3755 S. Capital of Texas Highway
Suite 325
Austin, TX 78704

TEL 512.485.0009
FAX 512.485.0010

www.GarverUSA.com

ADDENDUM NO. 1

Date:	**February 6, 2025**
Project Name:	**Taxiway, Taxilane, and Apron Rehabilitation**
Airport:	**Skylark Field (ILE)**
TxDOT CSJ No.:	**2409KILEN**
Garver Project No.	**22A06181**

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 noted in the appropriate section of the Bid Form included in the Contract Documents.

The Pre-bid meeting minutes and sign-in sheet have been included. The Pre-bid meeting minutes include all questions received by to the date of publishing this Addendum No. 1.

Bidders can obtain the revised bid form Addendum No. 1 on the TxDOT Website "Plans Online".

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:

A. Modifications to the Notice to Bidders:
   1. Bids will be received until 2:00PM on ***February 19, 2025***, then publicly opened and read.

B. SPECIFICATIONS
   1. Remove the following specifications sections in their entirety, and replace with the same, attached hereto:
      a. Specification P-207 was revised for clarification of chemical stabilizing agents.

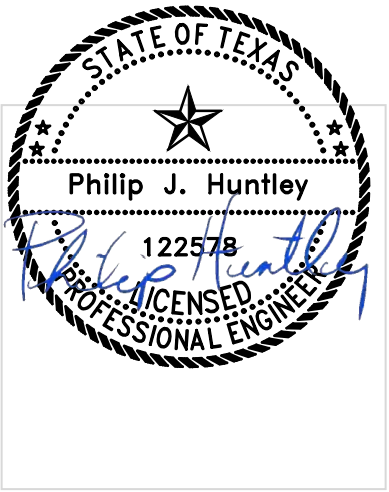
C. PLANS
   1. Remove the following drawings in their entirety, and replace with the same, attached hereto:
      a. Drawing No. GC-102 (Sheet 10)
      b. Drawing No. GC-103 (Sheet 11)
      c. Drawing No. GC-104 (Sheet 12)
      d. Drawing No. GC-105 (Sheet 13)

D. BID FORM

January 6, 2025

ADDENDUM NO. 1

1. Revised Bid form.



By: _____

Philip Huntley, P.E.
Project Manager

Attachments:
A. Pre-bid meeting minutes
B. TxDOT Bid Form 2506 for 2409KILEN
C. Specifications
    1. P-207
D. Plans
    1. GC-102
    2. GC-103
    3. GC-104
    4. GC-105

END OF ADDENDUM NO. 1

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Skylark Field
Taxiway, Taxilane, and Apron Rehabilitation
TxDOT CSJ NO. 2409KILEN
Pre-Bid Meeting Minutes

10:00 a.m. January 30, 2025

1. Introductions & Roles:

City of Killeen / Skylark Field (Sponsor)
Mike Wilson – Executive Director
Alfred Palmieri – Operations Manager (POC)
TxDOT Aviation (Agent)
Ed Mayle – Project Manager
Garver (Engineer)
Jacob Green, PE – Project Manager
Philip Huntley, PE – Project Engineer

2. Bidding Procedures

a) Sealed bids need to be addressed and delivered to Brandy Schwettmann, TxDOT Aviation Division, 6230 E. Stassney Lane, 2nd Floor, Austin, Texas 78744. Package must be clearly marked as "Bid Proposal." Bids will be received until 2:00 PM on February 13, 2025, then publicly opened and read aloud virtually.

b) Technical questions concerning the plans and specifications should be directed to Philip Huntley, PE at PJHuntley@GarverUSA.com or 512-485-0026.
   i. *Questions can also be directed to Jacob Green, PE at JCGreen@GarverUSA.com*

c) Deadline for questions is 5:00pm on Tuesday, February 4, 2023. Answers will be provided via addendum by 5:00pm on Thursday, February 6, 2025.

d) **Notice to Bidders:**
   i. Documents to be submitted with bid proposal:
      - Bid Form
        - **Contract Time:**
          - **Base Bid: 160 Calendar Days**
          - **Additive Alternate I: 15 Calendar Days**
          - **Additive Alternate II: 25 Calendar Days**
          - **Additive Alternate III: No additional time**
        - $1,700 Liquidated Damages per calendar day
        - Acknowledgment of Addendums
          - No. 1 will include minutes from pre-bid meeting and answers to questions.
      - Bid Bond (Must include the Power Attorney and claim notice page)
      - Required Language in Proposals for AIP Contracts
      - Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
      - Buy American Certification
      - Certification of Non-Segregated Facilities
      - DBE Participation Plan
        - The Bidder 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.

- ***February 18, 2025 by 5:00 pm***

- Bidder Qualifications

3. **Federal Provisions**
   a) The DBE goal is **4.0%**
      i. Questions regarding goals and Good Faith Efforts should be directed to Eli Lopez of TxDOT Aviation at (512)416-2508
   b) Contractor shall follow all Davis Bacon Wage Rate Requirements
   c) Contractor shall follow all Buy American Provision.

4. **TxDOT Aviation General Construction Provisions**
   a) General Provisions are provided in a standalone publication entitled General Construction Provisions.
   b) Electronic copies are available on TxDOT Aviation website.
      i. 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.
      i. The contractor is required to prepare a quality control program following the specifications where it is required.
      ii. Owner will perform quality assurance (QA) testing on all materials.
         - Any failed tests performed by the QA lab will be deducted from the contractor.

5. **Contract Documents**

   a) Construction Plans

   b) Federal Provisions

   c) TxDOT General Provisions

   d) Technical Specifications

6. **Site Visit**

7. ***Questions***

Q: *Will the Engineer's Estimate be provided?*
A: *No*

Q: *Will the DBE Goal be based on Base Bid participation only or with Additive Alternates included?*
A: *DBE goal for the project is 4%. For the purpose of bidding, it is based off of the Base Bid since this is the only section that is guaranteed. Once a contractor is selected, and any alternative items are decided on, TxDOT will revisit the DBE participation.*

Q: *When is the anticipated construction start date?*
A: *Construction is anticipated to begin April 2025*

Q: *How do we bid the cement and emulsion quantities for the FDR portion since no percent or quantity is called out or included as bid items? How is it ensured that each bidder is including the same quantity for emulsion or cement in their bid pricing?*
A: *Please see the revised specification for P-207 and bid form. For purposes of bidding, percentage rates have been clarified. Awarded bidder will verify actual percentage rates during construction.*

Q: *Would you consider altering the phasing of the project from what is shown in the plans?*
A: *The Contractor may provide an alternate phasing plan which can be discussed at time of pre-construction meeting.*

Q: *Where is the 18" PVC to be used?*
A: *Please refer to Drawing CP-104, Sheet 28. 18" PVC is located at the AWOS Access Road.*

Q: *Where are the Tie Downs to be installed?*
A: *Aircraft tie-down will be installed at the west edge of the apron pavement (refer to Drawing CM-110, Sheet 45) under Additive Alternate 3, if Taxiway C connector to Apron is demolished.*

Q: *The asphalt bid items are P-403, however there is no P-403 spec in the bid documents. Please clarify this discrepancy.*
A: *Clarification provided with re-issued bid form.*

Q: *Would you please provide the make and model of regulator in lighting vault for t-1 and the run-way circuit.*
A: *Crouse-Hinds PowerTrac L-828*

Q: *Would you please provide a drawing showing the project temporary jumper locations.*
A: *Please find temporary jumper locations on the plan sheets included with Addendum #1.*

Q: *There is no line item for the testing of the new and existing series circuit. Sheet EN-001 shows L-108. Please advise.*
A: *All testing of the new and existing circuits is considered subsidiary to the two L-108 pay items in accordance with construction note 10, sheet EN-001.*

Q: *The size of the sign is not reflected on sheet ED-203. Please Advise.*
A: *The specifications call out these sign panels as Size 2, Awarded bidder to verify size prior to construction.*

Q: *How is electrical conduit and wiring to be paid for, line items are missing from the bid form?*
A: *Clarification provide with re-issued bid form.*

Skylark Field – Taxiway, Taxilane and Apron Rehabilitation (TxDOT CSJ No. 2409KILEN)
Killeen, Texas

Pre-Bid Meeting
January 30, 2025, 10:00 am

SIGN-IN SHEET

Name	Representing	Phone #	Email
Jarrod Provost	C.K	—	JProvost@killeentexas.gov
Jacob Green	Garver	512-485-0016	JCGreen@GarverUSA.com
Keith James	TTG Utilities	254-223-5151	kjames@ttgutilities.com
Ed Mayle	TxDOT, AVN	512-416-4528	ed.mayle@txdot.gov
Glenn Ruckel	Jordan Foster Construction	512 468 2452	gruckel@jordanfosterconstruction.com
Tanner Ruckel	JFC	512-698-3446	TRuckel@JordanFosterConstruction.com
Bill Hazlewood	Texas Materials Group, Inc	254 718 1877	william.hazlewood@texasmaterials.com
Alfred Palmieri	C&K-Aviation	254-317-1536	APalmieri@Killeentexas.Gov
Ted Teegarden	Texas Materials	512-815-9426	edward.teegarden@texasmaterials.com
Brandon Alcala	Don Jackson Const.	214-790-5903	info@djctx.com
Alex Nault	Synergy LC	737-529-6625	anault@synergyccTX.com
Josh Bass	R.K. Bass	254-760-7994	Josh@Basselectric.com
Victor Rodriguez	Capital Excavation	512 801 1356	Estimating@capitalexcavation.com

ITEM P-207 IN-PLACE FULL DEPTH RECLAMATION (FDR) RECYCLED ASPHALT AGGREGATE BASE COURSE

DESCRIPTION

207-1.1 This item consists of a recycled asphalt aggregate base course resulting from the in-place full depth reclamation (FDR) of the existing pavement section (asphalt wearing surface and aggregate base), plus mechanical stabilization with additional aggregate or chemical stabilization with cement, asphalt emulsion or fly ash when required.

MATERIALS

207-2.1 Aggregate. The FDR shall consist of materials produced by recycling (pulverizing and mixing) the existing asphalt pavement, aggregate base, subgrade, and any additional aggregate as necessary. Material larger than 2 inches in any dimension shall not be permitted in the recycle asphalt aggregate base course.

The FDR shall meet the gradation in the table below.

FDR Gradation

Sieve	Minimum Percentage by weight passing sieves
2 inch (51 mm)	100
No. 4 (4.75 mm)	55
No. 200 (75 µm)	0-15

a. Deleterious substances. Materials for aggregate base shall be kept free from weeds, sticks, grass, roots and other foreign matter.

b. Uniformity. The materials shall be thoroughly recycled (pulverized and mixed) to ensure a uniform gradation.

207-2.2 Stabilization.

a. Mechanical stabilization. Not required.

b. Chemical Stabilization. Cement shall meet the requirements of ASTM C150, Types I, II, or V; ASTM C595, Types IS, IP, IL, or IT. Emulsified asphalt cement shall meet the requirements of ASTM D977, *Type CSS-1H.*. Materials shall be handled, stored, and applied in accordance with all federal, state, and local requirements. *Contractor to provide recommended rates of chemical stabilization based on information on information provided in the Geotechnical Report and actual soil conditions to achieve a resilient modulus of 125,000 PSI for the completed material.*

207-2.3 Water. Water used in mixing or curing shall be from potable water sources. Other sources shall be tested in accordance with ASTM C1602 prior to use.

207-2.4 Quality Control (QC) Sampling and testing. The Contractor shall take at least two FDR samples per day of production in the presence of the Resident Project Representative (RPR) to check the gradation. Sampling shall be per ASTM D75. Material shall meet the requirements in paragraph 207-2.1. Samples shall be taken from the in-place, un-compacted material at random sampling locations per ASTM D3665.

CONSTRUCTION METHODS

207-3.1 Milling. Milling is not required.

207-3.2 Control Strip. The first half-day of construction shall be considered the control strip. The Contractor shall demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of the specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. Control strips that do not meet specification requirements shall be reworked, re-compacted, or removed and replaced at the Contractor's expense. Full operations shall not begin until the control strip has been accepted by the RPR. Upon acceptance of the control strip by the RPR, the Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved in advance by the RPR.

207-3.3 Recycling (Pulverization and mixing). The asphalt pavement, aggregate base ~~and subgrade~~ shall be recycled (pulverized and mixed) into a uniformly blended mixture with *1.5% cement **and** 5% of emulsified asphalt* by dry unit weight and water to the depth indicated on the plans. *Contractor to verify actual chemical stabilization rates for emulsified concrete and asphalt to achieve a resilient modulus of 125,000 PSI for the completed material.* All material over approximately 2 inches shall be removed by the Contractor. The mixture shall be brought to the desired moisture content. *The Engineer's lab will perform and provide a proctor compaction test on the first half-day of construction during the control strip.*

The maximum lift thickness of the recycled aggregate base course material to be compacted shall be 12 inches.

207-3.4 Grading and compaction. Immediately upon completion of recycling (pulverization and mixing), the material shall be shaped and graded in accordance with the project plans. The recycled asphalt aggregate base course shall be compacted within the same day to an in-place density of 95% as determined by ASTM D1557. The moisture content of the material during compaction shall be within ±2% of the optimum moisture content as determined by ASTM D2216. The number, type and weight of rollers shall be sufficient to compact the material to the required density. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

207-3.5 Finishing. The surface of the aggregate base course shall be finished by blading or with automated equipment designed for this purpose. If the top layer is 1/2 inch or more below grade, the top layer shall be scarified to a depth of at least 3 inches, new material added, and the layer blended and re-compacted to bring it to grade. The addition of layers less than 3 inches shall not be allowed.

207-3.6 Proof rolling. Compacted asphalt aggregate base course shall be proof rolled with a tandem axle dual wheel dump truck loaded to the legal limit with tires inflated to 80 psi in the presence of the RPR. Soft areas that deflect greater than 0.5 inch or show permanent deformation greater than 0.5 inch shall be removed and reworked at the Contractor's expense.

207-3.7 Weather limitations. When weather conditions detrimentally affect the construction process and/or quality of the materials, the Contractor shall stop construction. Cement or fly ash shall not be applied when wind conditions affect the distribution of the materials. When the aggregates contain frozen materials or when the underlying course is frozen or wet, the construction shall be stopped. Construction shall not be performed unless the atmospheric temperature is above 35°F and rising or approved by the RPR. When the temperature falls below 35°F, protect all completed areas against detrimental effects of freezing by approved methods. Correct completed areas damaged by freezing, rainfall, or other weather conditions to meet specified requirements.

207-3.8 Maintenance. The asphalt aggregate base course shall be maintained in a satisfactory condition until the work is accepted by the RPR. Equipment used in the construction of an adjoining section may be routed over completed sections of asphalt aggregate base course, provided that no damage results and equipment is routed over the full width of the completed asphalt aggregate base course. Any damage to the recycled asphalt aggregate base course shall be repaired by the Contractor at the Contractor's expense.

207-3.9 Surface tolerances. The finished surface shall be tested for smoothness and accuracy of grade. Any area failing smoothness or grade shall be scarified to a depth of at least 3 inches, reshaped and re-compacted by the Contractor at the Contractor's expense.

a. Smoothness. The finished surface shall not vary more than 3/8-inch when tested with a 12-foot straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot straightedge for the full length of each line on a 50-foot grid.

b. Grade. The grade shall be measured on a 50-foot grid and shall be within +0 and -1/2 inch of the specified grade.

207-3.10 Acceptance sampling and testing for density. FDR base course shall be accepted for density and thickness on an area basis. One (1) test for density and thickness will be made for each 1,200 square yards. Sampling locations will be determined on a random basis in accordance with ASTM D3665.

a. Density. The RPR shall perform all density tests **and** Contractor's laboratory shall perform all density tests in the RPR's presence and provide the test results upon completion to the RPR for acceptance.

Each area will be accepted for density when the field density is at least 95% of the maximum density of the FDR base course in accordance with ASTM D1557 . The in-place field density shall be determined in accordance with ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938 . If the specified density is not attained, the area represented by the failed test must be reworked and/or recompacted and two additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

b. Thickness. The thickness of the base course shall be within +0 and -1/2 inch of the specified thickness as determined by depth tests taken by the Contractor in the presence of the RPR for each area. Where the thickness is deficient by more than 1/2-inch, the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches, adding new material, and recompacted to grade. The Contractor shall replace, at his expense, base material where depth tests have been taken.

METHOD OF MEASUREMENT

207-4.1 The quantity of FDR asphalt aggregate base course shall be measured by the number of square yards of material in compliance with the plans and specifications *regardless of stabilizing agent utilized*. *Excess cut material of the FDR layer will be generated to meet the plan slopes and grades. Manipulation of this material and disposal will not be paid for separately but shall be considered subsidiary to item P-207.*

207-4.2 The quantity of emulsified asphalt shall be measured by the ton. The quantity of cement shall be measured by the ton.

BASIS OF PAYMENT

207-5.1 Payment shall be made at the contract unit price per square yard for recycling the existing asphalt pavement, aggregate base course, subgrade and mixing with stabilizing agent, if required, spreading, compacting, and maintaining the recycled material to the compacted thickness as indicated on the drawings. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools and incidentals to complete the item.

Payment will be made under:

Item P-207-5.1	8.5" In-place Full Depth Recycled (FDR) asphalt aggregate base course – per square yard

207-5.2 Payment shall be made at the contract unit price per ton for the stabilizing agent.

Item P207-5.2	Emulsified asphalt - per ton
Item P207-5.3	Cement - per ton

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 C29	Unit Weight of Aggregate
ASTM C88	Soundness of Aggregates by Use of Sodium or Magnesium Sulfate
ASTM C117	Materials Finer than 75-µm (No. 200) Sieve in Mineral Aggregate by Washing
ASTM C131	Resistance to abrasion of Small Size Coarse Aggregate by Use of Los Angeles Machine
ASTM C136	Sieve or Screen Analysis of Fine and Coarse Aggregate
ASTM C150	Standard Specification for Portland Cement
ASTM C595	Standard Specification for Blended Hydraulic Cements
ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D75	Sampling Aggregate
ASTM D558	ASTM D558 Standard Test Methods for Moisture-Density (Unit Weight) Relations of Soil-Cement Mixtures
ASTM D698	Moisture Density Relations of Soils and Aggregate using 5.5 lb Rammer and 12 in drop
ASTM D977	Standard Specification for Emulsified Asphalt
ASTM D1556	Test Method for Density and Unit Weight of Soil in Place by the Sand Cone Method
ASTM D1557	Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort
ASTM D2216	Test Methods for Laboratory Determination of Water (Moisture) Soil and Rock by Mass
ASTM D2419	Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D2487	Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D4491	Standard Test Methods for Water Permeability of Geotextiles by Permittivity
ASTM D4751	Standard Test Methods for Determining Apparent Opening Size of a Geotextile

ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil Aggregate by Nuclear Methods (Shallow Depth)

American Association of State Highway and Transportation Officials (AASHTO)

M288	Standard Specification for Geosynthetic Specification for Highway Applications

END OF ITEM P-207

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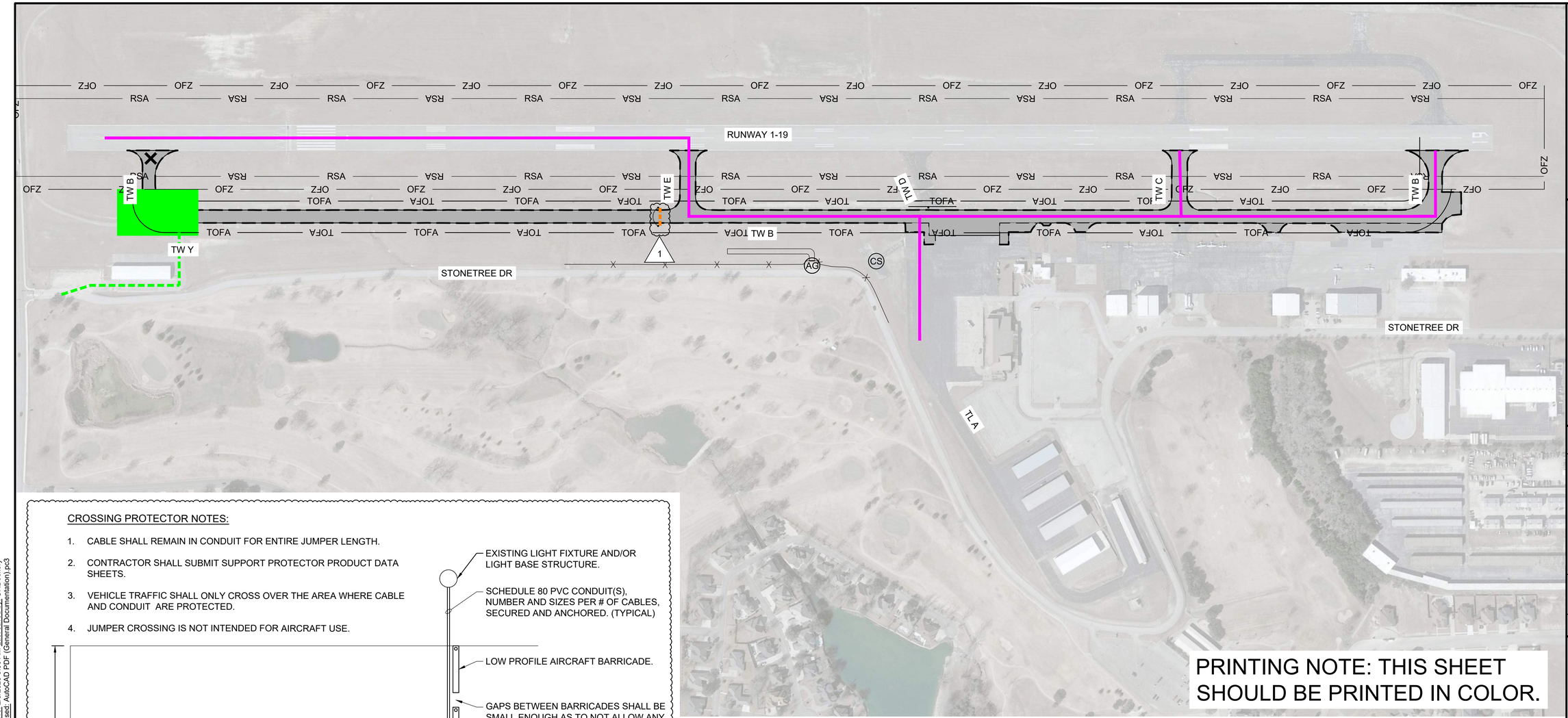
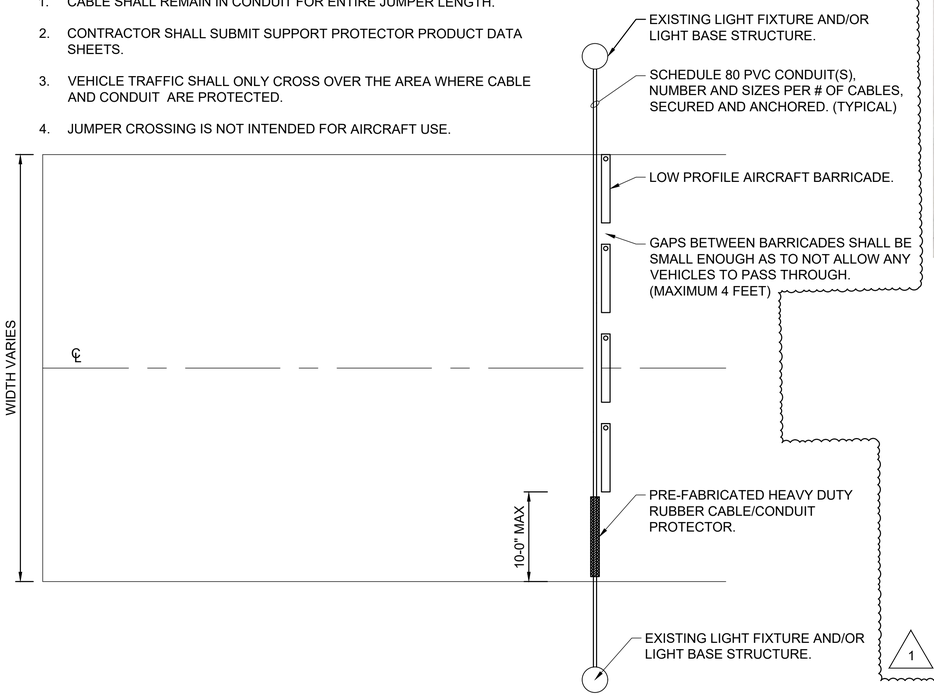


PRINTING NOTE: THIS SHEET SHOULD BE PRINTED IN COLOR.

CROSSING PROTECTOR NOTES:

1. CABLE SHALL REMAIN IN CONDUIT FOR ENTIRE JUMPER LENGTH.
2. CONTRACTOR SHALL SUBMIT SUPPORT PROTECTOR PRODUCT DATA SHEETS.
3. VEHICLE TRAFFIC SHALL ONLY CROSS OVER THE AREA WHERE CABLE AND CONDUIT ARE PROTECTED.
4. JUMPER CROSSING IS NOT INTENDED FOR AIRCRAFT USE.



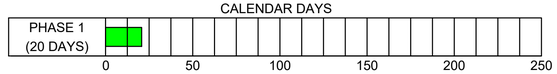
7
GC-102

TYPICAL PAVEMENT JUMPER CROSSING FOR TEMPORARY AIRFIELD LIGHTING

SCALE: NONE

CONTRACT TIME

CALENDAR DAYS



LEGEND

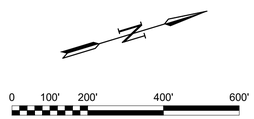
- PHASE 1 LIMITS
- OFZ — OBSTACLE FREE ZONE
- AIRCRAFT ROUTE
- CONTRACTOR ROUTE
- LIGHTED BARRICADE
- [RUNWAY/TAXIWAY] CLOSURE MARKER
- AG — ACCESS GATE
- CS — CONTRACTOR'S STAGING AREA
- ELECTRICAL JUMPER — 1

PHASE 1 ITEMS OF WORK

1. COORDINATE WITH AIRPORT AND ISSUE REQUIRED NOTAMS.
2. INSTALL TEMPORARY CONSTRUCTION SIGNAGE, LIGHTED BARRICADES, AND TEMPORARY FENCING WHERE NECESSARY.
3. COVER ALL NECESSARY AIRFIELD SIGNAGE AND LIGHTING.
4. PERFORM FULL DEPTH RECLAMATION, INSTALL TAXIWAY PAVEMENT, PERFORM GRADING, PERFORM PAVEMENT EDGE GRADING, PLACE SEEDING.

NOTE:

1. PRIOR TO OPENING TO AIRCRAFT OPERATIONS, THE AREA SHALL BE CLEANED AND FREE FROM ALL FOD RESULTING FROM CONSTRUCTION OPERATIONS.
2. CONTRACTOR REQUIRED TO KEEP ACTIVE APRON CLEAN AND CLEAR OF ALL FOD.
3. A SWEEPER TRUCK SHALL BE MAINTAINED ON-SITE AT ALL TIMES TO KEEP PAVEMENT CLEAN.



STATE OF TEXAS
JACOB C. GREEN
142326
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 02/06/2025

REV.	DATE	DESCRIPTION	BY
1	2/6/25	ADDENDUM 1	JCG

SKYLARK FIELD
AIRPORT
KILLEEN, TX

SKYLARK FIELD
TW TL AND APRON
REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1

JOB NO.: 22A06181
DATE: JUNE 2024
DESIGNED BY: PJH
DRAWN BY: TED

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GC-102

SHEET NUMBER **10**

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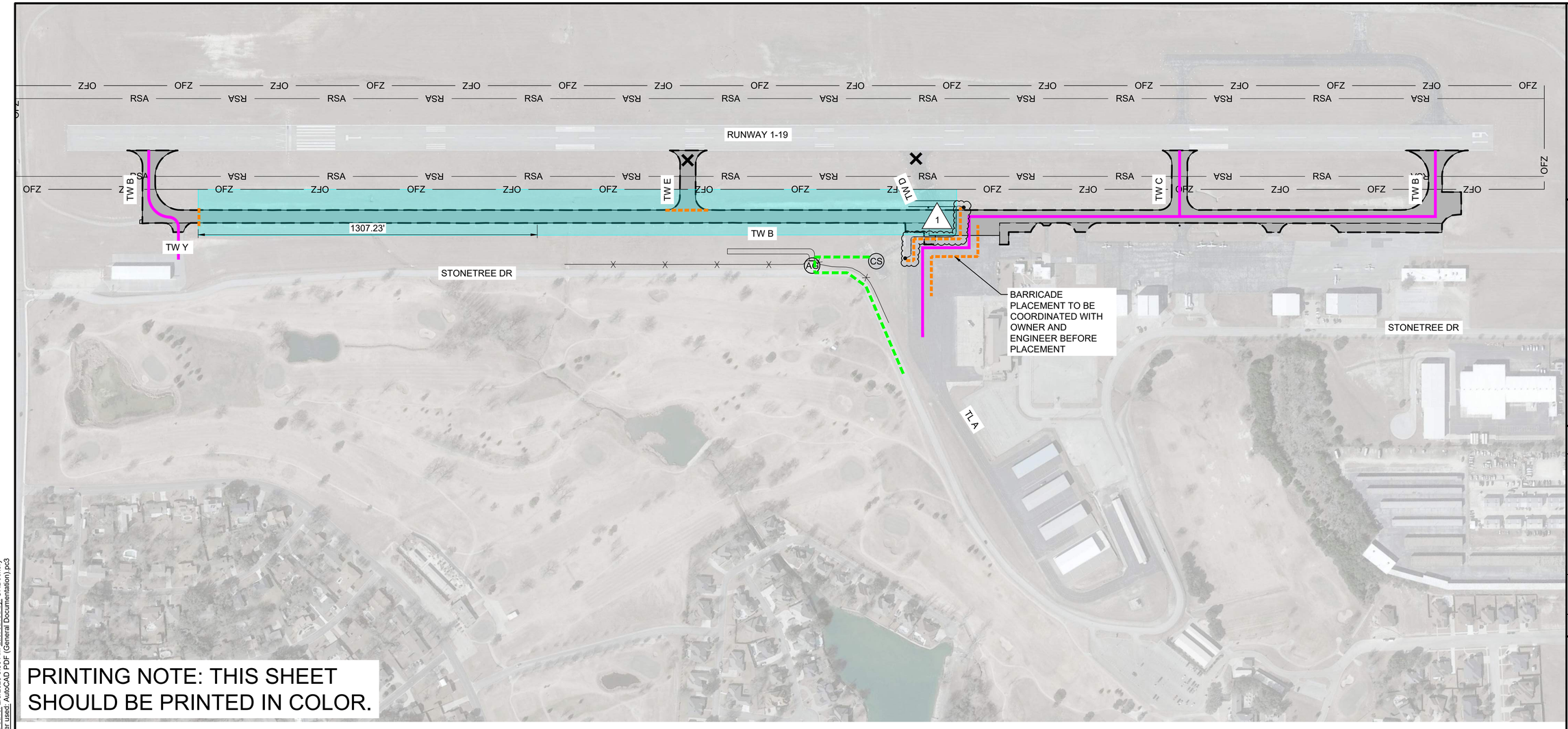

PRINTING NOTE: THIS SHEET SHOULD BE PRINTED IN COLOR.

LEGEND

- PHASE 2 LIMITS
- OFZ — OBSTACLE FREE ZONE
- AIRCRAFT ROUTE
- CONTRACTOR ROUTE
- LIGHTED BARRICADE
- [RUNWAY/TAXIWAY] CLOSURE MARKER
- AG — ACCESS GATE
- CS — CONTRACTOR'S STAGING AREA
- ELECTRICAL JUMPER — 1

0 100' 200' 400' 600'
(IN FEET)

CONTRACT TIME

CALENDAR DAYS

PHASE 2 (30 DAYS)

0 50 100 150 200 250

PHASE 2 ITEMS OF WORK

1. COORDINATE WITH AIRPORT AND ISSUE REQUIRED NOTAMS.
2. INSTALL TEMPORARY CONSTRUCTION SIGNAGE, LIGHTED BARRICADES, AND TEMPORARY FENCING WHERE NECESSARY.
3. COVER ALL NECESSARY AIRFIELD SIGNAGE AND LIGHTING.
4. PERFORM FULL DEPTH RECLAMATION, INSTALL TAXIWAY PAVEMENT, PERFORM GRADING, CONSTRUCT TAXIWAY PAVEMENT SECTION, pERFORM PAVEMENT EDGE GRADING, PLACE SEEDING.
5. REMOVE EXISTING TAXIWAY D PAVEMENT SECTION AND ELECTRICAL, PERFORM EARTHWORK, INSTALL TAXIWAY ELECTRICAL.

NOTE:

1. PRIOR TO OPENING TO AIRCRAFT OPERATIONS, THE AREA SHALL BE CLEANED AND FREE FROM ALL FOD RESULTING FROM CONSTRUCTION OPERATIONS.
2. CONTRACTOR REQUIRED TO KEEP ACTIVE APRON CLEAN AND CLEAR OF ALL FOD.
3. A SWEEPER TRUCK SHALL BE MAINTAINED ON-SITE AT ALL TIMES TO KEEP PAVEMENT CLEAN.

GARVER

STATE OF TEXAS
JACOB C. GREEN
142326
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 02/06/2025

REV	DATE	DESCRIPTION	BY
1	2/6/25	ADDENDUM 1	JCG

SKYLARK FIELD
CITY OF KILLEEN

SKYLARK FIELD AIRPORT
KILLEEN, TX

SKYLARK FIELD
TW TL AND APRON
REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2

JOB NO.: 22A06181
DATE: JUNE 2024
DESIGNED BY: PJH
DRAWN BY: TED

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DRAWING NUMBER
GC-103

SHEET NUMBER **11**

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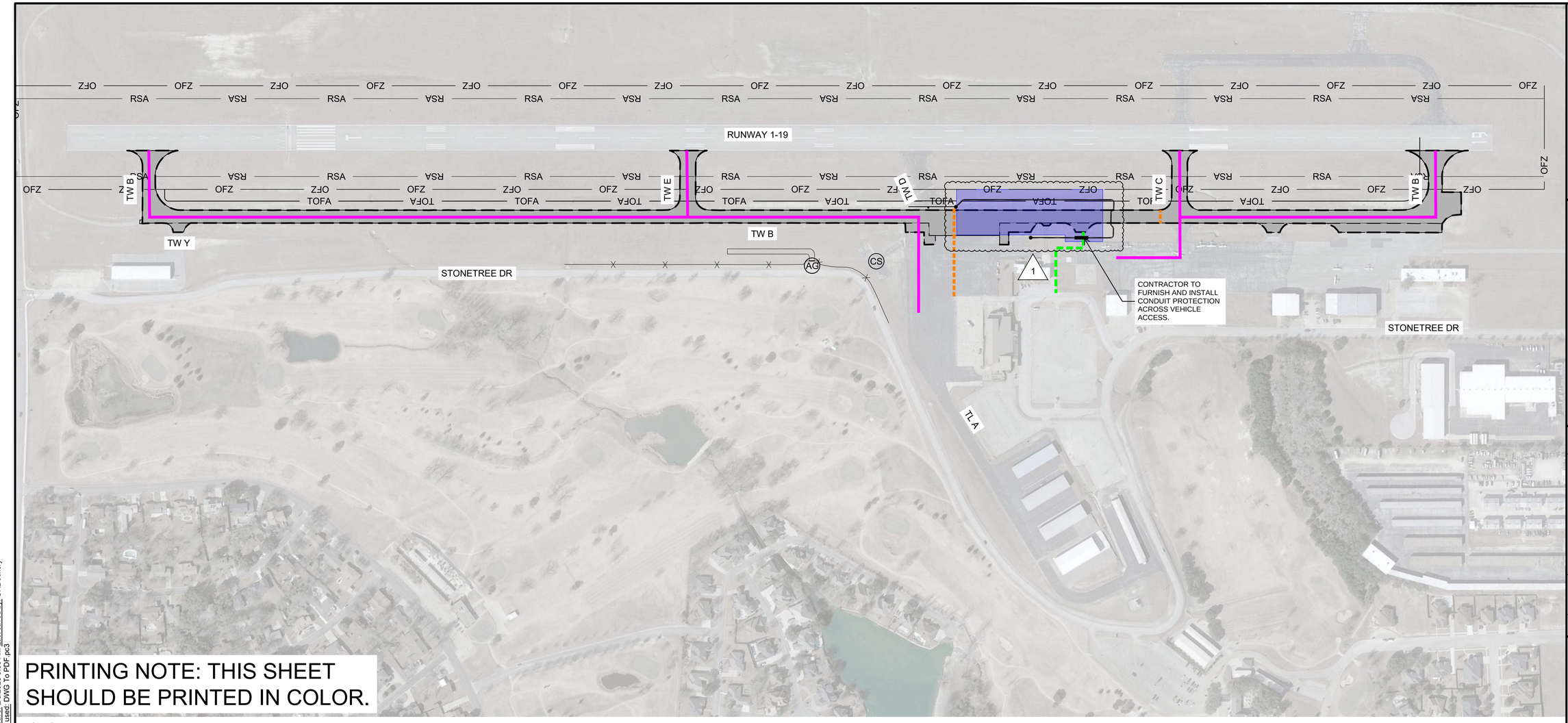
Last plotted by: Dockery, Olivia R. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 2/6/2025 9:50 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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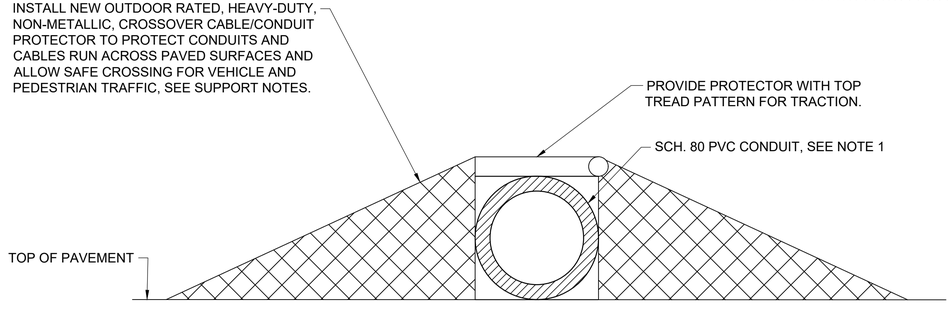
1

INSTALL NEW OUTDOOR RATED, HEAVY-DUTY, NON-METALLIC, CROSSOVER CABLE/CONDUIT PROTECTOR TO PROTECT CONDUITS AND CABLES RUN ACROSS PAVED SURFACES AND ALLOW SAFE CROSSING FOR VEHICLE AND PEDESTRIAN TRAFFIC, SEE SUPPORT NOTES.



SUPPORT NOTES:

1. SIZE CONDUIT PER NUMBER OF CABLES.
2. SIZE PROTECTOR PER CONDUIT NUMBER AND SIZES.
3. PROTECTOR SHALL EXTEND PARALLEL TO THE CONDUIT FOR THE ENTIRE LENGTH OF THE CONDUIT WHERE SUBJECT TO LIGHT VEHICULAR TRAFFIC.
4. BOLTS SHALL BE INSTALLED AND TORQUED PER MANUFACTURERS RECOMMENDATIONS TO SECURE AND ANCHOR THE COMPLETE PROTECTION SYSTEM.

8 / GC-104 — ABOVE GROUND TEMPORARY CONDUIT PROTECTOR
SCALE: NONE

CONTRACT TIME

CALENDAR DAYS

PHASE 3 (20 DAYS)

0 50 100 150 200 250

LEGEND

- PHASE 3 LIMITS
- OFZ — OBSTACLE FREE ZONE
- AIRCRAFT ROUTE
- CONTRACTOR ROUTE
- LIGHTED BARRICADE
- [RUNWAY/TAXIWAY] CLOSURE MARKER
- ELECTRICAL JUMPER (1)

PHASE 3 ITEMS OF WORK

1. COORDINATE WITH AIRPORT AND ISSUE REQUIRED NOTAMS.
2. INSTALL TEMPORARY CONSTRUCTION SIGNAGE, LIGHTED BARRICADES, AND TEMPORARY FENCING WHERE NECESSARY.
3. COVER ALL NECESSARY AIRFIELD SIGNAGE AND LIGHTING.
4. PERFORM FULL DEPTH RECLAMATION, INSTALL TAXIWAY PAVEMENT, PERFORM GRADING, PERFORM PAVEMENT EDGE GRADING, PLACE SEEDING.

NOTE:

1. PRIOR TO OPENING TO AIRCRAFT OPERATIONS, THE AREA SHALL BE CLEANED AND FREE FROM ALL FOD RESULTING FROM CONSTRUCTION OPERATIONS.
2. CONTRACTOR REQUIRED TO KEEP ACTIVE APRON CLEAN AND CLEAR OF ALL FOD.
3. A SWEEPER TRUCK SHALL BE MAINTAINED ON-SITE AT ALL TIMES TO KEEP PAVEMENT CLEAN.

0 100' 200' 400' 600'
(IN FEET)

STATE OF TEXAS
JACOB C. GREEN
142326
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 02/06/2025

REV	DATE	DESCRIPTION	BY
1	2/6/25	ADDENDUM 1	JCG

SKYLARK FIELD
CITY OF KILLEEN

SKYLARK FIELD AIRPORT
KILLEEN, TX

SKYLARK FIELD
TW TL AND APRON
REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3

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GC-104

SHEET NUMBER 12

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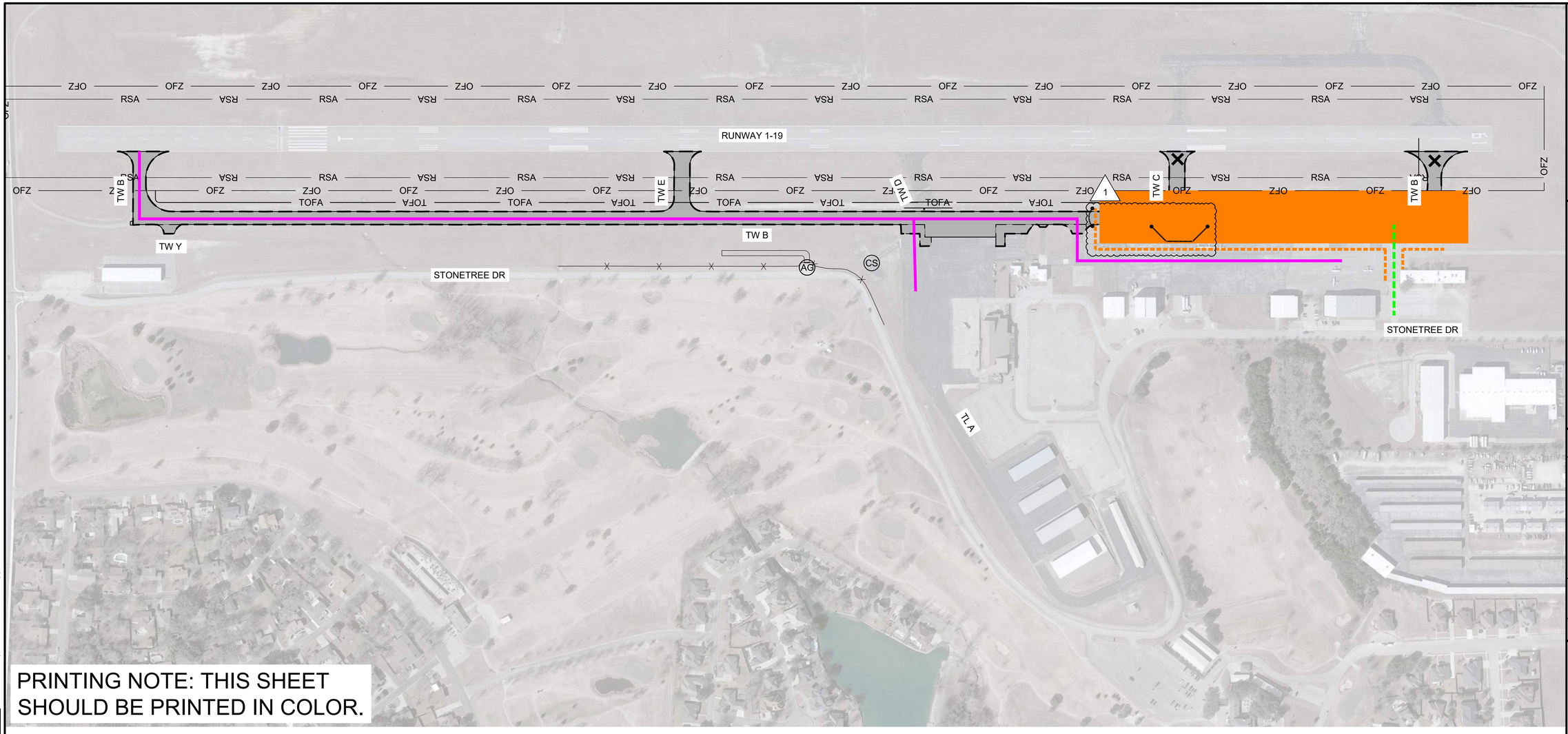

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LEGEND

- PHASE 4 LIMITS
- OFZ — OBSTACLE FREE ZONE
- AIRCRAFT ROUTE
- CONTRACTOR ROUTE
- LIGHTED BARRICADE
- [RUNWAY/TAXIWAY] CLOSURE MARKER
- ELECTRICAL JUMPER (1)

0 100' 200' 400' 600'
(IN FEET)

CONTRACT TIME

CALENDAR DAYS

PHASE 4 (20 DAYS)

0 50 100 150 200 250

PHASE 4 ITEMS OF WORK

1. COORDINATE WITH AIRPORT AND ISSUE REQUIRED NOTAMS.
2. INSTALL TEMPORARY CONSTRUCTION SIGNAGE AND LIGHTED BARRICADES WHERE NECESSARY.
3. COVER ALL NECESSARY AIRFIELD SIGNAGE AND LIGHTING.
4. PERFORM FULL DEPTH RECLAMATION, INSTALL TAXIWAY PAVEMENT, PERFORM PAVEMENT EDGE GRADING, PLACE SEEDING.
5. REMOVE TAXIWAY C APRON CONNECTOR PAVEMENT SECTION AND ELECTRICAL. INSTALL ELECTRICAL, PERFORM EARTHWORK, GRADING, AND RESTORE AREA.

NOTE:

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2. CONTRACTOR REQUIRED TO KEEP ACTIVE APRON CLEAN AND CLEAR OF ALL FOD.
3. A SWEEPER TRUCK SHALL BE MAINTAINED ON-SITE AT ALL TIMES TO KEEP PAVEMENT CLEAN.

GARVER

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142326
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SKYLARK FIELD
CITY OF KILLEEN

SKYLARK FIELD AIRPORT
KILLEEN, TX

SKYLARK FIELD
TW TL AND APRON
REHABILITATION

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4

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DRAWING NUMBER
GC-105

SHEET NUMBER 13

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