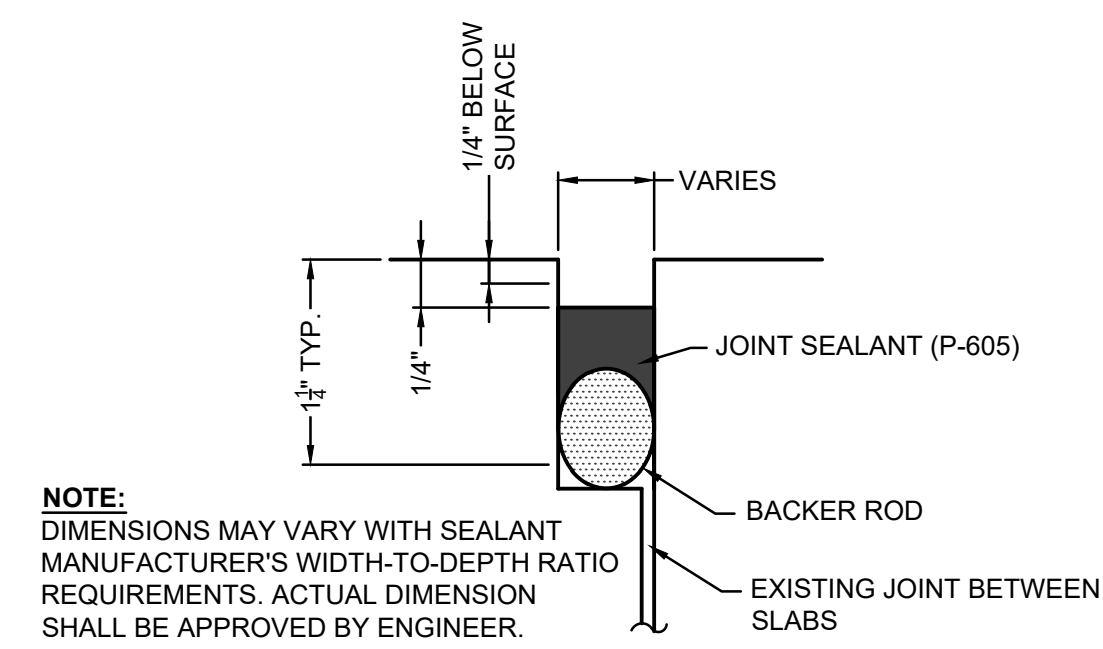
SUMMARY OF QUANTITIES - INDEX OF SHEETS

SCHOLES INTERNATIONAL AIRPORT SOUTH APRON AND SOUTH RAMP PAVEMENT REHABILITATION PROJECT GALVESTON, TEXAS

DRAWN BY:	AJ
DESIGNED BY:	NM
LATEST REVISION:	09/14/2022
KSA JOB NO.:	GV.012 - P2

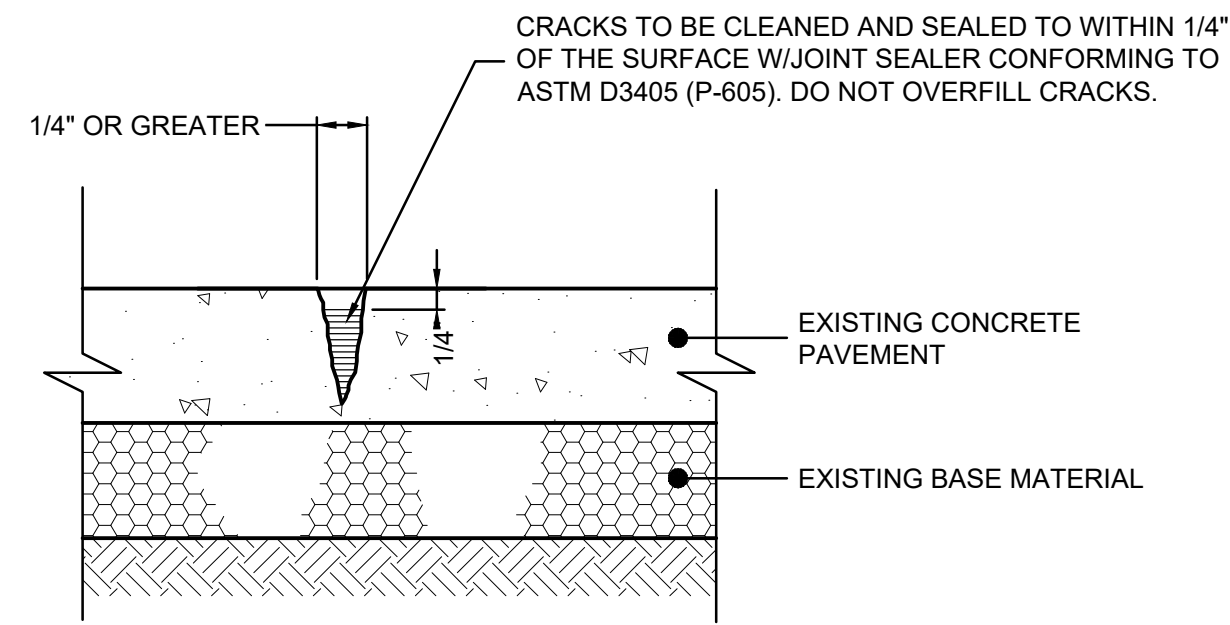


SEAL: TBPE Firm Registration No. F-1356
SHEET NO.



NOTE:
DIMENSIONS MAY VARY WITH SEALANT MANUFACTURER'S WIDTH-TO-DEPTH RATIO REQUIREMENTS. ACTUAL DIMENSION SHALL BE APPROVED BY ENGINEER.

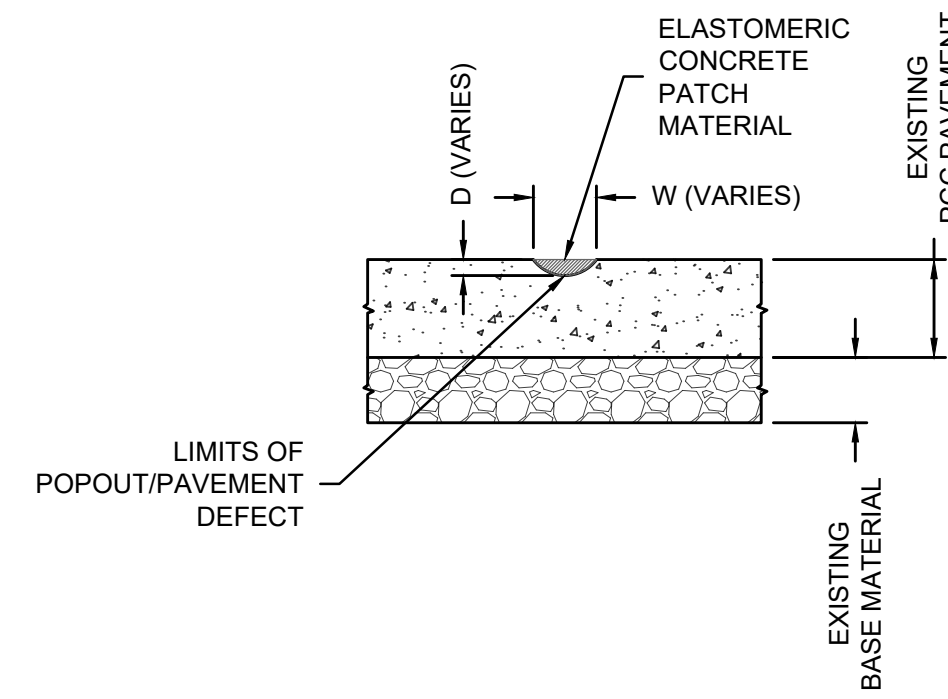
1
JOINT SEALING
N.T.S.



CRACK TREATMENT GENERAL NOTES:

1. ALL CRACKS SHALL BE ROUTED, CLEANED AND SEALED PER ITEM P-605.
2. JOINT SEALANT SHALL BE APPLIED TO THE CRACK AND FILLED TO WITHIN 1/4" OF THE SURFACE. THE JOINT SEALANT SHALL NOT BE ALLOWED TO FILL THE CRACK TO OVERFLOWING ON THE SURFACE. AT LOCATION WHERE JOINT SEALANT IS OVERFILLED, CONTRACTOR SHALL REMOVE JOINT SEALANT AND REAPPLY TO PROPER DEPTHS AT NO ADDITIONAL EXPENSE TO THE OWNER.
3. ALL CRACKS CONTAINING VEGETATION SHALL BE TREATED WITH SOIL STERILANT, ROUTED, CLEANED, AND SEALED PRIOR TO SEALING THE CRACK PER ITEM P-605.

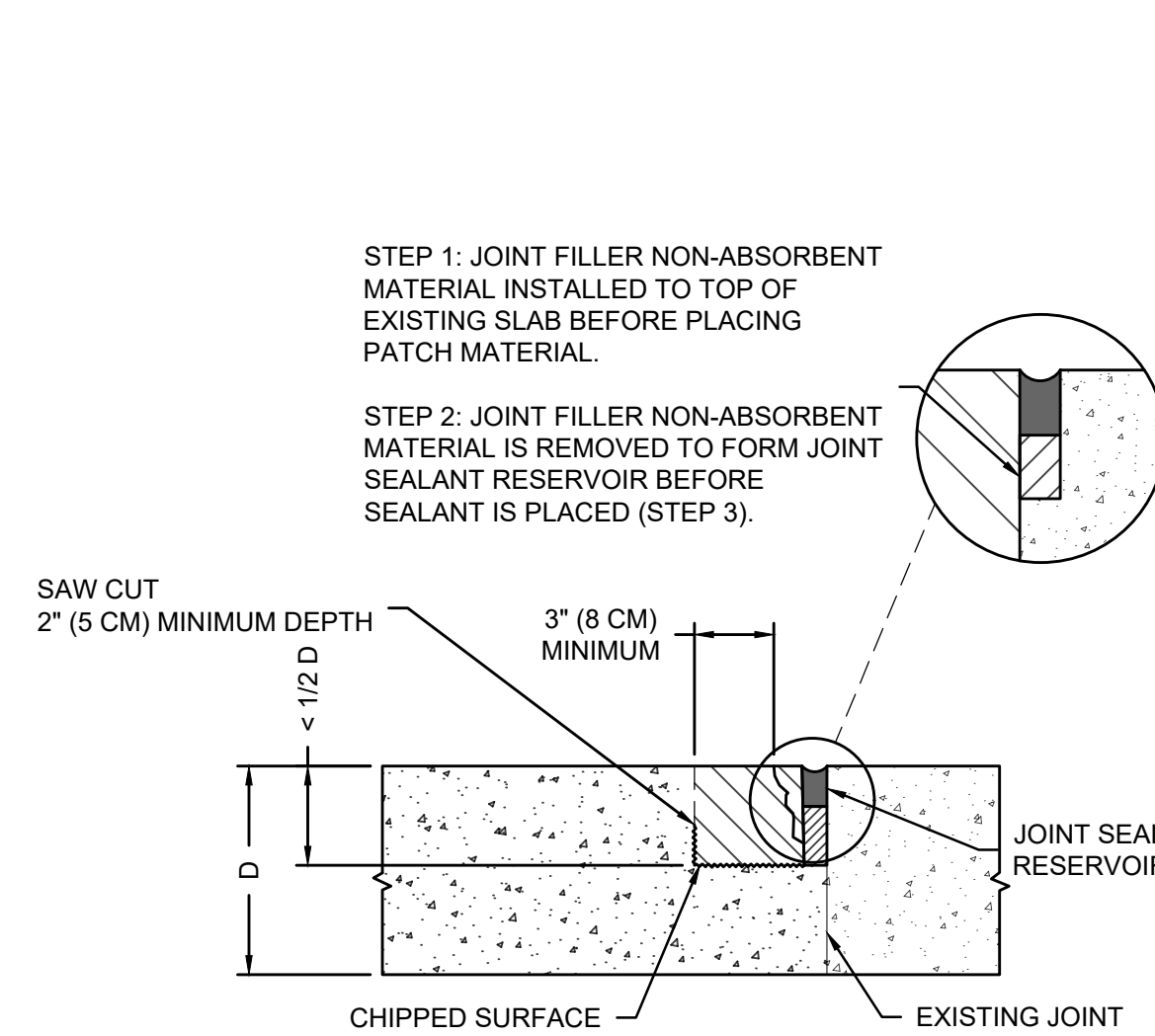
2
CRACK REPAIR
N.T.S.



NOTES:

1. MARK THE LIMITS OF THE AREA TO BE REPAIRED.
2. USE AN AIR COMPRESSOR WITH AN OPERABLE OIL AND WATER TRAP TO CLEAN THE PAVEMENT DEFECT WITH COMPRESSED HOT AIR.
4. CHIP OUT AND REMOVE ALL UNSOUND CONCRETE.
5. USE LIGHT WEIGHT EQUIPMENT, I.E., JACKHAMMERS LESS THAN 30 POUNDS (14 KG), HAND TOOLS, ETC., TO REMOVE UNSOUND CONCRETE.
6. REMOVE ALL LOOSE MATERIAL BY HAND AND VACUUM TO MINIMIZE ANY DAMAGE TO THE REMAINING PAVEMENT.
7. CLEAN THE DEFECT AREA WITH HIGH-PRESSURE WATER.
8. PREPARE THE SURFACE OF THE DEFECT AREA IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE MATERIAL USED FOR THE REPAIR. THIS MAY REQUIRE TREATING THE SURFACE OF THE DEFECT WITH A LIQUID BONDING AGENT.
9. PATCH MATERIAL SHOULD BE AN ELASTOMERIC CONCRETE MATERIAL (DELPATCH, ETC.)
10. PLACE THE PATCH.
11. FINISH THE PATCH TO MATCH THE TEXTURE OF THE ADJACENT PAVEMENT.
12. CURE THE PATCH IN ACCORDANCE WITH THE MATERIAL MANUFACTURER'S RECOMMENDATIONS.
13. PROTECT THE PATCH FROM TRAFFIC UNTIL THE MATERIAL HAS SET.
14. THOROUGHLY CLEAN THE WORK AREA BEFORE OPENING THE PAVEMENT TO AIRCRAFT TRAFFIC.

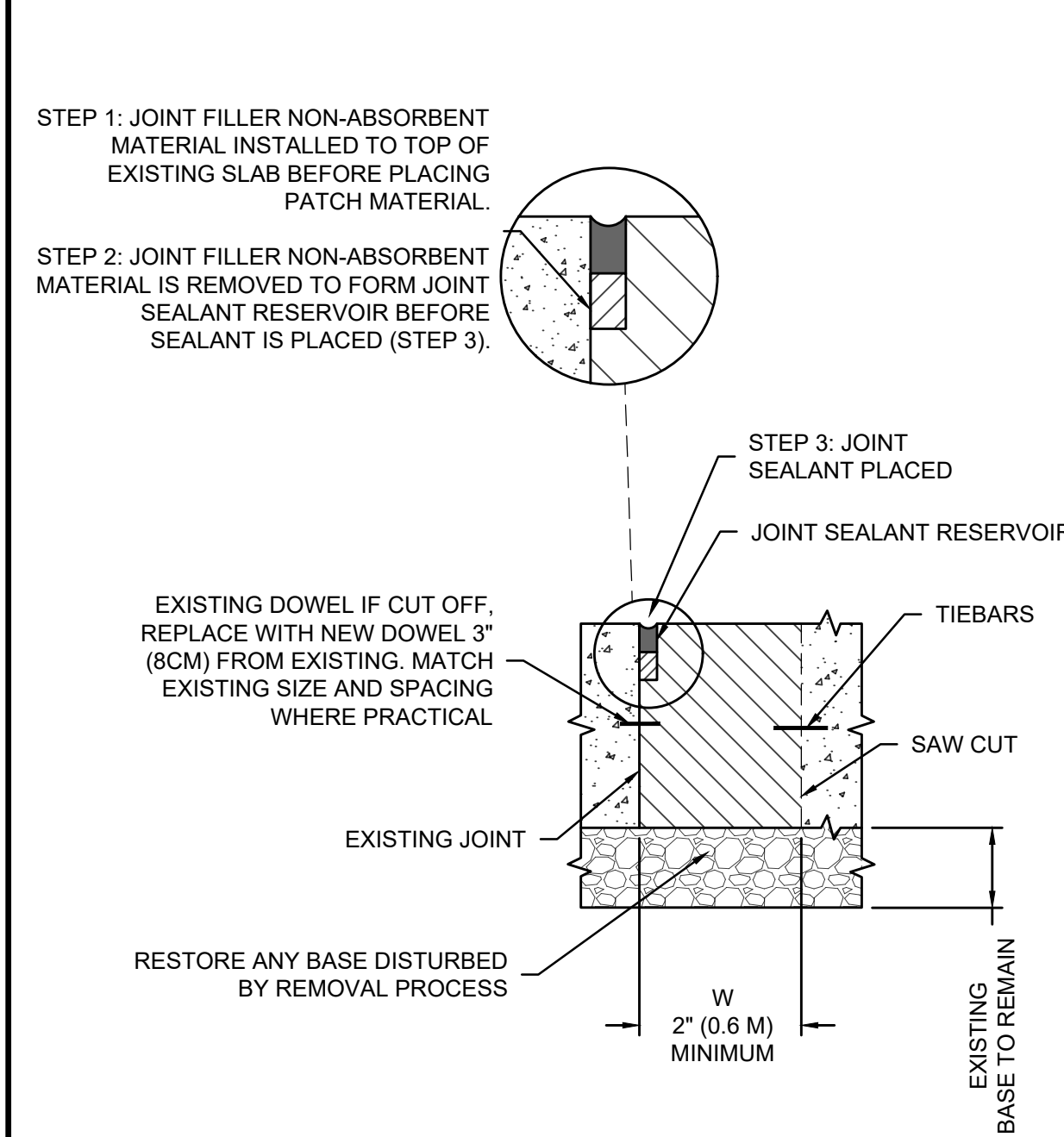
3
PAVEMENT POPOUT REPAIR
N.T.S.



NOTES:

1. MARK THE LIMITS OF THE AREA OF SPALL REPAIR.
2. MAKE VERTICAL SAW CUTS A MINIMUM OF 2 INCHES (5 CM) IN DEPTH AND APPROXIMATELY 3 INCHES (8 CM) BEYOND THE LIMIT OF THE SPALL AREA. SAW CUTS SHOULD BE STRAIGHT LINES DEFINING THE PERIMETER OF THE SPALL REPAIR AREA. THE SPALL REPAIR AREA SHOULD BE A RECTANGULAR AREA.
3. WHEN THERE ARE ADJACENT SPALL REPAIR AREAS WITHIN A SLAB, THE MINIMUM DISTANCE BETWEEN SPALL REPAIR AREAS IS 1-1/2 FEET (45 CM). WHEN SPALL REPAIR AREAS ARE LESS THAN 1-1/2 FEET (45 CM) APART, COMBINE THE SPALL REPAIR AREAS INTO ONE REPAIR. WHEN THE SPALL REPAIR AREAS ARE GREATER THAN 1-1/2 FEET (45 CM) APART, MAINTAIN SEPARATE SPALL REPAIR AREAS.
4. CHIP OUT AND REMOVE ALL UNSOUND CONCRETE AND AT LEAST 1/2 INCH (13 MM) OF VISUALLY SOUND CONCRETE BETWEEN THE SAW CUT AND THE JOINT, OR CRACK.
5. USE LIGHT WEIGHT EQUIPMENT, I.E., JACKHAMMERS LESS THAN 30 POUNDS (14 KG), HAND TOOLS, ETC., TO REMOVE THE DAMAGED PCC PAVEMENT. WORK FROM INSIDE THE SAW CUT TOWARD THE JOINT TO PREVENT DAMAGE TO THE REMAINING PAVEMENT.
6. REMOVE ALL LOOSE MATERIAL BY HAND AND VACUUM TO MINIMIZE ANY DAMAGE TO THE REMAINING PAVEMENT.
7. CLEAN THE SPALL REPAIR AREA WITH HIGH-PRESSURE WATER.
8. PLACE NONABSORBENT BOARD OR OTHER APPROVED MATERIAL (STEP 1) IN THE EXISTING JOINT AND FORM A NEW JOINT SEALANT RESERVOIR ADJACENT TO THE REPAIR AREA. MAINTAIN THE JOINT THROUGH THE FULL DEPTH OF THE SPALL REPAIR AND PREVENT A BOND BETWEEN THE PATCH AND THE ADJACENT SLAB.
9. PREPARE THE SURFACE OF THE JOINT REPAIR AREA IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE MATERIAL USED FOR THE REPAIR. THIS MAY REQUIRE TREATING THE SURFACE OF THE SPALL REPAIR WITH A NEAT CEMENT GROUT OR A LIQUID BONDING AGENT. DEPENDING ON THE SIZE/DIMENSIONS OF THE AREA TO BE REPAIRED, AN ELASTOMERIC CONCRETE PRODUCT (DELPATCH, ETC.) CAN BE ALLOWED FOR THE REPAIR. PLACE THE PATCH, PATCH MATERIAL TO MEET REQUIREMENTS OF KSA-701 AND P-101 SPECIFICATIONS.
11. FINISH THE PATCH TO MATCH THE TEXTURE OF THE ADJACENT PAVEMENT.
12. CURE THE PATCH IN ACCORDANCE WITH THE MATERIAL MANUFACTURER'S RECOMMENDATIONS.
13. REMOVE THE NONABSORBENT BOARD OR OTHER APPROVED MATERIAL FROM THE JOINT (STEP 2) AND PLACE JOINT SEALANT PER ASTM D6690 (STEP 3).
14. PROTECT THE PATCH FROM TRAFFIC UNTIL THE MATERIAL HAS SET.
15. THOROUGHLY CLEAN THE WORK AREA BEFORE OPENING THE PAVEMENT TO AIRCRAFT TRAFFIC.

4
JOINT SPALL REPAIR IN RIGID PAVEMENT
N.T.S.



NOTES:

1. MARK THE LIMITS OF THE AREA TO BE REPAIRED. FOR CORNER BREAKS THE REPAIR AREA SHOULD BE SQUARE.
2. MAKE A FULL-DEPTH SAW CUT ALONG THE CONSTRUCTED JOINTS AT LEAST 2 FEET (0.6 M) BEYOND THE LIMITS OF THE BREAK AND MAKE SAW CUTS PERPENDICULAR TO THE CONSTRUCTED JOINTS FROM THESE POINTS UNTIL THEY INTERSECT. SEE FIGURE A-4.
3. IF DOWELS OR TIE BARS ARE PRESENT ALONG ANY EDGES, EITHER OF THE FOLLOWING OPTIONS IS ACCEPTABLE:
- IF DOWELS OR TIE BARS WILL BE EXPOSED AND SAVED, SAW EDGES FULL DEPTH JUST BEYOND THE END OF THE DOWELS OR TIE BARS. CAREFULLY SAW JOINTS ON THE JOINT LINE TO WITHIN 1 INCH (2.5CM) OF THE DEPTH OF THE DOWEL OR TIE BAR. USE LIGHT 30 POUND (14 KG) OR LESS JACKHAMMERS OR OTHER APPROVED EQUIPMENT TO CAREFULLY BREAK UP AND REMOVE THE NARROW STRIPS OF CONCRETE ALONG THE DOWELED EDGES.
- IF DOWEL OR TIE BARS ARE CUT AND REPLACED, MAKE A FULL DEPTH SAW CUT ALONG THE CONSTRUCTED JOINT CUTTING THE DOWELS AND TIE BARS.
4. TAKE CARE TO PREVENT DAMAGE TO REMAINING DOWELS, TIE BARS, OR CONCRETE.
5. USE LIGHT WEIGHT EQUIPMENT, I.E., JACKHAMMERS LESS THAN 30 POUNDS (14 KG), HAND TOOLS, ETC., TO REMOVE THE REMAINING DAMAGED PCC PAVEMENT. WORK FROM INSIDE THE SAW CUT TOWARD THE EDGE OF THE SLAB OF THE AREA BEING REMOVED TO PREVENT DAMAGE TO THE PAVEMENT REMAINING.
6. REMOVE BY HAND ALL LOOSE MATERIAL AND VACUUM TO MINIMIZE ANY DISTURBANCE TO THE SUBGRADE OR BASE MATERIALS.
7. RESTORE SUBGRADE OR BASE MATERIAL IF REQUIRED.
8. INSTALL DEFORMED TIE-BARS IN EACH FACE OF THE PARENT PANEL BY DRILLING HORIZONTAL HOLES INTO THE FACE AND USING AN EPOXY BONDING AGENT.
9. IF EXISTING DOWEL BARS HAVE BEEN CUT AND REMOVED, INSTALL NEW DOWEL BARS OF THE TYPE AND SIZE OF THE EXISTING DOWEL BARS IN THE JOINT THAT PARALLELS THE DIRECTION OF TRAFFIC. ON APRONS AND AREAS WHERE TRAFFIC MAY BE OBLIQUE TO JOINTS, INSTALL DOWELS IN BOTH JOINT FACES.
10. INSTALL DOWELS BY DRILLING AND EPOXYING INTO THE PCC PAVEMENT AT LEAST 3 INCHES (8 CM) FROM THE LOCATION OF THE EXISTING DOWELS WHICH WERE CUT OFF. SPACE DOWEL BARS AT LEAST 3 INCHES (8 CM) FROM THE EDGE OF THE REPAIR AREA AND AT LEAST ONE BAR SPACING APART AT CORNERS OF INTERSECTING JOINTS.
11. OIL THE EXPOSED ENDS OF DOWEL BARS PRIOR TO BACKFILLING THE REPAIR AREA WITH CONCRETE.
12. INSTALL NONABSORBENT BOARD OR OTHER APPROVED MATERIAL WITHIN THE LIMITS OF THE JOINT SEAL RESERVOIR (STEP 1). THE NONABSORBENT BOARD WILL BE A STANDARD 1/2 INCH (13 MM) ASPHALT IMPREGNATED FIBER-BOARD OR OTHER APPROVED MATERIAL. FOR JOINTS WIDER THAN 1/2 INCH (13 MM), ADJUST THE WIDTH OF THE NONABSORBENT BOARD TO FIT THE JOINT WIDTH. FILL THE REPAIR AREA WITH CONCRETE AND CONSOLIDATE WITH A VIBRATOR. CONCRETE SHOULD MEET THE REQUIREMENTS OF P-610.
14. FINISH THE SURFACE TO MATCH EXISTING PAVEMENT.
15. SPRAY WITH CURING COMPOUND PER ASTM C309.
16. REMOVE THE NONABSORBENT BOARD (STEP 2) AND PLACE JOINT SEALANT PER ASTM D6690 AND MANUFACTURER'S REQUIREMENTS (STEP 3).
17. DO NOT ALLOW TRAFFIC UNTIL THE PATCH HAS CURED.
18. COMPLETELY CLEAN THE WORK AREA BEFORE OPENING THE PAVEMENT TO AIRCRAFT TRAFFIC.

5
FULL DEPTH REPAIRS IN RIGID PAVEMENT-CORNER BREAK
N.T.S.

9/14/22	ADDENDUM 1
MARK	REVISION
DATE	SHEETS
KSA PROJECTS/CORPORATION/CAD/30 SHEETS	
GV012/P2/OT-PAVE-RHAB.DWG PAVE DTL 1	
DRAWING PATH\NAME LAYOUT PLOT DATE - TIME	

PAVEMENT REHABILITATION DETAILS
 SCHOLLES INTERNATIONAL AIRPORT SOUTH APRON AND SOUTH RAMP PAVEMENT REHABILITATION PROJECT GALVESTON, TEXAS
 PROJECT NAME: GV.012 (P2) - APRON PAVEMENT REHABILITATION PROJECT - GALVESTON, TEXAS
 SHEET NAME: GV.012 - P2

DRAWN BY:	AJ
DESIGNED BY:	NM
LATEST REVISION:	09/14/2022
KSA JOB NO.:	GV.012 - P2



SEAL: TBPE Firm Registration No. F-1356
SHEET NO.

Item P-605 Joint Sealants for Pavements

DESCRIPTION

605-1.1 This item shall consist of providing and installing a resilient and adhesive joint sealing material capable of effectively sealing joints in pavement; joints between different types of pavements; and cracks in existing pavement.

MATERIALS

605-2.1 Joint sealants. Joint sealant materials shall meet the requirements of [ASTM D6690].

Each lot or batch of sealant shall be delivered to the jobsite in the manufacturer's original sealed container. Each container shall be marked with the manufacturer's name, batch or lot number, the safe heating temperature, and shall be accompanied by the manufacturer's certification stating that the sealant meets the requirements of this specification.

605-2.2 Backer rod. The material furnished shall be a compressible, non-shrinking, non-staining, non-absorbing material that is non-reactive with the joint sealant in accordance with ASTM D5249. The backer-rod material shall be $25\% \pm 5\%$ larger in diameter than the nominal width of the joint.

605-2.3 Bond breaking tapes. Provide a bond breaking tape or separating material that is a flexible, non-shrinkable, non-absorbing, non-staining, and non-reacting adhesive-backed tape. The material shall have a melting point at least 5°F (3°C) greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D789. The bond breaker tape shall be approximately 1/8 inch (3 mm) wider than the nominal width of the joint and shall not bond to the joint sealant.

CONSTRUCTION METHODS

605-3.1 Time of application. Joints shall be sealed as soon after completion of the curing period as feasible and before the pavement is opened to traffic, including construction equipment. The pavement temperature shall be 50°F (10°C) and rising at the time of application of the poured joint sealing material. Do not apply sealant if moisture is observed in the joint.

605-3.2 Equipment. Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started and maintained in satisfactory condition at all times. Submit a list of proposed equipment to be used in performance of construction work including descriptive data, [14] days prior to use on the project.

a. **Tractor-mounted routing tool.** Provide a routing tool, used for removing old sealant from the joints, of such shape and dimensions and so mounted on the tractor that it will not damage the sides of the joints. The tool shall be designed so that it can be adjusted to remove the old material to varying depths as required. The use of V-shaped tools or rotary impact routing devices will not be permitted. Hand-operated spindle routing devices may be used to clean and enlarge random cracks.

b. **Concrete saw.** Provide a self-propelled power saw, with water-cooled diamond or abrasive saw blades, for cutting joints to the depths and widths specified.

c Sandblasting equipment. [Sandblasting is not allowed.] ~~—The Contractor must demonstrate sandblasting equipment including the air compressor, hose, guide and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.3. The Contractor shall demonstrate, in the presence of the Resident Project Representative (RPR) that the method cleans the joint and does not damage the joint. —~~

d. Waterblasting equipment. The Contractor must demonstrate waterblasting equipment including the pumps, hose, guide, and nozzle size, under job conditions, before approval in accordance with paragraph 605-3.3. The Contractor shall demonstrate, in the presence of the RPR that the method cleans the joint and does not damage the joint.

e Hand tools. Hand tools may be used, when approved, for removing defective sealant from a crack and repairing or cleaning the crack faces. Hand tools should be carefully evaluated for potential spalling effects prior to approval for use.

f Hot-poured sealing equipment. The unit applicators used for heating and installing ASTM D6690 joint sealant materials shall be mobile and shall be equipped with a double-boiler, agitator-type kettle with an oil medium in the outer space for heat transfer; a direct-connected pressure-type extruding device with a nozzle shaped for inserting in the joint to be filled; positive temperature devices for controlling the temperature of the transfer oil and sealant; and a recording type thermometer for indicating the temperature of the sealant. The applicator unit shall be designed so that the sealant will circulate through the delivery hose and return to the inner kettle when not in use.

~~**g Cold-applied, single-component sealing equipment.** The equipment for installing ASTM D5893 single component joint sealants shall consist of an extrusion pump, air compressor, following plate, hoses, and nozzle for transferring the sealant from the storage container into the joint opening. The dimension of the nozzle shall be such that the tip of the nozzle will extend into the joint to allow sealing from the bottom of the joint to the top. Maintain the initially approved equipment in good working condition, serviced in accordance with the supplier's instructions, and unaltered in any way without obtaining prior approval. Small hand held air powered equipment (i.e., caulking guns) may be used for small applications.~~

605-3.3 Preparation of joints. Pavement joints for application of material in this specification must be dry, clean of all scale, dirt, dust, curing compound, and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR that the method cleans the joint and does not damage the joint.

a Sawing. All joints shall be sawed in accordance with specifications and plan details. Immediately after sawing the joint, the resulting slurry shall be completely removed from joint and adjacent area by flushing with a jet of water, and by use of other tools as necessary.

b Sealing. Immediately before sealing, the joints shall be thoroughly cleaned of all remaining laitance, curing compound, filler, protrusions of hardened concrete, old sealant and other foreign material from the sides and upper edges of the joint space to be sealed. Cleaning shall be accomplished by ~~—sandblasting—~~ [tractor-mounted routing equipment], [concrete saw], [waterblaster], **or compressed air** as specified in paragraph 605-3.2. The newly exposed concrete joint faces and the pavement surface extending a minimum of 1/2 inch (12 mm) from the joint edge shall be sandblasted clean. Sandblasting shall be accomplished in a minimum of two passes. One pass per joint face with the nozzle held at an angle directly toward the joint face and not more than 3 inches (75 mm) from it. After final cleaning and immediately prior to sealing, blow out the joints with compressed air and leave them completely free of debris and water. The joint faces shall be surface dry when the seal is applied.

c Backer Rod. When the joint opening is of a greater depth than indicated for the sealant depth, plug or seal off the lower portion of the joint opening using a backer rod in accordance with paragraph 605-2.2 to prevent the entrance of the sealant below the specified depth. Take care to ensure that the backer rod is placed at the specified depth and is not stretched or twisted during installation.

d Bond-breaking tape. Where inserts or filler materials contain bitumen, or the depth of the joint opening does not allow for the use of a backup material, insert a bond-separating tape breaker in accordance with paragraph 605-2.3 to prevent incompatibility with the filler materials and three-sided adhesion of the sealant. Securely bond the tape to the bottom of the joint opening so it will not float up into the new sealant.

605-3.4 Installation of sealants. Joints shall be inspected for proper width, depth, alignment, and preparation, and shall be approved by the RPR before sealing is allowed. Sealants shall be installed in accordance with the following requirements:

Immediately preceding, but not more than 50 feet (15 m) ahead of the joint sealing operations, perform a final cleaning with compressed air. Fill the joints from the bottom up to ~~1/8~~ [1/4] inch (~~3~~ [6] mm) \pm 1/16 inch (2 mm) below the top of pavement surface; or bottom of groove for grooved pavement. Remove and discard excess or spilled sealant from the pavement by approved methods. Install the sealant in such a manner as to prevent the formation of voids and entrapped air. In no case shall gravity methods or pouring pots be used to install the sealant material. Traffic shall not be permitted over newly sealed pavement until authorized by the Engineer. When a primer is recommended by the manufacturer, apply it evenly to the joint faces in accordance with the manufacturer's instructions. Check the joints frequently to ensure that the newly installed sealant is cured to a tack-free condition within the time specified.

605-3.5 Inspection. The Contractor shall inspect the joint sealant for proper rate of cure and set, bonding to the joint walls, cohesive separation within the sealant, reversion to liquid, entrapped air and voids. Sealants exhibiting any of these deficiencies at any time prior to the final acceptance of the project shall be removed from the joint, wasted, and replaced as specified at no additional cost to the airport.

605-3.6 Clean-up. Upon completion of the project, remove all unused materials from the site and leave the pavement in a clean condition.

METHOD OF MEASUREMENT

605-4.1 Joint sealing material shall be measured by the ~~gallon (liter)~~ [~~pound (kg)~~] [linear foot (meter)] of sealant in place, completed, and accepted.

BASIS OF PAYMENT

605-5.1 Payment for joint sealing material shall be made at the contract unit price per ~~gallon (liter)~~ [~~pound (kg)~~] [linear foot (meter)]. The price shall be full compensation for furnishing all materials, for all preparation, delivering, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-605-5.1	Modify, Clean and Seal Joints, per linear foot
Item P-605-5.2	Route, Clean and Seal Cracks, per linear foot

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.

ASTM International (ASTM)

ASTM D789	Standard Test Method for Determination of Relative Viscosity of Polyamide (PA)
ASTM D5249	Standard Specification for Backer Material for Use with Cold- and Hot-Applied Joint Sealants in Portland-Cement Concrete and Asphalt Joints
[ASTM D5893	Standard Specification for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements]
[ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt]
[ASTM D7116	Standard Specification for Joint Sealants, Hot Applied, Jet Fuel Resistant Types for Portland Cement Concrete Pavements]

Advisory Circulars (AC)

AC 150/5340-30	Design and Installation Details for Airport Visual Aids
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END ITEM P-605



Contractor Questions Addendum No. 1

To: All Plan Holders

Project: South Apron and South Ramp Pavement
Rehabilitation

Airport: Scholes International Airport

KSA Project No.: GV.012

Date: Wednesday, September 14, 2022

Client Project No.: TxDOT CSJ No. 2212GALVN

1. Question: Is there training or badging required for personnel who will be conducting construction activities on the project?

Response: Yes, there is training and badging requirements. The training is free and can be performed online. There is no cost for badges.

2. Question: Is the vacuum truck required to be onsite for the duration of the project?

Response: Yes.

3. Question: Is the pay item associated with traffic control devices and personnel paid on a monthly basis?

Response: Per the KSA-105 specification, The total lump sum for "Traffic Control Devices and Personnel" shall be paid pro-rata per month and the monthly amount shall be calculated by dividing the lump sum by the contract time in months.

4. Question: How will spall repairs be paid?

Response: The unit of pay for spall repair will be based by the square foot of spall repair performed. Each spall repairs will be marked and measured with the contractor and RPR to the extents needed to appropriately repair the spall.

5. Question: Are there any alternate specifications that can be used for the concrete associated with the full depth repairs?

Response: The concrete installed for the full-depth repairs shall meet the requirements of the P-610 specification.



Pre-Bid Meeting Agenda Minutes

Airport: Scholes International Airport

Organizer: Nathan Mikell

Date: Wednesday, August 31, 2022 @ 10:00 AM

KSA Project No.: GV.012

Project: South Apron and South Ramp Pavement Rehabilitation Project

TxDOT CSJ No.: 2212GALVN

I. **Sign In Sheet**

II. **Introductions and Roles**

- A. Mike Shahan, Airport Director, Scholes International Airport
- B. Robert Johnson, Project Manager, TxDOT Aviation
- C. Craig Clairmont, Aviation Practice Leader, KSA
- D. Nathan Mikell, Project Manager, KSA

III. **Bidding Procedures**

- A. See Notice to Bidders and Instructions to Bidders section in Contract Documents for bidding information. -All documents can be found on the TxDOT website. KSA recommends searching for the term “Aviation” in the search function to easily locate Aviation projects.
- B. All bidders are encouraged to review all contract documents including Mandatory Federal Contract Provisions, TxDOT General Provisions, Special Provisions, and Specifications.
- C. Technical questions/comments shall be submitted to Nathan Mikell nmikell@ksaeng.com and Craig Clairmont cclairmont@ksaeng.com by Tuesday, September 13, 2022, at 12:00 PM. **Questions must be in writing** and received prior to date/time mentioned. Questions received after the aforementioned date/time will not be answered or responded to. **Questions will be answered on the upcoming addendum.**
- D. For other information visit the TxDOT Aviation website or call Dawn Denson at 512-416-4526.
- E. Sealed bids for the construction of airport improvements at the Scholes International Airport are due to be addressed and delivered to Mr. Mike Shahan, Director of Aviation. **Bring the sealed bid to the second floor so that it can be stamped as received with date and time.**

Courier/Hand Delivery

Mr. Mike Shahan, Director of Aviation
2115 Terminal Drive
Galveston, Texas 77554

- F. **All bids must be received by 2:00 PM, September 21, 2022.** Then bids will be publicly opened and read. Any bid received after closing time will be returned unopened.
- G. Bid Form
 - 1. Bidders must utilize the bid proposal form provided on TxDOT’s website.
 - 2. Bidders must provide pricing for the Base Bid and all Alternates. The contract award will be

based on the lowest qualified bid plus any combinations of alternates.

3. All blanks in the bid form filled in electronically. **If the bid form is not filled out electronically, it will be deemed unresponsive.**
 4. Addenda acknowledged. Handwritten acknowledgement of addenda, in excess of 3, is required, **as there are only three entries available for addenda on the bid form.**
 5. Bid form signed, original in ink.
 6. Bid form qualifications acknowledged and signed or prequalification letter enclosed.
- H. Bidder Responsiveness Checklist
1. Meet all requirements associated with the bid form.
 2. 2% Bid Bond included with bid **based on the amount of the contractor bid.**
 3. Within 5 calendar days from the bid opening date/time, submit DBE plan and commitment agreements to AVNRFQ@txdot.gov, **if not included with the bid submission.**
 4. If DBE plan is not submitted with your bid, and even if you are not the apparent low bidder we recommend to still submit your DBE plan.
- I. Bidder shall reference the Aviation Division General Construction Contract Provisions.
1. <http://txdot.gov/inside-txdot/division/aviation/general-provisions.html>
- J. Questions regarding the period of time in which TxDOT will award the project, or the period of time that the contractor shall hold their bid prices from submission of their bid shall be directed to TxDOT. **TxDOT anticipates going into construction immediately, but it will be discussed if issues such as weather delays arise. The Contractor may rescind their bid after 60-days if there is not an executed contract.**
- K. Federally funded project
1. Due to this being a federally funded project, there is a DBE goal associated with it. Questions regarding DBE Goal percentage and Good Faith Efforts should be directed to Dawn Denson at 512-416-4526, or Eli Lopez, DBE/HUB Coordinator at 512-416-4506 and Eli.Lopez@txdot.gov.
 2. The Disadvantage Business Enterprise (DBE) Goal is **6%**. In accordance with 49 CFR Part 26.53 the bidder/offeror 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.
 3. For all federally funded construction projects with a DBE goal, bidders shall submit a DBE participation plan and appropriate commitment agreement form/s and submit these documents to TxDOT Aviation within 5 calendar days bid openings via email to AVNRFQ@txdot.gov, if the DBE plan is not submitted with your bid.
 - a. **The DBE plan must still be reviewed and approved by TxDOT after submission. Only DBE certified firms by the Texas Unified Certification program may be used to meet the DBE goal.**
 - b. **Certified firms can be searched on the Texas Unified Certification Program DBE/ACDBE and TxDOT SBE Directory:**
<https://txdot.txdotcms.com/FrontEnd/SearchCertifiedDirectory.asp>
 4. Wage rate requirements will be required as shown in the Contract Documents.

5. Buy American – Steel and Manufactured Products for Construction Contracts (See Special Notice to Bidders).

L. Bidders List

1. To be placed on the Bidders List for this project, please send an email that includes the TxDOT CSJ No. for this project (2212GALVN), your company name, mailing address, and your phone & fax number to AVNRFQ@txdot.gov.

IV. **Scope of Work**

A. Base Bid:

1. Rehabilitate and Mark Terminal South Apron and South Ramp
 - Concrete Spall Repairs
 - Concrete Joint and Crack Cleaning/Sealing
 - Isolated Full Depth Concrete Slab Repair
 - Marking Removal and Remarking

B. Additive Alternate No. 1 – South Ramp Connector Taxiway Drainage Improvements

1. Excavation and Grading
2. Small 4' wide flume area adjacent to the south ramp

V. **Site Access / Staging Areas**

A. Site Access and Staging Area

1. Contractor staging and storage area shall be at the location shown on the phasing plan in the plan set. (Sheet 10)
2. The staging area on the phasing plan has been vetted by the Airport. Alternate areas can be discussed in construction.

VI. **Safety and Phasing Plan**

- A. Contractor will be required to be in compliance with FAA Advisory Circular 150/5370-2G, Operational Safety on Airports during Construction.
- B. In addition to the construction safety phasing plan layout sheet, written documents with some of the requirements for the FAA Advisory Circular 150/5370-2G are listed.
- C. Contractor will prepare a Safety Plan Compliance Document (SPCD) that outlines how they intend to comply with the established Construction Safety and Phasing Plan requirements.

VII. **Other Information**

A. Contract Time

1. 150 **Calendar** Days for the Base Bid. **Calendar days include holidays and weekends.**
2. No additional contract time will be added if Additive Alternate No. 1 is awarded.
3. Liquidated Damages are \$1,000 per calendar day beyond contract time. Wither 150calendar days stated in bid form.
4. **If change orders are added for additional contract time or additional work arises, the contract time can be amended.**

- B. RPR Office (Reference KSA-100 Specification). The RPR office does not need to be located in a separate trailer and could potentially be located at one end of the contractor's trailer. Specific requirements can be found in the KSA-100 specification.
- C. Materials Acceptance by Owner / Materials Quality Control by Contractor (Reference C-100 Specification/Contractor Quality Control Program). The QC testing is quantified in the pay items.
- D. Protection of any existing utilities in the project area is the responsibility of the Contractor. Engineer has endeavored to show all known utilities within the Contract documents, but this shall not relieve the Contractor from full responsibility in anticipating all underground obstructions, whether or not shown on the plans. Contractor should call for utility locates and verify locations of all utilities prior to starting construction.
- E. SW3P – Contractor's Responsibility
- F. Engineer's Construction Estimate
 - 1. Base Bid = \$2,282,771
 - 2. Additive Alternate No. 1 = \$46,000

TOTAL Base Bid plus Additive Alternate No. 1 = \$2,328,771

Notes:

1. TxDOT reiterated the importance of keeping the site clear and dust control given the location of the work. The south ramp is frequented by helicopters, which can disperse debris that has not been picked up or secured.
2. The phasing plan includes the requirement that a vacuum truck be kept on-site for the duration of the project.
3. Drivers, controllers and supervisors are required to complete safety training. The safety videos are available online at no cost.
4. TxDOT recommends using Adobe to fill out the electronic bid form.
5. KSA recommends checking the TxDOT Aviation website frequently to check for addenda. If the bid form has been revised, it will be titled as such.
6. Only full depth repair panels will require dowels.
7. The meeting attendees were invited to view the site after the pre-bid meeting.



Scholes International Airport – Galveston, TX
 Runway 18-36 Pavement Rehabilitation Project
 TxDOT CSJ No. 2112GALVN
 Pre-Bid Sign In Sheet
 Wednesday, February 16, 2022 @ 11:00 AM



NAME	ADDRESS	PHONE	EMAIL
Stephanie Kleiber, TxDOT	190 E. RIVERSIDE DR. AUSTIN, TX 78704	512 736 4121	stephanie.kleiber@txdot.gov
Scott DiLoreto	2017 Patriot Pkwy Canyon LK, TX 78133	253 365 4437	sdiloreto@spraylocks.com
Ed Goodreau	PO Box 821909 N Richland Hills, TX 76182	(817) 430-2410	ed@otconst.com
Chris Milligan	Texas Golf Construction 7225 Harborside Galveston TX 77554	(281) 906-8742	Cmilligan@Texasgolfconstruction.com
Greg Burley	7705 FM 482 New Braunfels TX 78132	(210) 885-8789	greg@texascurbcut.com
Kris Gooding	2710 Clarks Ln Bryan TX 77802	(512) 689-0352	Kris@texascurbcut.com
Frederick Sunderman	15150 Memorial Drive Houston TX 77079	(713) 845-4633	FSSUNDERMAN@ SBINFRA.COM
MIKE SHAHAN	2115 TERMINAL DR. GALVESTON, TX 77554	409-797-3593	MSHAHAN@ GALVESTONTX.GOV
Nathan Mikell	KSA	281-494-3252	nmikell@ksaeng.com



Scholes International Airport – Galveston, TX
 Airfield Pavement Rehabilitation Project
 TxDOT CSJ No. 2112GALVN
 Pre-Bid Sign In Sheet
 Wednesday, February 16, 2022 @ 11:00 AM



NAME	ADDRESS	PHONE	EMAIL
Brandon Alcala - Don Jackson Const.	Po Box 34 Riesel, TX 76442	214-790-5903	info@donjacksonconstruct.in.com
Cynthia Straughan VRX, Inc.	24624 Ind N #200 Spring Tx	713-724-3341	Cynthia.Straughan@ VRXGLOBAL.COM
XUAN TRUONG Hi-Lite Airfield Services LLC	20128 NYS Route 12F Watertown, NY, 13601	315-583-6111 ext 501	Xuan.truong@ Hi-Lite.com
Dennis Barnard Ambrosi	2867 SE Barnett Rd St. Joseph MO 64507	816-262-1152	TritonRestoration@ Yahoo
PAWEŁ WAŁĘDZIK Interstate Sealant & Concrete	540W24211 ROCKWOOD WAY WAUKESHA WI 53189	262 408 7548 262 567 6916	pwaledzik@ISCINC.US
Luis E. Lopez Gulf Coast Limestone / Excav Con.	1402 3rd Seabrook 77586	281/960-3144	Luis.Lopez@gcl.com
Brady Walker Gulf Coast Limestone	1402 3rd st Seabrook TX 77586	281 638 2868	Brady.walker@gcl.com
James Petersen GRC GHB	39036 Co Rd 225 Bigfork Minn 56629	(701) 278 0415	NA