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Addendum 2
Bay City Regional Airport - Relocate Parallel Taxiway and Drainage Improvements
TxDOT CSJ 2213BAYCY

This Addendum 2 consist of two (2) 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. Replace the Bid Form with the updated Bid Form, noted by "Addendum 2" in the Title. The updated bid form is available for download from the TxDOT website at <https://www.dot.state.tx.us/AVN/avninfo/addendum/construct/ntb2213baycy00047bfad2.pdf>
2. Bidders Questions and Answers (numbering continued from Addendum 1).
 - Q5: How is the quantity for Item P-620-2, Blackout/Black Outline, derived?
A5: This quantity is being updated and is to include blacking out the runway centerline stripes immediately adjacent to the relocated thresholds, and the black field around the Runway Holdline Marking as detailed on sheet C-404.
 - Q6: What is the retro-reflective white paint for?
A6: Retro-reflective white paint is for repainting the blacked-out runway centerline stripes from Phases 2 and 3 but it also includes a contingency quantity for use in remarking other portions of the runway when directed by the Engineer.
 - Q7: What is the temporary white paint for??
A7: The quantity is for installing temporary numerals at the relocated thresholds in Phases 2 and 3. The discussion of payment for "markings" in SS-106 pertains to threshold elements in paragraph 106-3.3. Also, the notes on sheets G-408 and DC-404 are being updated by pen-and-ink change to not include the numerals or the black-out of centerline stripes as items to be paid under SS-106-5 or SS-106-6. Paint marking removal and temporary markings applied to pavement are to be paid under item P-620.
 - Q8: Regarding the Pilot Information unlighted signs on sheet G-408: Are these signs required to be ETL/FAA Certified?
A8: The Phase 2 and Phase 3 Construction Signs as shown on sheet G-408 are not airfield signs per AC 150/5345-44K, but are instead per AC 150/5370-2G, paragraph 2.18.4.2, with additional guidance provided in Engineering Brief 93.
 - Q9: What is the configuration of the runway centerline striping?
A9: The centerline stripes are 120 feet long and 18 inches wide (typ).
 - Q10: The plans call out 666 LF P-152-4 "Ditch Cleanup", can you identify where the 1,500 LF bid quantity is located?
A10: As noted in P-152, Ditch Cleanup can also be as directed by the Engineer. The airport has existing ditches adjacent to those included in the project. The remaining quantity in the bid form is for contingency quantities of ditch cleanup adjacent to improved ditches.
 - Q11: The runway repair width on Detail on sheet DC-004 shows maximum width as 15'. On sheet C-301A the repair measures 20' wide. Please clarify.

- A11: It is expected that the removal of the canal culvert can be accomplished with removal of a 15-foot-wide cut on the runway pavement. The width of the repair on Plansheet DC-001 and other sheets is for presentation only. The quantities on items associated with the repair are rounded up to prevent quantity overruns.
- Q12: There is an area not included in any of the phases but will need to be available to perform the work. The area is within the 250' OFA that is established in Phase 2 between ~STA 25+00 and ~STA 49+50, excluding the Phase 4 area?
- A12: We recognize that a portion of the West Ditch (shown in cross-sections on sheets C-232 to C-240 as ditch STA ~18+00 to STA ~42+00), specifically the sideslope toward the runway, is within the Object Free Area (OFA) of the runway. Work within the OFA can be accomplished during the total shutdown of the runway during Phase 4A or can be carried out on a "fall-back" basis during Phase 2 when there are no aircraft maneuvering on the runway or making an approach to land. Airport staff notes that there can be as many as 75 operations requiring such a fall-back on a daily basis but is likely to be less.
- Q13: On Sheet C-304B, note 3 calls for epoxy dowels. On the C & E Joint details where the epoxy dowels would be used it calls for half-painted and oiled. We assume epoxy dowels are preferred. Please advise.
- A13: Item TX360, paragraph 2.2.1 outlines the requirements for epoxy coating on the dowels, which requires the whole dowel to be coated. Intention of the callout in details on sheet C-304B is to oil or grease at least one side of dowel to relieve tension stresses on the surrounding concrete during curing.

Modifications to the Drawings

1. The following pen-and-ink changes are to be made to the Plans:
 - a. Sheet G-002: Pay item P-620-1 is changed to 7,100; Pay item P-620-2 is changed to 2,950.
 - b. Sheet G-408: Change note 1 in detail "Temporary Runway End" to read "ALL ITEMS SHOWN IN THIS DETAIL - WITH THE EXCEPTION OF PAINTED MARKINGS APPLIED TO THE PAVEMENT - ARE PART OF ITEM SS-106-5 AND SS-106-6, INCLUDING REMOVAL AFTER REOPENING FULL-LENGTH RUNWAY."
 - c. Sheet DC-404: Change note 2 in detail "Temporary Numeral Removal" to read "PAYMENT FOR REMOVAL OF TEMPORARY MARKING REMOVAL IS TO BE CONSIDERED INCLUSIVE OF ITEM SS-106-4 MADE UNDER ITEM P-620-1."

Acknowledgement of this addendum is required on page 7 of 8 of the Bid Form. Failure to acknowledge this addendum may result in a bid being considered non-responsive.

Civil PEs, LLC


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Project Manager

