

ADDENDUM NO. 1

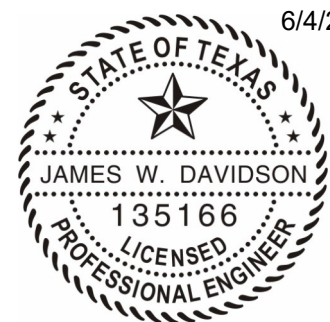
To: All Plan Holders
From: James W. Davidson, P.E., Centurion Planning and Design, LLC.
CC: Steve Harp, Eli Lopez
Date: June 4, 2026
Subject: **Haskell Municipal Airport – Airport Pavement Rehab Bidding; CSJ 2508HASKL, Addendum No. 1**

Attention of all Prospective Proposers/Plan Holders is directed to the following modifications to referenced Plans and Technical Specifications. This Addendum becomes a part of Contract Documents and modifies original Contract Documents dated June 2026. Please find attached the required addendum for the above-mentioned project. Below are the listed changes made.

1. Attachment A contains the pre-bid meeting agenda and minutes
2. Attachment B contains the sign-in sheet from the pre-bid meeting.
3. Attachment C contains the Questions and Answers Memo addressing questions submitted during project advertisement.
4. Attachment D contains revised plan set sheets based on Questions submitted during project advertisement and the pre-bid meeting
5. The revised bid form is included as a separate fillable PDF to be downloaded in addition to this addendum packet.

Attachments:

Attachment A – Pre-Bid Meeting Agenda and Minutes
Attachment B – Pre-Bid Meeting Sign-In Sheet
Attachment C – Question and Answer Sheet
Attachment D – Revised Plan Set Sheets



James W. Davidson, P.E.

Attachment A



Meeting Minutes

Meeting Topic:	Haskell Municipal Airport – Airport Pavement Rehab Pre Bid; CSJ 2508HASKL
Date/Time:	5/27/2026, 1:30 PM
Location:	Haskell City Hall

Attendees/ Invitees					
Name	Organization	Attended	Name	Organization	Attended
Monty Brown	Centurion	X	Eli Lopez	TxDOT	X
Dan Neelley	Centurion	X	Clayton Zuber	Allen Keller	X
Richard Smith	Centurion	X			
Steve Harp	TxDOT	X			

Meeting Agenda

1. INTRODUCTION

- A. City of Haskell/Haskell Municipal Airport – Matt Ussrey, Director of Public Works
- B. Centurion Planning & Design (Engineer) – Dan Neelley, P.E., Richard Smith, E.I.T.

2. GENERAL PROJECT DESCRIPTION AND OVERVIEW

- A. Project Description
 - i. Base bid includes: demolition of existing pavements with incidental base work, and new pavement placement along Runway. Application of crack seal and surface treatment for taxiway and apron area. Pavement markings for all areas being rehabilitated.

3. BIDDING PROCESS:

- A. Bid Requirements
 - i. Sealed bids for the construction of airport improvements at Haskell Municipal Airport need to be addressed and delivered to Kelle Chancey, TxDOT Aviation Division, 6230 E. Stassney Lane, 2nd Floor, Austin, Texas 78744. Bids will be received until 2:00 P.M., June 11, 2026, then publicly opened and read. Any bid received after closing time will be returned unopened.
 - ii. Bidders must submit the completed bid on the formatted bid form furnished by TxDOT, with all blank spaces in the TxDOT bid form correctly typed in for each item for which a quantity is given to be considered complete.
 - iii. Project is State funded, so for a bid to be considered complete, it must include all necessary bid certifications. This includes: bid form, bid bond, bidder qualifications, addendum acknowledgement.
 - iv. All bid documents (including Bid Form) should be signed with ink or an official digital signature.
 - v. Contractor Questions can be submitted until 2:00 P.M., June 4, 2026. Any questions received after this time will not be answered.

B. Addenda:

- i. Bid addendum will be issued after the question deadline
- ii. Addendum No. 1 will include the following
 1. Prebid Sign-in sheet.
 2. Prebid Agenda with minutes.
 3. Issues or clarification from Prebid Meeting.
 4. Question and answer sheet of all questions received during bidding.
 5. Plan sheets, specifications, or bid documents that require revision.

4. PROJECT DISCUSSION

A. Specific Work Items Discussion

- i. Item 1 Base Bid – Mobilization and Erosion/Sedimentation Control Measures
 1. Mobilization
- ii. Item 2 Base Bid – Runway Pavement Rehabilitation
 1. TxDOT Item 105 Remove Asphalt Pavement
 2. TxDOT Item 216 Proof Rolling
 3. TxDOT Item 351 Flexible Pavement Structure Repair
 4. TxDOT Item 310 Prime Coat
 5. TxDOT Item 341 Asphalt Mix Pavement Surface Course
 6. FAA Item T-901 Seeding
 7. FAA Item P-152 Excavation and Embankment
 8. Current width of Runway(50'), FAA is 60' Minimum (Outside of Scope)
- iii. Item 3 Base Bid – Apron and Taxiway Pavement Rehabilitation
 1. FAA item P-101 Prepare Surface
 2. FAA item P-101 Clean, Prepare Joints for Ceiling
 3. FAA item P-605 Joint Sealants for Pavements
 4. FAA item P-629 Thermoplastic Coal Tar Surface Treatment
- iv. Item 4 Base Bid – Airfield Electrical Items
 1. FAA item P-620 Reflective Pavement Markings – white, yellow
 2. FAA item P-620 Non-Reflective Pavement Markings – black, green
 3. FAA item P-620 Temporary Pavement Markings - white

B. Project General Provisions

- i. Contract Time – 75 calendar days under base bid.
- ii. Liquidated Damages – \$1,000 per calendar day.



Additional Items of Discussion

- SP-004 requires prime to perform 30% of the work.
- Buy American required compliance (Section 1 of General Provisions).
- Contractor is responsible for quality control plan; testing lab required.
- Centurion is responsible for quality assurance plan.
- 0% HUB goal but the HSP (HUB Subcontracting Plan) is required if utilizing any HUBs on the contract.
- Subcontract plan is due at time of bids and contractor needs to give subcontractors plenty of time to respond.
- Confusion on different details in plans with full depth repair showing 6" but Item 351 is for 2".
Resolution - Items and plan sheets to be updated with addendum 1.

Critical Dates	
Addendum to TxDOT	June 3, 2026
TxDOT to Post Publications/Addendum	June 4, 2026

Attachment B

Attachment C

QUESTIONS AND ANSWERS

To: All Plan Holders
From: James W. Davidson, P.E., Centurion Planning and Design, LLC.
CC: Steve Harp, Eli Lopez
Date: June 4, 2026
Subject: **Haskell Municipal Airport – Airport Pavement Rehab Bidding; CSJ 2508HASKL, Addendum No. 1**

Attention of all Prospective Proposers/Plan Holders is directed to the following questions that were brought to the Engineers attention during project advertisement. Below each question is the provided answer in an attempt to provide clarity to the project. Please find the list of questions and answers below.

Questions

Q1: Per Sheet C-001, the Summary of Quantities has TxDOT item 351 “Flexible Pavement Structure Repair” listed with a depth of 2”, but sheet C-009 detail 04 shows full depth repair to be 6”. Is the repair to be 2” or 6”?

A1: Bid form and Plan Sheet C-001 have been revised for a depth of 6”. Please see revised bid form and sheet.

Q2: Per Sheet C-010 detail 01, the cross section shows “Reworked Existing Base (3”-4”)”. Is this to be the entire length of runway, and if so there is currently no pay item for 3”-4” of base work

A2: Reworking of base is only to occur in areas where repair is needed after proof rolling, Plan Sheet C-010 detail 01 has been revised accordingly. Please see revised sheet.

Q3: Per Sheet C-006, Demolition Note 6 states that “Removal of structures found in an excavation area shall be considered unclassified excavation and shall be paid for with the corresponding unit price as noted in FAA Item P-152.” Can you confirm whether there are any known existing structures within the excavation limits that bidders should account for, or is this note intended as a general provision?

A3: The note is intended as a general provision, and no known existing structures are to be impacted.

Q4: Per Sheet C-001, the Summary of Quantities shows 1,114 LF for item P-605. Will you please verify that the quantity is correct?

A4: The quantity shown on C-001 is the correct estimated amount of joint sealant.

Attachment D

GENERAL NOTES

ADDITIONAL NOTES ON PLAN SHEETS

SAFETY NOTES:

- WHILE THE AIRPORT IS OPEN, NO VEHICLE OR EQUIPMENT SHALL MOVE UPON APRONS, TAXIWAYS AND/OR RUNWAYS WITHOUT FIRST NOTIFYING THE AIRPORT. NOTIFICATION SHALL BE COORDINATED THROUGH THE AIRPORT DIRECTOR, MATT USSERY (940-224-4361).
- ALL VEHICLES OPERATING ON THE AIRFIELD MUST BE MONITORING CTAF FREQUENCY 122.9 MHz AND BE IDENTIFIED BY FLAG AND/OR FLASHING AMBER LIGHT.
- FLAGMEN WILL BE REQUIRED TO DIRECT THE CONTRACTOR'S VEHICLES AND EQUIPMENT WHICH ARE OPERATING IN THE AREA OF MOVING AIRCRAFT. FLAGMEN TO MONITOR CTAF, FREQUENCY 122.9 MHz. AIRCRAFT ALWAYS HAVE THE RIGHT-OF-WAY.
- CONSTRUCTION PERSONNEL AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE OPERATIONS AREA OF THE AIRPORT UNTIL THE AREA HAS BEEN CLOSED TO AIRCRAFT AND NOTAMS ISSUED.
- REFERENCE AC 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- GENERAL SAFETY REQUIREMENTS: DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. AIRCRAFT USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW HIS/HER EMPLOYEES, SUBCONTRACTOR'S SUPPLIERS, OR ANY PERSON OVER WHOM HE/SHE HAS CONTROL TO ENTER OR REMAIN IN ANY PART OF THE AIRPORT WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS. WHENEVER AIRCRAFT OPERATIONS REQUIRE, THE ENGINEER MAY ORDER THE CONTRACTOR TO SUSPEND OPERATIONS, MOVE PLANT, PERSONNEL, EQUIPMENT, AND MATERIALS TO A SAFE LOCATION AND STAND BY UNTIL AIRCRAFT USE IS COMPLETED.
- VEHICLE IDENTIFICATION AND PARKING: (A) CONTRACTOR VEHICLES AND EQUIPMENT SHALL BE IDENTIFIED BY FLAGS AND AMBER FLASHING LIGHTS. (B) EMPLOYEE PARKING SHALL BE IN THE CONTRACTOR'S STAGING AND STORAGE AREA.
- THE CONTRACTOR SHALL NOT, FOR ANY REASON ENTER ACTIVE AIRFIELD AREAS WITHOUT EXPLICIT APPROVAL BY AIRPORT MANAGEMENT. THE CONTRACTOR SHALL LIMIT OPERATIONS TO LIMITS OF CONSTRUCTION ACTIVITIES.
- RUNWAY 18/36 MUST BE CLOSED ANYTIME CONSTRUCTION ACTIVITY IS OCCURRING WITHIN 60' ON EITHER SIDE OF THE RUNWAY CENTERLINE. THE NUMBER AND THE DURATION OF RUNWAY CLOSINGS SHALL BE MINIMIZED. IN ORDER TO MINIMIZE RUNWAY CLOSURES, MULTIPLE CONSTRUCTION ACTIVITIES NEAR THE RUNWAY SHOULD OCCUR SIMULTANEOUSLY WHEN IT IS CLOSED.
- THE CONTRACTOR SHALL EQUIP ALL CONSTRUCTION VEHICLES AND EQUIPMENT WITH A FLAG ON A STAFF ATTACHED TO THE VEHICLE AND READILY VISIBLE OR AMBER FLASHING LIGHT DURING DAY HOURS AND AMBER FLASHING LIGHT DURING NIGHT HOURS. THE FLAG SHALL BE NOT LESS THAN 3 FEET SQUARE CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES NOT LESS THAN ONE FOOT ON EACH SIDE AND DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
- ALL EQUIPMENT AND MATERIALS SHALL BE STORED IN THE CONTRACTORS STAGING AREA WHEN NOT IN USE. EQUIPMENT AND MATERIALS SHALL NOT ENCR OACH UPON ACTIVE OPERATIONAL AREAS. MINIMUM CLEARANCES SHALL BE MAINTAINED ON RUNWAYS IN ACCORDANCE WITH PART 77 OF THE FEDERAL AVIATION REGULATIONS.
- ALL EXCAVATIONS, OPEN TRENCHES AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH FLAGS AND LIGHT UNITS ACCEPTABLE TO THE ENGINEER DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS.
- WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRPLANES MUST NOT BE PLACED ON ACTIVE AIRPLANE MOVEMENT AREAS. MATERIAL TRACKED ON THESE AREAS MUST BE REMOVED CONTINUOUSLY BY A SWEEPER OR VACUUM TRUCK SUPPLIED BY THE CONTRACTOR DURING THE PROJECT. NO DIRECT PAY IN BID PROPOSAL.

CONSTRUCTION NOTES:

- THE CONTRACTOR SHALL SUPPLY HIS OWN FENCING, GATES AND LOCK FOR STAGING AREA, AS NECESSARY FOR SECURITY OF EQUIPMENT AND DELINEATION OF STAGING AREA. THE AIRPORT IS NOT RESPONSIBLE FOR THE EQUIPMENT OR ANY OTHER OF THE CONTRACTOR AND/OR EMPLOYEE'S ITEMS.
- EACH CONSTRUCTION AREA SHALL BE SHAPED TO ALLOW DRAINAGE OF SURFACE WATER DURING EACH WORK OPERATION. THE CONTRACTOR SHALL PUMP SURFACE WATER IMMEDIATELY FROM EACH CONSTRUCTION AREA AFTER EACH RAIN.
- THE MAJORITY OF THE WORK WILL BE ACCOMPLISHED DURING NORMAL DAYTIME WORKING HOURS, OR AS APPROVED BY THE ENGINEER.
- STOCKPILE LOCATION SHALL BE COORDINATED WITH THE ENGINEER. STOCKPILE SHALL NOT CREATE ANY PONDING OF WATER OR ALTER DRAINAGE PATTERNS OF THE AIRPORT PROPERTY EXCEPT AS SHOWN IN THESE PLANS.
- ALL WASTE OR SPOIL MATERIAL SHALL BE DISPOSED OF OFF THE AIRPORT PROPERTY BY THE CONTRACTOR, UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL PROVIDE AND INSTALL ALL MATERIALS AND DRAINAGE STRUCTURES TO CONSTRUCT A STABILIZED CONSTRUCTION EXIT AT EACH POINT WHERE CONSTRUCTION CREWS OR EQUIPMENT WILL EXIT AIRPORT PROPERTY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO EXISTING PAVEMENTS, UNDERGROUND CABLES, PIPELINES, ETC. ENCOUNTERED DURING CONSTRUCTION. ALL REPAIRS MUST BE MADE IN COMPLIANCE WITH LOCAL REGULATIONS, THE ENGINEER, AND THE FAA REQUIREMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND ACQUIRING AN ACCEPTABLE WATER SOURCE AS REQUIRED FOR CONSTRUCTION. NO DIRECT PAY PROVIDED IN BID PROPOSAL.
- THE CONTRACTOR MUST PROVIDE A MINIMUM OF 72 HOURS NOTICE TO THE RESIDENT PROJECT REPRESENTATIVE (RPR), PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES. A NOTICE TO AIRMEN (NOTAM) SHALL BE ISSUED. THE CONTRACTOR SHALL NOTIFY THE RPR WHO WILL THEN NOTIFY THE ENGINEER AND THE AIRPORT.
- CONTRACTOR SHALL CLEAN UP ALL MUD, DIRT AND DEBRIS DROPPED ON EXISTING PAVEMENT AS A RESULT OF CONSTRUCTION ACTIVITIES ON A DAILY BASIS. ALL CLEANUP MUST BE COMPLETED PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.
- CONTRACTOR SHALL PROVIDE RESTROOM FACILITIES FOR HIS EMPLOYEES.

ACCESS ROUTE NOTES:

- DAMAGE TO EXISTING PAVEMENTS WHICH IS CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED TO ORIGINAL OR BETTER CONDITION AT NO EXPENSE TO THE OWNER.
- ACCESS ROUTES FOR EACH CONSTRUCTION PHASE SHALL BE COORDINATED WITH THE ENGINEER. ROUTES SHOWN ARE PRELIMINARY ONLY, AND SUBJECT TO APPROVAL AND ADJUSTMENT BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ACCESS ROUTES (PAVED & UNPAVED). SEE PHASING PLANS FOR ADDITIONAL ACCESS ROUTE INFORMATION.
- THE PAVEMENT ON THE ACCESS ROUTES MAY NOT SUPPORT CONSTRUCTION TRAFFIC. THE CONTRACTOR SHALL LIMIT LOADS AS NECESSARY TO PREVENT DAMAGE. IF PAVEMENTS TO REMAIN ARE DAMAGED OR REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL REPLACE AND/OR REPAIR THE PAVEMENT TO ORIGINAL CONDITION OR BETTER, AT THE CONTRACTOR'S EXPENSE, AND IN ACCORDANCE WITH THE CITY OF HASKELL'S SPECIFICATIONS.
- CONTRACTOR SHALL SWEEP PAVEMENTS FREQUENTLY TO KEEP FREE OF DEBRIS.

- CONTRACTOR SHALL SPRINKLE ALL EXCAVATION, EMBANKMENT, BORROW AREAS AND ACCESS ROUTES WITH WATER AS REQUIRED TO MINIMIZE DUST ON THE RUNWAY, TAXIWAYS AND OTHER AIRCRAFT OPERATIONS AREAS AS DIRECTED BY THE ENGINEER OR HIS REPRESENTATIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL OVER THE DURATION OF THE PROJECT.
- CONTRACTOR SHALL LOCATE, MARK, AND PROTECT EXISTING ELECTRICAL CABLES, TELEPHONE CABLES, WATER UTILITIES, AND WASTE WATER UTILITIES. ANY DAMAGE TO THESE FACILITIES SHALL BE REPAIRED AT NO COST TO THE OWNER.

EXISTING UTILITY & PIPELINE NOTES:

- TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATIONS AS TO TYPE AND LOCATION OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL PROTECT EXISTING UTILITIES DURING CONSTRUCTION AND SHALL REPAIR ALL DAMAGES TO SAID UTILITIES AT NO EXPENSE TO THE OWNER.
- CONTRACTOR SHALL VERIFY LOCATION OF UNDERGROUND UTILITY LINES AND SHALL NOTIFY THE FOLLOWING AGENCY 48 HOURS PRIOR TO EXCAVATING NEAR EXISTING FACILITIES: NATIONAL ONE-CALL 8-1-1

ENVIRONMENTAL NOTES:

- IN THE EVENT THAT UNANTICIPATED ARCHEOLOGICAL DEPOSITS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE ENGINEER WILL CONTACT PROFESSIONAL ARCHEOLOGISTS TO INITIATE POST-REVIEW DISCOVERY PROCEDURES UNDER THE PROVISIONS OF 36 CRF 800.13.
- IN THE EVENT THAT UNANTICIPATED HAZARDOUS MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE ENGINEER WILL BE NOTIFIED.
- STOCKPILES AND STAGING AREAS WILL NOT BE PLACED WITHIN ANY WATER OF THE UNITED STATES, INCLUDING WETLANDS.
- HAZARDOUS WASTE: ALL SPILLS MUST BE REPORTED IMMEDIATELY TO THE PROJECT MANAGER.

SUMMARY OF QUANTITIES

Item 1: Mobilization, Temporary Access and Erosion/Sedimentation Control Measures					
Item No.	Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
1.01	C-105	Mobilization and SW3P Permitting	LS	1	
1.02	C-100	Contractor Quality Control Program	LS	1	
1.03	...	Barricades and Markings for Pavement Closures	LS	1	
1.04	C-102	Temporary Sediment Control Fence	LF	858	
1.05	...	Construction Entrance	LS	1	

Item 2: Runway Pavement Rehabilitation					
Item No.	Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
2.01	TxDOT 105-7001	Remove Asphalt Pavement (0" - 0.5")	SY	19,735	
2.02	TxDOT 105-7001	Remove Asphalt Pavement (2")	SY	313	
2.03	TxDOT 216	Proof Rolling	HR	8	
2.04	TxDOT 351	△ Flexible Pavement Structure Repair (6")	SY	1,974	
2.05	TxDOT 310	Prime Coat (AE-P) (0.2 GAL/1 SY)	GAL	4,010	
2.06	TxDOT 341-D	"Asphalt Mix Pavement Surface Course - TxDOT Item 341, Type DG-D (2" TYP.)"	TON	2,219	
2.07	T-901	Seeding	AC	2	
2.08	P-152	Excavation and Embankment	CY	20	

Item 3: Apron and Taxiway Pavement Rehabilitation					
Item No.	Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
3.01	P-101	Prepare Surface; Remove Sealant, Markings	SY	4,020	
3.02	P-101	Clean, Prepare Joints for Sealing	LF	1,114	
3.03	P-605	Joint Sealants for Pavements	LF	1,114	
3.04	P-629	Thermoplastic Coal Tar Emulsion Surface Treatment (Sand Slurry Seal)	SY	4,020	

Item 4: Runway, Taxiway, and Apron Pavement Markings					
Item No.	Spec. No.	Description	Units	Estimated Quantity	Actual Quantity
4.01	P-620	Reflective Pavement Markings - White	SF	16,940	
4.02	P-620	Reflective Pavement Markings - Yellow	SF	2,670	
4.03	P-620	Non-Reflective Pavement Markings - Black	SF	6,990	
4.04	P-621	Non-Reflective Pavement Markings - Green	SF	757	
4.05	P-620	Temporary Pavement Markings - White	SF	16,940	



Centurion Planning and Design
19 W. Beaugard Ave
San Angelo, TX 76903

Phone No. (325) 757-1001
Firm No. 19840

2508 HASKELL
CITY OF HASKELL
HASKELL MUNICIPAL AIRPORT
HASKELL, TEXAS
FINAL DESIGN SUBMITTAL

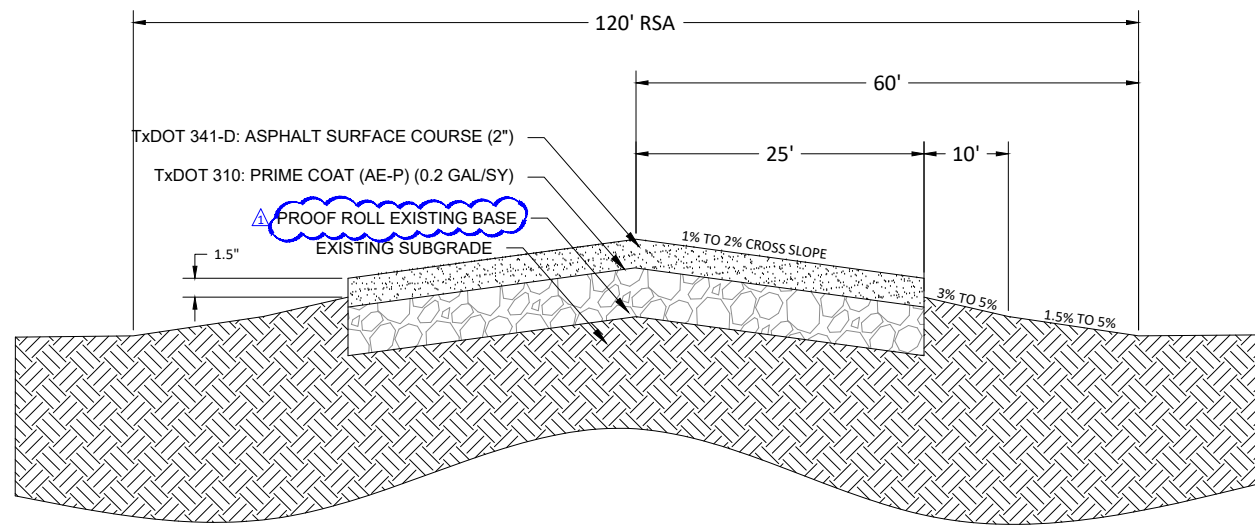
GENERAL NOTES AND
SUMMARY OF QUANTITIES

MARK	ADDENDUM 1	6/4/26
	REVISION	DATE

Seal: 6/3/2026



LATEST REVISION:	06/03/2026	Sheet No.
DRAWN BY:	BS	C-001
DESIGNED BY:	JWD	
JOB NO.	15F2501D	

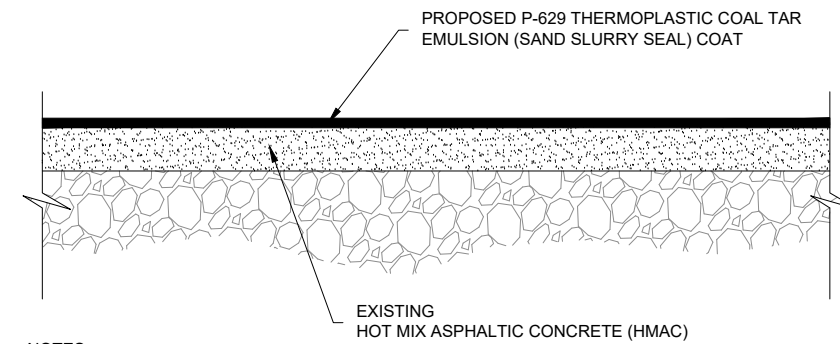


NOTES:

- HMAC SHALL BE TXDOT ITEM 341, TYPE DG-D, COMPACTED TO BETWEEN 92% AND 97% OF THE PAVEMENT'S RICE SPECIFIC GRAVITY. HMAC SHALL HAVE A PERFORMANCE GRADE OF PG 64-22.
- ANY REPAIRS NECESSARY TO THE BASE COURSE, AFTER REMOVAL OF THE EXISTING SURFACE COURSE, SHALL BE PERFORMED THROUGH ITEM TXDOT 351 - FLEXIBLE PAVEMENT STRUCTURE REPAIR AND SHALL UTILIZE COMPACTED BASE / CRUSHED LIMESTONE PER TXDOT ITEM 247, TYPE A, GRADE 1-2 COMPACTED TO AT LEAST 95% STANDARD PROCTOR DENSITY AT A MOISTURE CONTENT WITHIN $\pm 2\%$ POINTS OF THE OPTIMUM MOISTURE CONTENT.
- ENSURE LONGITUDINAL RUNWAY GRADE DOES NOT EXCEED $\pm 2\%$. ENSURE THE GROUND AT THE END OF THE RUNWAY HAS A SLOPE OF 0% TO 3% DOWNWARDS.
- CONSTRUCT A 1.5" \pm 0.5" DROP BETWEEN PAVED AND UNPAVED SURFACES.



01 PROPOSED RUNWAY CROSS SECTION
SCALE: N/A

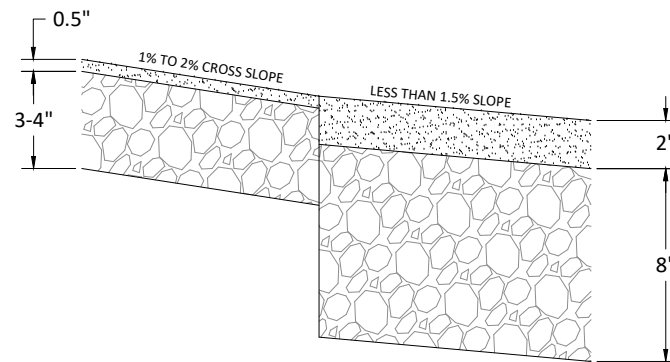


NOTES:

- SURFACE TREATMENT SHALL BE THERMOPLASTIC COAL TAR EMULSION (SAND SLURRY SEAL) SURFACE TREATMENT MEETING FAA ITEM P-629 SPECIFICATIONS.
- PREPARATION FOR P-629 SURFACE TREATMENT MUST MEET THE MANUFACTURER'S SPECIFICATIONS AND PROJECT TECHNICAL SPECIFICATIONS. CONTRACTOR SHALL PROVIDE WRITTEN CONFIRMATION OF SURFACE READINESS BEFORE RESEALING BEGINS.
- CONTRACTOR SHALL VERIFY ALL SURFACE SEALANT REMOVAL AND CLEANING METHODS WITH THE ENGINEER BEFORE STARTING WORK. SAMPLE TEST SECTIONS MAY BE REQUIRED FOR APPROVAL.



02 PROPOSED SURFACE TREATMENT DETAIL
SCALE: N/A

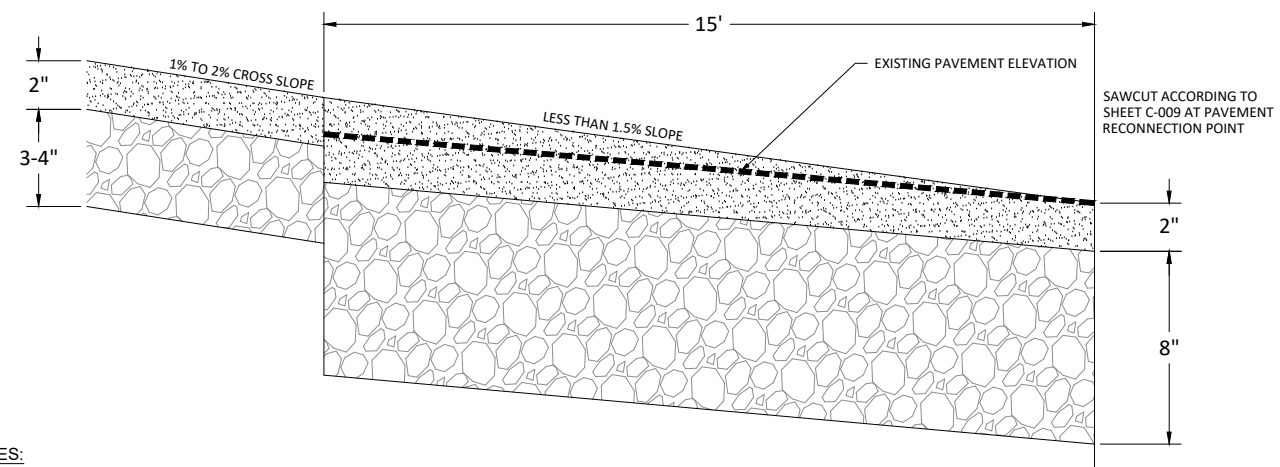


NOTES:

- ELEVATIONS AND RELATIVE SLOPES SHOWN ON THIS DETAIL ARE FOR REFERENCE ONLY. ACTUAL CONDITIONS TO BE FIELD DETERMINED.



03 EXISTING RUNWAY-TAXIWAY CONNECTION
SCALE: N/A



NOTES:

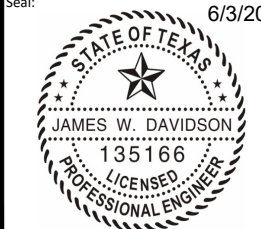
- HMAC SHALL BE TXDOT ITEM 341, TYPE DG-D, COMPACTED TO BETWEEN 92% AND 97% OF THE PAVEMENT'S RICE SPECIFIC GRAVITY. HMAC SHALL HAVE A PERFORMANCE GRADE OF PG 64-22.
- ANY REPAIRS NECESSARY TO THE BASE COURSE, AFTER REMOVAL OF THE EXISTING SURFACE COURSE, SHALL BE PERFORMED THROUGH ITEM TXDOT 351 - FLEXIBLE PAVEMENT STRUCTURE REPAIR AND SHALL UTILIZE COMPACTED BASE / CRUSHED LIMESTONE PER TXDOT ITEM 247, TYPE A, GRADE 1-2 COMPACTED TO AT LEAST 95% STANDARD PROCTOR DENSITY AT A MOISTURE CONTENT WITHIN $\pm 2\%$ POINTS OF THE OPTIMUM MOISTURE CONTENT.
- ENSURE TRANSVERSE RUNWAY GRADE IS BETWEEN 1 AND 2%. ENSURE LONGITUDINAL TAXIWAY GRADE IS LESS THAN 1.5%. ENSURE TRANSVERSE TAXIWAY GRADE IS BETWEEN 1 AND 1.5%
- ELEVATIONS AND RELATIVE SLOPES SHOWN ON THIS DETAIL ARE FOR REFERENCE ONLY. ACTUAL CONDITIONS TO BE FIELD DETERMINED BY CONNECTING PROPOSED RUNWAY TO EXISTING TAXIWAY GRADE.



04 PROPOSED RUNWAY-TAXIWAY CONNECTION
SCALE: N/A

MARK	ADDENDUM 1 REVISION	DATE
		6/4/26

Seal: 6/3/2026



LATEST REVISION:	06/03/2026	Sheet No.
DRAWN BY:	BS	C-010
DESIGNED BY:	JWD	
JOB NO.	15F2501D	

Z:\SHARED\03\PROJECTS\HASKELL MUNICIPAL AIRPORT (15F15F2501D) - PAVEMENT REHABILITATION\03 - CAD\05 - SHEETS\08 15E-RUNWAY AND TAXIWAY.DWG