

Date: July 21, 2025

Project: Presidio-Lely International Airport (PRS)
Construct PAPI-4s
AIP No.: 3-49-0024-066-2025

ADDENDUM NO. 3

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

Bidders must fill out the bid form electronically, print, acknowledge addendum and sign and submit a hard copy as part of their bid package. Revisions or additions made to the Contract Documents and Plans are:

Questions / Answers:

- Q1. Electrical demolition note #2 - Remove and dispose of existing PLASI cable and conduit. Is the intention to completely remove the existing conduit?
- A1. The exact condition and depth of the existing cable and conduit are not known. The intent of the demolition plans are to, at a minimum, remove any electrical cabling so that any future maintenance or construction projects will not encounter unpowered cables with an unidentifiable terminus. It is not necessary to remove the entire conduit for the length of the runway; however, near the proposed PAPI sites and near the existing PLASI sites, more conduit removal will likely be necessary to leave the finish ground clean and free of any remnants / debris of the demolished system.
- Q2. Do you have Geotech information for any past projects at the airport you can share?
- A2. There is not a report available for this project. Historically, the area is somewhat rocky with various types of hardened, rocky loam frequent to Southwest Texas near the Rio Grande.
- Q3. Is the contractor responsible for concrete testing as mentioned in P-610-4.1?
- A3. See R3.
- Q4. If the ground rod's impedance to ground exceeds 25 ohms due to the prevailing rocky conditions, what would be an acceptable alternative, and what is the method of payment for this solution?
- A4. If isolated grounding rods fail to meet the impedance requirements, a good-faith effort to attempt another ground rod installation in a nearby location is required. For systemic failed tests occurring after proper construction, alternate techniques / materials will be determined, and payment will be made by negotiated Change Order.

Clarifications:

- C1. None

Revisions

- R1. Specification *L-125 Installation of Airport Lighting Systems* Section 125-2.14 *Miscellaneous Electrical Equipment* states the Contractor shall provide spares for several LED PAPI parts. The requirement to provide spare PAPI parts is removed from the project, and the payment for these items is removed from the Bid Form.
1. In the *Equipment and Materials* Section, REVISE L-125-2.14 *Miscellaneous Electrical Equipment* to "Not Used."
 2. In the *Method of Measurement* Section, REVISE L-125-4.3 *Miscellaneous Lighting Equipment* to "Not Used"

3. In the *Basis of Payment* Section, REVISE L-125-5.3 Miscellaneous Lighting Section to “Not Used.”
- R2. An updated Bid Form is included in-line with R1. Item L-125-5.3 Miscellaneous Lighting Equipment has been removed. REPLACE the entire Bid Form with the revised form.
- R3. The Contractor is not responsible for performing the field tests for PCC in section P-610-4.1. REVISE 610-4.1 Quality Assurance sampling and testing to:

Concrete for each day's placement will be accepted on the basis of the compressive strength specified in paragraph 610-3.2. The RPR, or his designee, will sample the concrete in accordance with ASTM C172; test the slump in accordance with ASTM C143; test air content in accordance with ASTM C231 make and cure compressive strength specimens in accordance with ASTM C31; and test in accordance with ASTM C39. The QA testing agency will meet the requirements of ASTM C1077.

The Contractor shall provide adequate facilities for the initial curing of cylinders.

Attachments:

Revised Bid Schedule