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August 9, 2022

Addendum 1
Bay City Regional Airport - Relocate Parallel Taxiway and Drainage Improvements
TxDOT CSJ 2213BAYCY

This Addendum 1 consist of five (5) pages and forms a part of the contract documents and as an addendum it supersedes any requirements or definitions previously included in the contract documents.

The following items are inserted, modified, or removed as follows:

Modifications to the Contract Documents and Specifications

1. Insert the attached Pre-Bid Meeting Agenda and Sign-in Sheet. The information in this pre-bid meeting document forms part of the contract for construction.
2. Bidders Questions and Answers

Q1: Is water available for this project?

A1: Water is available off the airport property by City of Bay City hydrants but will require a hydrant from the City. Arrangement must be made in advance with the City to obtain a meter, but there will be no charge for water used. Alternatively, water can also be obtained from the City of Bay City at their bulk water services in downtown Bay City, or for purchase from City of Van Vleck. At the Contractor's option, an unused water well is located near the south staging area and may be repairable for use in obtaining water for construction use. The Airport nor the City have detailed information on the capability or production flow rates of this well and it will be Contractor's responsibility to make improvements to the well to provide the volume of water needed on the project, at no additional cost to the Owner or Agent.

Q2: Is the project expected to have an excess amount of soil generated by excavation?

A2: Item P-152 specifically outlines that Contractor will be paid for the volume of excavation and there is no separate payment for embankment. Due to two pavement sections, we will not share the calculated volume of excess material and bidders are welcome to utilize the cross sections to determine their amount of excess excavation on the project. Excess materials can become property of the Contractor and disposed of off airport property, or may be stockpiled on the airport as shown in plansheets G-403 to G-405.

Q3: Are barricades available for contractor's use?

A3: No owner-provided barricades are available for this project.

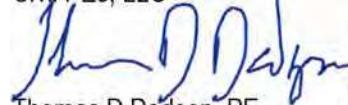
Q4: Are there contingencies for dealing with poor soil?

A4: See Item P-152 for requirements on embankment and subgrade soil properties. The geotechnical report is also included in the project manual. There is no unsuitable soil item for this project. While soils at the airport have shown previous history of pumping when too wet, Contractor will be expected to dry soil by their own means and methods as needed to obtain optimum moisture content during compaction. Additionally, subgrade (much of it will be embankment) will be required to be compacted to specification before lime stabilization begins under item TX-260. See subgrade compaction under Item P-152.

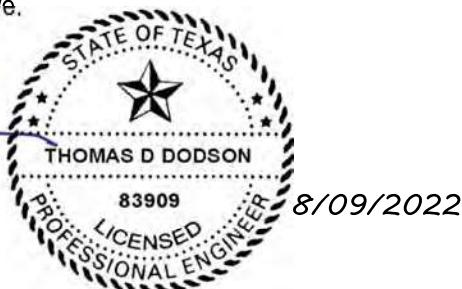
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Acknowledgement of this addendum is required on page 7 of the Bid Form. Failure to acknowledge this addendum may result in a bid being considered non-responsive.

Civil PEs, LLC



Thomas D Dodson, PE
Project Manager



Attachments – Pre-bid Meeting Agenda and Sign-in

PREBID MEETING for 2213BAYCY - RELOCATE PARALLEL TAXIWAY AND DRAINAGE IMPROVEMENTS

August 3, 2022

10:00 am

Bay City Regional Airport

Agenda

1. INTRODUCTIONS

- 1.a. Bay City Airport Management; TxDOT Aviation Division Staff; Civil PEs Staff.
- 1.b. Contractors; Bidders; Vendors

NOTES

2. PROJECT SCOPE

- 2.a. There is a base bid with TWO schedules within the Bid Form, plus ONE additive alternate. Base bid plus one of the schedules will be selected for award and contract execution, and possibly the alternate. The two schedules are centered on the type of pavement sections in the new taxiway: Asphalt Pavement; and Concrete Pavement.
- 2.b. Construction include drainage with ditch re-alignments, taxiway edge grading, and new drainage infrastructure. Earthwork will result in a significant excess material (excavated soils that are not embanked) and may be neatly stockpiled on the airport or becomes property of the contractor and must be removed from the airport.
- 2.c. Subgrade beneath the new pavement will be partially or fully on embankment. Compaction of the embankment, including the subgrade to receive lime stabilization, will be density control. Embankment is not measured for payment, but compaction of subgrade under the proposed pavement is – see Item P-152-2.
- 2.d. Both pavement sections rely on re-cycling much of the existing demolished asphalt pavement and its base. Material is to be removed from the existing taxiway and placed on prepared and lime-treated subgrade before or as it is cement stabilized to improve its strength. TX-275 – as modified – is the stabilization specification. Micro-fracturing of the stabilized base is required.
- 2.e. A concrete culvert is to be removed from under runway pavement. Runway receives an asphalt pavement repair after pipe trench backfill with flowable fill. This applies to BOTH Schedules.
- 2.f. FAA Specifications, TxDOT Specifications, and Special Specifications are included in the project manual. Edits to standard specifications are identified with ~~Strikethrough~~ deletions and dashed-underlined, *italicized* additions.
- 2.g. A CQCP MUST be submitted and approved BEFORE materials in the CQCP are used in the project. See Item C-100.
- 2.h. Material requirements: are identified in the applicable specifications or as notes in the Plans.
- 2.i. Submittals: differ by specification; required submittal and response before installation / payment.
- 2.j. Test strip(s) are required for Items TX-316 and P-152, (based on Schedule).
- 2.k. Construction equipment must not be too heavy that it damages the pavement. Contractor will be required to provide mats for equipment or immediately repair any pavement damaged that is to remain or is in service during a phase.
- 2.l. Thermoplastic Coal Tar Emulsion Micro-Surface Type B is for pavements where removed markings require a substantially improved wearing surface. The limit(s) of the Micro-surface Type B shall be delineated by the Engineer. It is anticipated one mobilization to install micro-surface type B, if needed, for the entire project.
- 2.m. Pavement markings. Due to phasing, there are multiple mobilizations for paint markings on this project. Temporary markings are not required to be reflective. All final markings are to be placed in two applications, the second, full thickness and bead coat painted in the opposite direction from the first coat.

NOTES

3. CONTRACT REQUIREMENTS

- 3.a. This is a 300-calendar day project for Schedule A, Asphalt Pavement. Schedule B, Concrete Pavement, will add 30 days to contract time if that schedule is executed. See bid form page 8. Rain days, listed by month, are shown on Plansheet G-002. Days in excess on each month will be considered for extended time for that month.

- 3.b. This will be a unit price contract within eGrants electronic contract management. Pay items are listed in specifications matching the bid form. Ask questions if during preparation of your bid you see something inconsistent between them. If a pay item is not listed, it is to be considered subsidiary to other pay items that are listed.
- 3.c. Payment and Performance bonds are required for this project, each in the full amount of the contract price, executed by a surety company or surety companies authorized to execute surety bonds under and in accordance with the laws of the State of Texas.
- 3.d. DBE requirement: 7%. DBE participation plan may be turned in with the bid or within 5 calendar days AFTER the bid opening (September 3) via email to AVNRFQ@txdot.gov. A conditional award cannot be made until the plan is submitted. A late response can be grounds for bidder disqualification.
- 3.e. Pre-award equal opportunity compliance reviews: to determine Contractor's ability to comply with the equal opportunity clauses in the Contract.
- 3.f. Self-performance requirements: 30% in contracts exceeding \$500,000.
- 3.g. Davis-Bacon wage rates: TX20220027 (Highway) construction apply. Wage interviews and certified payroll will be required.

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4. BID REQUIREMENTS

- 4.a. Bid form filename "2213BAYCY.BidForm.pdf". Provide a bid price for each item listed in base bid, BOTH schedules, and alternate(s). The bid form should be filled electronically before printing to sign and submit. Please check addenda to make sure the most updated form is used. The bid form is to be signed in ink.
- 4.b. Bid Bond in the amount of 2% of the total bid price.
- 4.c. Bidder Qualifications / Prequalification Letter.
- 4.d. Acknowledgement of all addenda.
- 4.e. Bids are due at City Hall (attn: Jeanna Thompson, City Secretary, City of Bay City, 1901 Fifth Street North, Bay City, TX 77414.) on August 30, 2022, at 2:00 p.m. CDT. DO NOT bring bid packages to the Airport.

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5. CONSTRUCTION SAFETY AND PHASING

- 5.a. This project will be carried out on an ACTIVE AIRFIELD. Access, safety, and security requirements will apply as outlined in the Plans and Item SS-106.
- 5.b. Construction Access. There are two access gates available for the contractor's exclusive use. The gates need repairs prior to their use. See Plans and Items F-162 and F-164. No crossing of active taxiways or runways will be permitted without advance notice and adequate precautions.
- 5.c. Staging Areas. There are two available for this project, near each available gate.
- 5.d. Changes to the phasing plan will require SIGNIFICANT review time for FAA approval prior to any changes to the plan

NOTES

6. OPEN DISCUSSION / CLOSING

NOTES

Prebid Meeting for 2013BAYCY – RELOCATE PARALLEL TAXIWAY AND DRAINAGE IMPROVEMENTS

August 3, 2022

10:00 am

Bay City Regional Airport

1. SIGN-IN SHEET