CITY OF TEMPLE, TEXAS
DRAUGHON-MILLER CENTRAL TEXAS REGIONAL AIRPORT

TxDOT CSJ No. 2509TEMPL

ADDENDUM NO. 2

August 5th, 2025

TO ALL PROSPECTIVE BIDDERS:

All bidders shall acknowledge receipt of this and all other addenda on page 7 of 8 of the Bid Form. **Failure to acknowledge receipt of an addendum may be cause for rejection of the bid.** This addendum becomes a part of the contract documents. All provisions of the original plans, specifications, and contract documents shall remain in full force and effect, except as modified by this addendum.

A. You are hereby notified of the following amendments to the Bid Form for the subject project.

   a) **Added Quantities**
      a. **Lime per Tons**
   b) **Changed Quantities**
      a. **No. 6 AWG Bare Counterpoise Wire, Including Trench**
      b. **No. 6 AWG Bare Counterpoise Wire, Installed in Conduit Trench**
   c) **Removed Quantities**
      a. **ALCS Graphics Update**

B. You are hereby notified of the following amendments to the Contract Documents/Specifications for the subject project.

   a) **P-101 Preparation/removal of existing pavement. This specification will be replaced with the attached revised version. Revisions have been made to Section 101-4.4.**

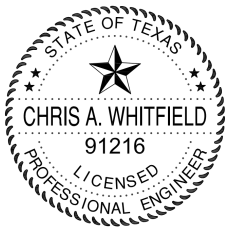
   b) **P-155 Lime Treated Subgrade. This specification will be replaced with the attached revised version. Revisions have been made to Sections 155-7.2 and 155-8.2.**

C. You are hereby notified of the following amendments to the Construction Plans for the subject project.
   a) **Sheets 1.2, 1.3, 1.4, 1.5, 1.6, 2.0, 2.1, 4.0, 6.0, 8.0, 8.1, 9.3, 9.5 have all been revised, see attached.**

D. Additional Clarification and Questions:
   a) **See Questions and Answers included with this Addendum.**

ADDENDUM NO. 2 ISSUED BY:

H.W. Lochner, Inc.



Chris A. Whitfield, P.E.
Project Manager

TBPE Firm Registration No. 10488

CAW/SLS
Enclosures
pc: 19632 – I

I. **Questions:**

1. **Per your answer to question 11 in Addendum 1: How thick is the base material that will need to be removed?**
   No existing pavement cores were taken; therefore, we provided our best estimate of the existing pavement section for Taxiway D. There may or may not be a layer of aggregate base.

2. **Where does the removal of the existing base pay for?**
   A note will be added to #10 Pavement Removal on plan sheet 2.1 "If an aggregate base is encountered, the removal of this material shall be subsidiary to the pay item "Remove Asphalt Pavement". This will also be addressed in the P-101 spec.

3. **Can an excavation item please be added?**
   No, we are paying for the total "Embankment in Place" which includes the "Borrow Excavation, Contractor Furnished".

4. **Will all of the excavation from onsite be able to be used for embankment?**
   Yes, we estimate that the additional fill material will be used for the safety area south of Runway 3 and for the voids from the pavement removal of Taxiway D.

5. **Are the Owner's answers to pre-bid questions part of the Contract Documents?**
   All questions directed to the airport or engineer were addressed in addendum 1.
   All additional questions have been answered in addendum 2. Both addendum 1 and addendum 2 are apart of the contract documents.

6. **Please confirm that Contractor's review of the dimensions, elevations and quantities in the bid package is made in its capacity as a construction contractor (as opposed to a licensed design professional) and that as a construction contractor, Contractor is not liable for failing to discover design errors or omissions or ascertaining the project's design compliance with applicable laws or codes.**
   The following statement is in the FAA's General Provisions: *The Contractor shall not take advantage of any apparent error or omission on the plans or specifications. In the event the Contractor discovers any apparent error or discrepancy, Contractor shall immediately notify the Owner or the designated representative in writing requesting their written interpretation and decision.*

7. **If the Contractor suffers a delay to the critical path caused by a 3rd party, such as a delay caused by a utility relocation or other 3rd party delay, will the Owner compensate the Contractor in additional time and extended general conditions?**
   Yes. However, any additional time will be granted at the Engineer's discretion. The Contractor must provide documented evidence of changes to the critical path, along with a formal request for a time extension, subject to the Engineer's review and approval.

8. **Where does the Construction Entrance on sheet 1.2 pay for?**
   See plan sheet 1.8 for details.

9. **Will Silt Fence be needed? There is no bid item for this.**
   Silt Fence is not shown on the Grading Plan, See Pay Item Note #6.d.

10. **Can Phase 1 and Phase 2 be worked at the same time?**
    No, the airport would like to limit the time Taxiway D is closed.

11. **Can the electrical get started in Phase 1 since Runway 3-2-1 will be shut down?**
    Yes, electrical may proceed during Phase 1.

12. **Where is temporary seeding needed?**
    See Grading Plan and Spec T-901 for dates of application.

13. **It appears we have 11.6 AC for both temp and permanent seeding. I will typically just have permanent seeding at the end of the job?**
    We always use temp seeding when permanent seeding cannot be placed, and the ground needs to be covered.

14. **What Type of Joint is needed for the RCP Pipe?**
    Type 1 or 2 joints are required for RCP installation.

15. **Could you please identify the manufacturer of the existing ALCMS? Additionally, to facilitate a competitive quote from all manufacturers, would it be possible to implement an allowance for bid item 1.64, which pertains to the ALCS graphic update?**
    ALCS Graphics Update is no longer needed. See revised bid form.

ITEM P-101

PREPARATION/REMOVAL OF EXISTING PAVEMENT

DESCRIPTION

101-1 This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, removal of existing pavement, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

EQUIPMENT AND MATERIALS

101-2 All equipment and materials shall be specified here and in the following paragraphs or approved by the Resident Project Representative (RPR). The equipment shall not cause damage to the pavement to remain in place.

CONSTRUCTION

101-3.1 Removal of existing pavement.

The Contractor's removal operation shall be controlled to not damage adjacent pavement structure, and base material, cables, utility ducts, pipelines, or drainage structures which are to remain under the pavement.

a. Concrete pavement removal. Full depth saw cuts shall be made perpendicular to the slab surface. The Contractor shall saw through the full depth of the slab including any dowels at the joint, removing the pavement and installing new dowels as shown on the plans and per the specifications. Where the perimeter of the removal limits is not located on the joint and there are no dowels present, the perimeter shall be saw cut the full depth of the pavement. The pavement inside the saw cut shall be removed by methods which will not cause distress in the pavement which is to remain in place. If the material is to be wasted on the airport site, it shall be reduced to a maximum size of **2"**. Concrete slabs that are damaged by under breaking shall be repaired or removed and replaced as directed by the RPR.

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Spall and underbreak repair shall be in accordance with the plans. Any underlaying material that is to remain in place, shall be recompacted and/or replaced as shown on the plans. Adjacent areas damaged during repair shall be repaired or replaced at the Contractor's expense.

b. Asphalt pavement removal. Asphalt pavement to be removed shall be cut to the full depth of the asphalt pavement around the perimeter of the area to be removed. If the material is to be **removed off airport property**, it shall be **broken to a maximum size of 2 inches.**

c. Repair or removal of Base, Subbase, and/or Subgrade. All failed material including surface, base course, subbase course, and subgrade shall be removed and repaired as shown on the plans or as directed by the RPR. Materials and methods of construction shall comply with the applicable sections of these specifications. Any damage caused by Contractor's removal process shall be repaired at the Contractor's expense.

101-3.2 Preparation of joints and cracks prior to overlay/surface treatment. Remove all vegetation and debris from cracks to a minimum depth of 1 inch (25 mm). If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the RPR. Fill all cracks greater than 1/4 inch (6 mm) wide) with a crack sealant **per ASTM D6690**. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To

minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch (3 mm), not to exceed ¼ inch (6 mm). Any excess joint or crack sealer shall be removed from the pavement surface.

101-3.3 Removal of Foreign Substances/contaminates prior to overlay, seal-coat, or remarking. Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, at least 90% of paint, and other foreign substances from the surface of the pavement. Areas that require removal are designated on the plans and as directed by the RPR in the field during construction.

Chemicals, high-pressure water, heater scarifier (asphaltic concrete only), cold milling, rotary grinding, or sandblasting may be used. If chemicals are used, they shall comply with the state's environmental protection regulations. Removal methods used shall not cause major damage to the pavement, or to any structure or utility within or adjacent to the work area. Major damage is defined as changing the properties of the pavement, removal of asphalt causing the aggregate to ravel, or removing pavement over 1/8 inch (3 mm) deep. If it is deemed by the RPR that damage to the existing pavement is caused by operational error, such as permitting the application method to dwell in one location for too long, the Contractor shall repair the damaged area without compensation and as directed by the RPR.

Removal of foreign substances shall not proceed until approved by the RPR. Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense. No material shall be deposited on the pavement shoulders. All wastes shall be disposed of in areas indicated in this specification or shown on the plans.

101-3.4 Concrete spall or failed asphaltic concrete pavement repair.

a. Repair of concrete spalls in areas to be overlaid with asphalt. The Contractor shall repair all spalled concrete as shown on the plans or as directed by the RPR. The perimeter of the repair shall be saw cut a minimum of 2 inches (50 mm) outside the affected area and 2 inches (50 mm) deep. The deteriorated material shall be removed to a depth where the existing material is firm or cannot be easily removed with a geologist pick. The removed area shall be filled with asphalt mixture with aggregate sized appropriately for the depth of the patch. The material shall be compacted with equipment approved by the RPR until the material is dense and no movement or marks are visible. The material shall not be placed in lifts over 4 inches (100 mm) in depth. This method of repair applies only to pavement to be overlaid.

b. Asphalt pavement repair. The Contractor shall repair all spalled concrete as shown on the plans or as directed by the RPR. The failed areas shall be removed as specified in paragraph 101-3.1b. All failed material including surface, base course, subbase course, and subgrade shall be removed. Materials and methods of construction shall comply with the applicable sections of these specifications.

101-3.5 Cold milling. Milling shall be performed with a power-operated milling machine or grinder, capable of producing a uniform finished surface. The milling machine or grinder shall operate without tearing or gouging the underlaying surface. The milling machine or grinder shall be equipped with grade and slope controls, and a positive means of dust control. All millings shall be removed and disposed **off Airport property**. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material removed with new material at the Contractor's Expense.

a. Patching. The milling machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the remaining pavement and it shall have a positive method of controlling the depth of cut. The RPR shall layout the area to be milled with a straightedge in increments of 1-foot (30 cm) widths. The area to be milled shall cover only the failed area. Any excessive area that is milled because the Contractor doesn't have the appropriate milling machine, or areas that are damaged because of his negligence, shall be repaired by the Contractor at the Contractor's Expense.

b. Profiling, grade correction, or surface correction. The milling machine shall have a minimum width of **7** feet and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch (+0 mm and -6mm) of the specified grade. The machine must cut vertical edges and have a positive method of dust control. The machine must have the ability to **remove the millings or cuttings from the pavement and load them into a truck. All millings shall be removed and disposed of off the airport**.

c. Clean-up. The Contractor shall sweep the milled surface daily and immediately after the milling until all residual materials are removed from the pavement surface. Prior to paving, the Contractor shall wet down the milled pavement and thoroughly sweep and/or blow the surface to remove loose residual material. Waste materials shall be collected and removed from the pavement surface and adjacent areas by sweeping or vacuuming. Waste materials shall be removed and disposed **off Airport property**.

101-3.6. Preparation of asphalt pavement surfaces prior to surface treatment. Existing asphalt pavements to be treated with a surface treatment shall be prepared as follows:

a. Patch asphalt pavement surfaces that have been softened by petroleum derivatives or have failed due to any other cause. Remove damaged pavement to the full depth of the damage and replace with new asphalt pavement similar to that of the existing pavement in accordance with paragraph 101-3.4b.

b. Repair joints and cracks in accordance with paragraph 101-3.2.

c. Remove oil or grease that has not penetrated the asphalt pavement by scrubbing with a detergent and washing thoroughly with clean water. After cleaning, treat these areas with an oil spot primer.

d. Clean pavement surface immediately prior to placing the surface treatment so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.

101-3.7 Maintenance. The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the RPR. The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

101-3.8 Preparation of Joints in Rigid Pavement prior to resealing. Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the joint and does not damage the joint.

101-3.8.1 Removal of Existing Joint Sealant. All existing joint sealants will be removed by plowing or use of hand tools. Any remaining sealant and or debris will be removed by use of wire brushes or other tools as necessary. Resaw joints removing no more than 1/16 inch (2 mm) from each joint face. Immediately after sawing, flush out joint with water and other tools as necessary to completely remove the slurry.

101-3.8.2 Cleaning prior to sealing. Immediately before sealing, joints shall be cleaned by removing any remaining laitance and other foreign material. Allow sufficient time to dry out joints prior to sealing. Joint surfaces will be surface-dry prior to installation of sealant.

101-3.8.3 Joint sealant. Joint material and installation will be in accordance with **Item P-605**.

101-3.9 Preparation of Cracks in Flexible Pavement prior to sealing. Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the cracks and does not damage the pavement.

101-3.9.1 Preparation of Crack. Widen crack with **router or random crack saw** by removing a minimum of 1/16 inch (2 mm) from each side of crack. Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air.

101-3.9.2 Removal of Existing Crack Sealant. Existing sealants will be removed by **routing, random, or crack saw**. Following **routing or sawing** any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.

101-3.9.3 Crack Sealant. Crack sealant material and installation will be in accordance with **Item P-605**.

101-3.9.4 Removal of Pipe and other Buried Structures.

a. Removal of Existing Pipe Material. Remove the types of pipe as indicated on the plans. The pipe material shall be legally disposed of off-site in a timely manner following removal. Trenches shall be backfilled with material equal to or better in quality than adjacent embankment. Trenches under paved areas must be compacted to **95%** of ASTM **D1557,** when outside of paved areas must be compacted to **95%** of ASTM **D698.**

b. Removal of Headwall. Where indicated on the plans or as directed by the RPR, drainage structures shall be removed and legally disposed of off-site in a timely fashion after removal. Excavations after removal shall be backfilled with material equal or better in quality than adjacent embankment. When under paved areas must be compacted to **95%** of ASTM **D1557**, when outside of paved areas must be compacted to **95%** of ASTM **D698.**

METHOD OF MEASUREMENT

101-4.1 Pavement removal. The unit of measurement for pavement removal shall be the number of square yards removed by the Contractor. Any pavement removed outside the limits of removal because the pavement was damaged by negligence on the part of the Contractor shall not be included in the measurement for payment. No direct measurement or payment shall be made for saw cutting. Saw cutting shall be incidental to pavement removal. Dowel bar installation shall be incidental to pavement removal.

101-4.2 Saw Cut. The unit of measurement for saw cut shall be the linear foot.

101-4.3 Removal of Drainage Pipe. The unit of measurement for removal of drainage pipe will be per linear foot. **This price shall be full compensation for all labor, equipment, tools, and incidentals necessary to complete this item in accordance with paragraph 101-3.9.4.a.**

101-4.3 Removal of Headwall. The unit of measurement for removal of headwall will be per each. **This price shall be full compensation for all labor, equipment, tools, and incidentals necessary to complete this item in accordance with paragraph 101-3.9.4.b.**

101-4.4 Removal of Aggregate Base. If an aggregate base material is encountered after pavement removal, the aggregate base shall be removed, as directed by the RPR, off airport property. All labor, equipment, and tools, necessary to complete this item shall be subsidiary to the bid item "Removal Asphalt Pavement".

BASIS OF PAYMENT

101-5.1 Payment. Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P 101-1 Remove Asphalt Pavement - Per Square Yard

Item P 101-2 Saw Cut (Full Depth) **- Per Linear Foot**

Item P-101-3 Remove Drainage Pipe (36” and 42”) **- Per Linear Foot**

Item P-101-4 Remove Headwall **- Per Each**

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.

Advisory Circulars (AC)

AC 150/5380-6	Guidelines and Procedures for Maintenance of Airport Pavements.

ASTM International (ASTM)

ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

END OF ITEM P-101

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ITEM P-155

LIME-TREATED SUBGRADE

DESCRIPTION

155-1.1 This item shall be used for soil modification that require strength gain to a specific level. This item shall consist of constructing one or more courses of a mixture of soil, lime, and water in accordance with this specification, and in conformity with the lines, grades, thicknesses, and typical cross-sections shown on the plans.

MATERIALS

155-2.1 Lime. Quicklime, hydrated lime, and either high-calcium dolomitic, or magnesium lime, as defined by ASTM C51, shall conform to the requirements of ASTM C977. Lime not produced from calcining limestone is not permitted.

155-2.2 Commercial lime slurry. Commercial lime slurry shall be a pumpable suspension of solids in water. The water or liquid portion of the slurry shall not contain dissolved material injurious or objectionable for the intended purpose. The solids portion of the mixture, when considered on the basis of "solids content," shall consist principally of hydrated lime of a quality and fineness sufficient to meet the following chemical composition and residue requirements.

a. Chemical composition. The "solids content" of the lime slurry shall consist of a minimum of 70%, by weight, of calcium and magnesium oxides.

b. Residue. The percent by weight of residue retained in the "solids content" of lime slurry shall conform to the following requirements:

Residue retained on a No. 6 (3.35 μm) sieve = maximum 0.0%

Residue retained on a No. 10 (2.00 μm) sieve = maximum 1.0%

Residue retained on a No. 30 (600 μm) sieve = maximum 2.5%

c. Grade. Commercial lime slurry shall conform to one of the following two grades:

Grade 1. The "dry solids content" shall be at least 31% by weight, of the slurry.

Grade 2. The "dry solids content" shall be at least 35%, by weight, of the slurry.

155-2.3 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.

155-2.4 Soil. The soil for this work shall consist of on-site materials free of roots, sod, weeds, and stones larger than 2-1/2 inches (60 mm) and have a sulfate content of less than 0.3%.

COMPOSITION

155-3.1 Soil-lime mixture. Lime shall be applied at **6** % dry unit weight of soil for the depth of subgrade treatment as shown on the plans.

155-3.2 Tolerances. At final compaction, the lime and water content for each course of subgrade treatment shall conform to the following tolerances:

Tolerances

Material	Tolerance
Lime	+ 0.5%
Water	+ 2%, -0%

WEATHER LIMITATIONS

155-4.1 Weather limitation. Subgrade shall not be constructed when weather conditions detrimentally affect the quality of the materials. Lime shall not be applied unless the air temperature is at least 40°F (4°C) and rising. Lime shall not be applied to soils that are frozen or contain frost. Protect completed lime-treated areas by approved methods against the detrimental effects of freezing if the air temperature falls below 35°F (2°C). Remove and replace any damaged portion of the completed soil-lime treated area with new soil-lime material in accordance with this specification.

EQUIPMENT

155-5.1 Equipment. All equipment necessary to grade, scarify, spread, mix and compact the material shall be provided. The Resident Project Representative (RPR) must approve the Contractor's proposed equipment prior to the start of the treatment.

CONSTRUCTION METHODS

155-6.1 General. This specification is to construct a subgrade consisting of a uniform lime mixture which shall be free from loose or segregated areas. The subgrade shall be of uniform density and moisture content, well mixed for its full depth, and have a smooth surface suitable for placing subsequent lifts. The Contractor shall be responsible to meet the above requirements.

Prior to any treatment, the subgrade shall be constructed as specified in Item P-152, Excavation, Subgrade and Embankment, and shaped to conform to the typical sections, lines, and grades as shown on the plans.

The mixing equipment must give visible indication at all times that it is cutting, pulverizing and mixing the material uniformly to the proper depth over the full width of the cut.

155-6.2 Application. Lime shall be uniformly spread only over an area where the initial mixing operations can be completed during the same work day. Lime shall not be applied when wind conditions are detrimental to proper application. A motor grader shall not be used to spread the lime. Adequate moisture shall be added to the cement/soil mixture to maintain the proper moisture content. Materials shall be handled, stored, and applied in accordance with all federal, state, and local requirements.

155-6.3 Mixing. The mixing procedure shall be as described below:

a. Preliminary mixing. The full depth of the treated subgrade shall be mixed with an approved mixing machine. Lime shall not be left exposed for more than six (6) hours. The mixing machine shall make two coverages. Water shall be added to the subgrade during mixing to provide a moisture content approximately 3% to 5% above the optimum moisture of the material and to ensure chemical reaction of the lime and subgrade. After mixing, the subgrade shall be lightly rolled to seal the surface and help prevent evaporation of moisture. The water content of the subgrade mixture shall be maintained at a

moisture content above the optimum moisture content for a minimum of 4 to 24 hours or until the material becomes friable. During the mellowing period, the material shall be sprinkled as directed by the RPR.

b. Final mixing. After the required mellowing time, the material shall be uniformly mixed by approved methods. Any clods shall be reduced in size by blading, discing, harrowing, scarifying, or by the use of other approved pulverization methods. After curing, pulverize lime treated material until 100% of soil particles pass a one-inch (25.0 mm) sieve and 60% pass the No. 4 (4.75 mm) sieve when tested dry by laboratory sieves. If resultant mixture contains clods, reduce their size by scarifying, remixing, or pulverization to meet specified gradation.

155-6.4 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 continue 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.

155-6.5 Treatment Application and Depth Checks. The depth and amount of stabilization shall be measured by the Contractor with no less than 2 tests per day of material placed; test shall be witnessed by the RPR. Measurements shall be made in test holes excavated to show the full depth of mixing and the pH checked by spraying the side of the test hole with a pH indicator such as phenolphthalein. Phenolphthalein changes from clear to red between pH 8.3 and 10. The color change indicates the location of the bottom of the mixing zone. pH indicators other than phenolphthalein can be used to measure pH levels. If the pH is not at least 8.3 and/or if the depth of the treated subgrade is more than 1/2 inch (12 mm) deficient, additional lime treatment shall be added and the material remixed. The Contractor shall correct all such areas in a manner satisfactory to the RPR.

155-6.6 Compaction. Compaction of the mixture shall immediately follow the final mixing operation with the mixture compacted within 1 to 4 hours after final mixing. The material shall be at the moisture content specified in paragraph 155-3.2 during compaction. The field density of the compacted mixture shall be at least **95%** of the maximum density as specified in paragraph 155-6.10. Perform in-place density test to determine degree of compaction between 24 and 72 hours after final compaction and the 24-hour moist cure period. If the material fails to meet the density requirements, it shall be reworked to meet the density requirements. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

155-6.7 Finishing and curing. After the final lift or course of lime-treated subgrade has been compacted, it shall be brought to the required lines and grades in accordance with the typical sections. The completed section shall then be finished by rolling, as directed by the RPR, with a pneumatic or other suitable roller sufficiently light to prevent hairline cracking. The finished surface shall not vary more than 1/2-inch (12 mm) when tested with a 12-foot (3.7 m) straightedge applied parallel with and at right angles to the pavement centerline. Any variations in excess of this tolerance shall be corrected by the Contractor at the Contractor's expense in a manner satisfactory to the RPR.

The completed section shall be moist-cured for a minimum of seven (7) days before further courses are added or any traffic is permitted, unless otherwise directed by the RPR. The final lift should not be exposed for more than 14 days without protection or the placement of a base course material.

155-6.8 Maintenance. The Contractor shall protect and maintain the lime-treated subgrade from yielding until the lime-treated subgrade is covered by placement of the next lift. When material has been exposed

to excessive rain, snow, or freeze-thaw conditions, prior to placement of additional material, the Contractor shall verify that materials still meets all specification requirements. The maintenance cost shall be incidental to this item.

155-6.9 Surface tolerance. In those areas on which a subbase or base course is to be placed, the surface shall be tested for smoothness and accuracy of grade and crown. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be scarified to a depth of at least 3 inches (75 mm), reshaped and re-compacted to grade until the required smoothness and accuracy are obtained and approved by the RPR. The Contractor shall perform all final smoothness and grade checks in the presence of the RPR. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense.

a. Smoothness. The finished surface shall not vary more than +/- ½ inch (12 mm) when tested with a 12-foot (3.7-m) 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 (3.7-m) straightedge for the full length of each line on a 50-foot (15-m) grid.

b. Grade. The grade and crown shall be measured on a 50-foot (15-m) grid and shall be within +/- 0.05 feet (15 mm) of the specified grade.

155-6.10 Acceptance sampling and testing. The lime treated subgrade shall be accepted for density and thickness on an area basis. Testing frequency shall be a minimum of one compaction and thickness test per **1,000 square yards** of lime treated subgrade, but not less than four (4) tests per day of production. Sampling locations will be determined on a random basis per ASTM D3665.

a. Density. All testing shall be done by **the RPR.**

The field density of the compacted mixture shall be at least **95%** of the maximum density of laboratory specimens prepared from samples taken from the material in place. The specimens shall be compacted and tested in accordance with ASTM D698 to determine maximum density and optimum moisture content. The in-place field density shall be determined in accordance with **ASTM D6938, Procedure A, direct transmission method**. If the material fails to meet the density requirements, the area represented by the failed test shall be reworked to meet the density requirements. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

b. Thickness. The thickness of the course shall be within +0 and -1/2 inch (12 mm) 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 (12 mm), the Contractor shall correct such areas at no additional cost The Contractor shall replace, at his expense, material where depth tests have been taken.

155-6.11 Handling and safety. The Contractor shall obtain and enforce the lime supplier's instructions for proper safety and handling of the lime to prevent physical eye or skin contact with lime during transport or application.

METHOD OF MEASUREMENT

155-7.1 Lime-treated subgrade shall be paid for by the square yard in the completed and accepted work.

155-7.2 Lime shall be paid by the number of tons of Hydrated Lime applied at the application rate specified in paragraph 155-3.1.

a. Hydrated lime delivered to the project in dry form will be measured according to the actual tonnage either spread on the subgrade or batched on site into a slurry, whichever is applicable.

b. Quicklime delivered to the project in dry form will be measured for payment on the basis of the tons of equivalent hydrated lime using the following formula:

Equivalent Hydrated Lime ($Ca(OH)_2$) = Total Quicklime (CaO) × 1.32

c. Lime delivered to the project in slurry form will be measured for payment in tons, dry weight of hydrated lime or equivalent hydrated lime in accordance with paragraph b above.

BASIS OF PAYMENT

155-8.1 Payment shall be made at the contract unit price per square yard for the lime-treated subgrade at the thickness specified. The price shall be full compensation for furnishing all material, including the lime, and for all preparation, delivering, placing and mixing these materials, and all labor, equipment, tools and incidentals necessary to complete this item.

155-8.2 Payment shall be made at the contract unit price per ton. This price shall be full compensation for furnishing, delivery, and placing this material.

Payment will be made under:

P-155-1 Lime-Treated Subgrade (8")	**- Per Square Yard**
P-155-2 Lime	**- 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 C51	Standard Terminology Relating to Lime and Limestone (as used by the Industry)
ASTM C977	Standard Specification for Quicklime and Hydrated Lime for Soil Stabilization
ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft^3) (600 kN-m/m^3)
ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method
ASTM D2487	Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)

ASTM D6938 Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

Software

FAARFIELD – FAA Rigid and Flexible Iterative Elastic Layered Design

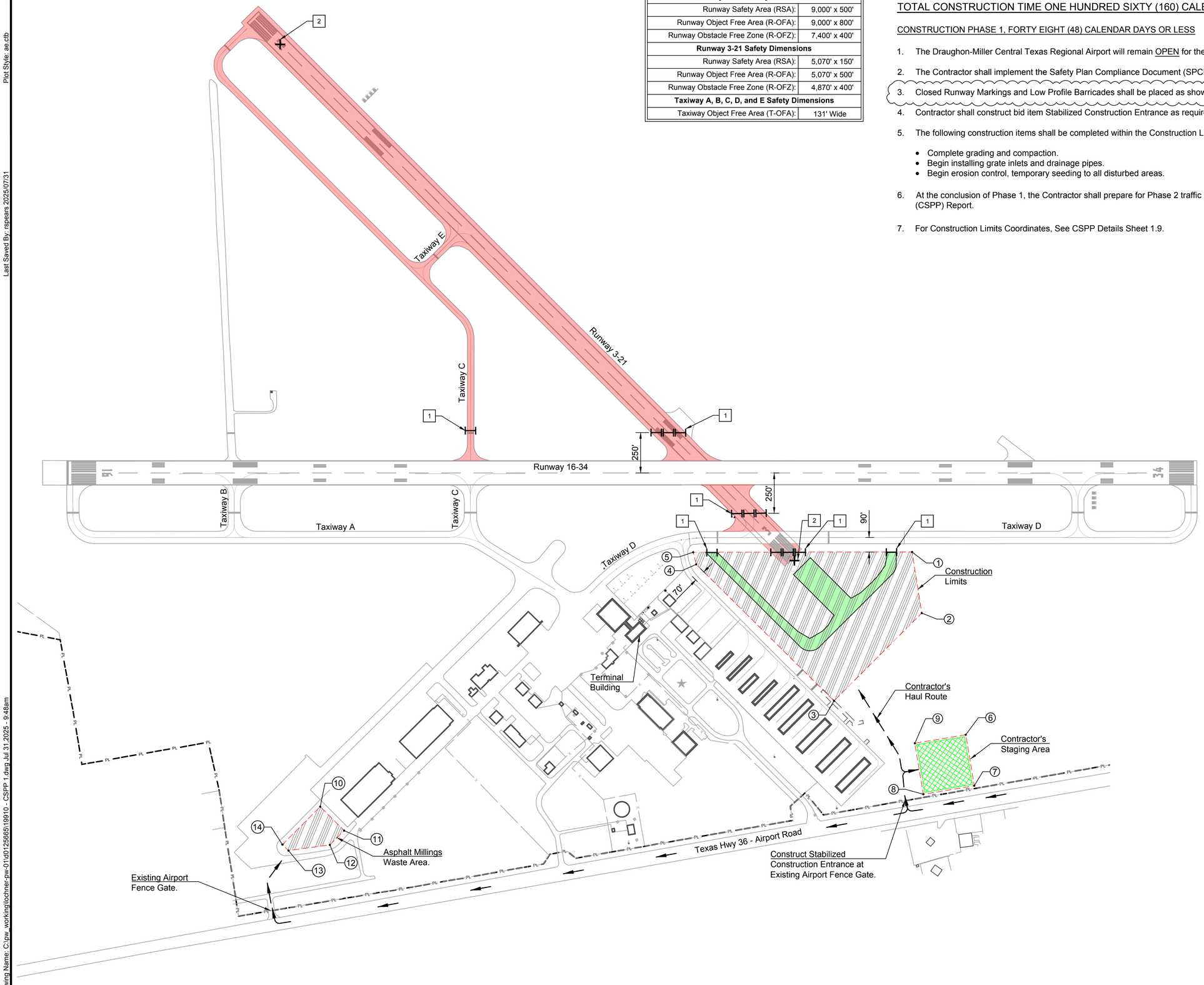
END OF ITEM P-155

Runway 16-34 Safety Dimensions	
Runway Safety Area (RSA):	9,000' x 500'
Runway Object Free Area (R-OFA):	9,000' x 800'
Runway Obstacle Free Zone (R-OFZ):	7,400' x 400'
Runway 3-21 Safety Dimensions	
Runway Safety Area (RSA):	5,070' x 150'
Runway Object Free Area (R-OFA):	5,070' x 500'
Runway Obstacle Free Zone (R-OFZ):	4,870' x 400'
Taxiway A, B, C, D, and E Safety Dimensions	
Taxiway Object Free Area (T-OFA):	131' Wide

TOTAL CONSTRUCTION TIME ONE HUNDRED SIXTY (160) CALENDAR DAYS

CONSTRUCTION PHASE 1, FORTY EIGHT (48) CALENDAR DAYS OR LESS

1. The Draughon-Miller Central Texas Regional Airport will remain OPEN for the duration of Construction.
2. The Contractor shall implement the Safety Plan Compliance Document (SPCD) and prepare the portion of the airfield for CLOSURE.
3. Closed Runway Markings and Low Profile Barricades shall be placed as shown on this plan. See CSPP Details Sheet 1.6. (2)
4. Contractor shall construct bid item Stabilized Construction Entrance as required to access the work site. See CSPP Details Sheet.
5. The following construction items shall be completed within the Construction Limits:
   - Complete grading and compaction.
   - Begin installing grate inlets and drainage pipes.
   - Begin erosion control, temporary seeding to all disturbed areas.
6. At the conclusion of Phase 1, the Contractor shall prepare for Phase 2 traffic control per the Construction Safety and Phasing Plan (CSPP) Report.
7. For Construction Limits Coordinates, See CSPP Details Sheet 1.9.



LEGEND (2)

- Contractor's Haul Route
- Low Profile Barricade See CSPP Details (Symbol does not denote the number of barricades required)
- Closed Runway Markings See CSPP Details
- Contractor's Staging Area
- Phases 1, 2, 3, 4, and Add Alternate Construction Limits
- Proposed Pavement Construction
- Closed Airport Pavement
- Contractor Furnished Flagger Personnel

CSPP KEYNOTES:

1. INSTALL Low Profile Barricades See CSPP Details.
2. INSTALL Closed Runway Marking. See CSPP Details.
3. Contractor Furnished Flagger.

300 0 300 600
Scale in Feet

08/04/2025
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CITY OF TEMPLE, TEXAS

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TEMPLE, TEXAS

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DATE	06-07-2024
CHECKED BY	INITIALS2
DATE	DATE2
DESIGNED BY	BRE
DATE	06-07-2024
REVISIONS	Addendum No. 2
DATE	08-01-2025

CONSTRUCTION SAFETY AND PHASING PLAN

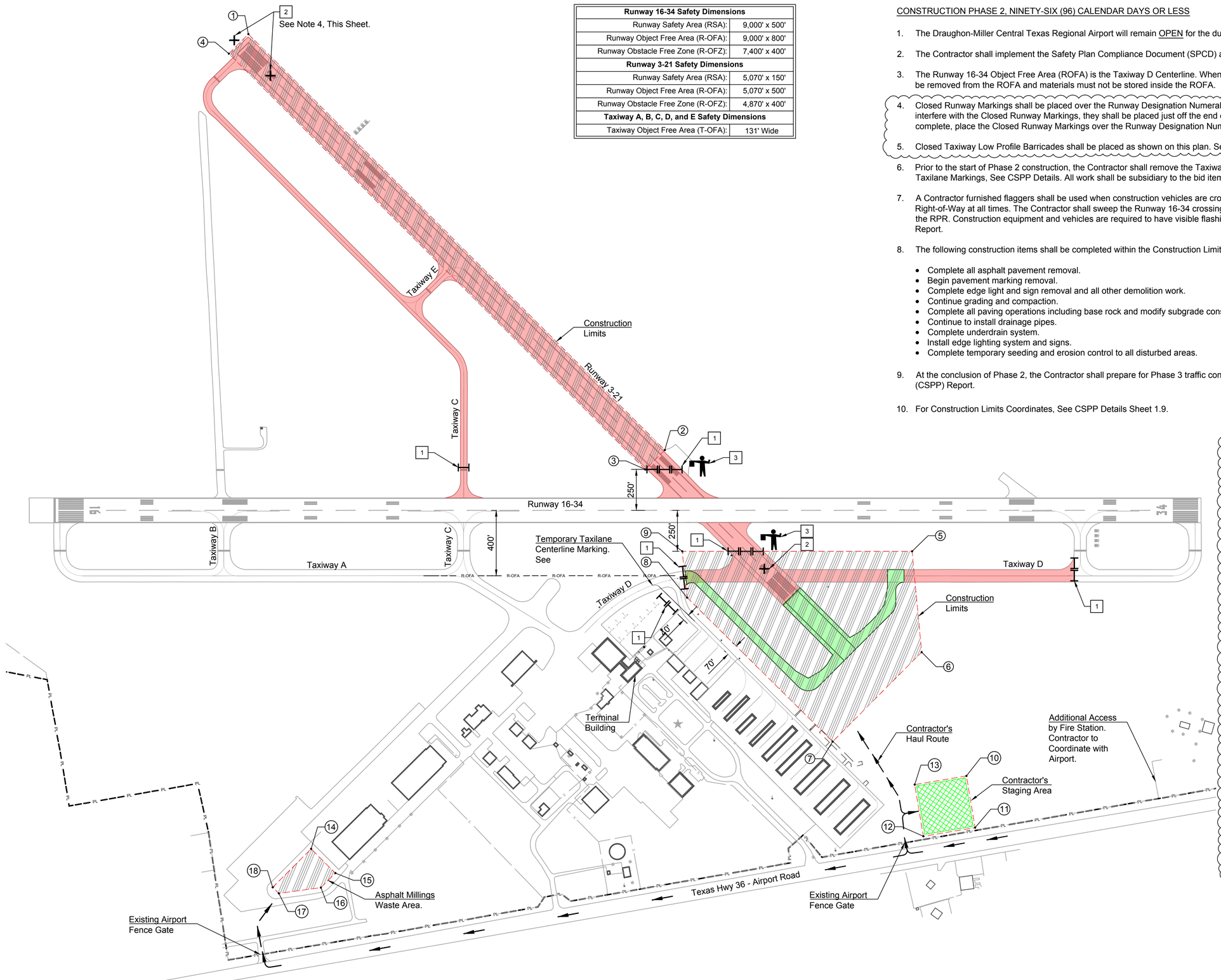
1.2

Runway 16-34 Safety Dimensions	
Runway Safety Area (RSA):	9,000' x 500'
Runway Object Free Area (R-OFA):	9,000' x 800'
Runway Obstacle Free Zone (R-OFZ):	7,400' x 400'
Runway 3-21 Safety Dimensions	
Runway Safety Area (RSA):	5,070' x 150'
Runway Object Free Area (R-OFA):	5,070' x 500'
Runway Obstacle Free Zone (R-OFZ):	4,870' x 400'
Taxiway A, B, C, D, and E Safety Dimensions	
Taxiway Object Free Area (T-OFA):	131' Wide

TOTAL CONSTRUCTION TIME ONE HUNDRED SIXTY (160) CALENDAR DAYS

CONSTRUCTION PHASE 2, NINETY-SIX (96) CALENDAR DAYS OR LESS

1. The Draughon-Miller Central Texas Regional Airport will remain OPEN for the duration of Construction.
2. The Contractor shall implement the Safety Plan Compliance Document (SPCD) and prepare the portion of the airfield for CLOSURE.
3. The Runway 16-34 Object Free Area (ROFA) is the Taxiway D Centerline. When working inside the ROFA, equipment not in use must be removed from the ROFA and materials must not be stored inside the ROFA.
4. Closed Runway Markings shall be placed over the Runway Designation Numerals on Runway 3-21. When construction activities interfere with the Closed Runway Markings, they shall be placed just off the end of the runway. Once the construction activities are complete, place the Closed Runway Markings over the Runway Designation Numerals. △2
5. Closed Taxiway Low Profile Barricades shall be placed as shown on this plan. See CSPP Details Sheet.
6. Prior to the start of Phase 2 construction, the Contractor shall remove the Taxiway D Centerline markings and install the Temporary Taxilane Markings, See CSPP Details. All work shall be subsidiary to the bid item "Temporary Marking, Lighting, and Barricades."
7. A Contractor furnished flaggers shall be used when construction vehicles are crossing Runway 16-34; Aircraft shall have the Right-of-Way at all times. The Contractor shall sweep the Runway 16-34 crossing area to remove all FOD each day or as directed by the RPR. Construction equipment and vehicles are required to have visible flashing beacons and flags. See Section 7.XI of the CSPP Report.
8. The following construction items shall be completed within the Construction Limits :
   - Complete all asphalt pavement removal.
   - Begin pavement marking removal.
   - Complete edge light and sign removal and all other demolition work.
   - Continue grading and compaction.
   - Complete all paving operations including base rock and modify subgrade construction.
   - Continue to install drainage pipes.
   - Complete underdrain system.
   - Install edge lighting system and signs.
   - Complete temporary seeding and erosion control to all disturbed areas.
9. At the conclusion of Phase 2, the Contractor shall prepare for Phase 3 traffic control per the Construction Safety and Phasing Plan (CSPP) Report.
10. For Construction Limits Coordinates, See CSPP Details Sheet 1.9.



LEGEND △2

- Contractor's Haul Route
- Low Profile Barricade See CSPP Details (Symbol does not denote the number of barricades required)
- Closed Runway Markings See CSPP Details
- Contractor's Staging Area
- Phases 1, 2, 3, 4, and Add Alternate Construction Limits
- Proposed Pavement Construction
- Closed Airport Pavement
- Contractor Furnished Flagger Personnel

CSPP KEYNOTES:

1. INSTALL Low Profile Barricades See CSPP Details.
2. INSTALL Closed Runway Closure Markings. See Note 4, This Sheet See CSPP Details.
3. Contractor Furnished Flagger. See Note 7, This Sheet.

300 0 300 600
Scale in Feet

08/04/2025
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DATE	DATE2
DESIGNED BY	BRE
DATE	06-07-2024
REVISIONS	
DATE	
Addendum No. 2	08-01-2025

CONSTRUCTION SAFETY AND PHASING PLAN

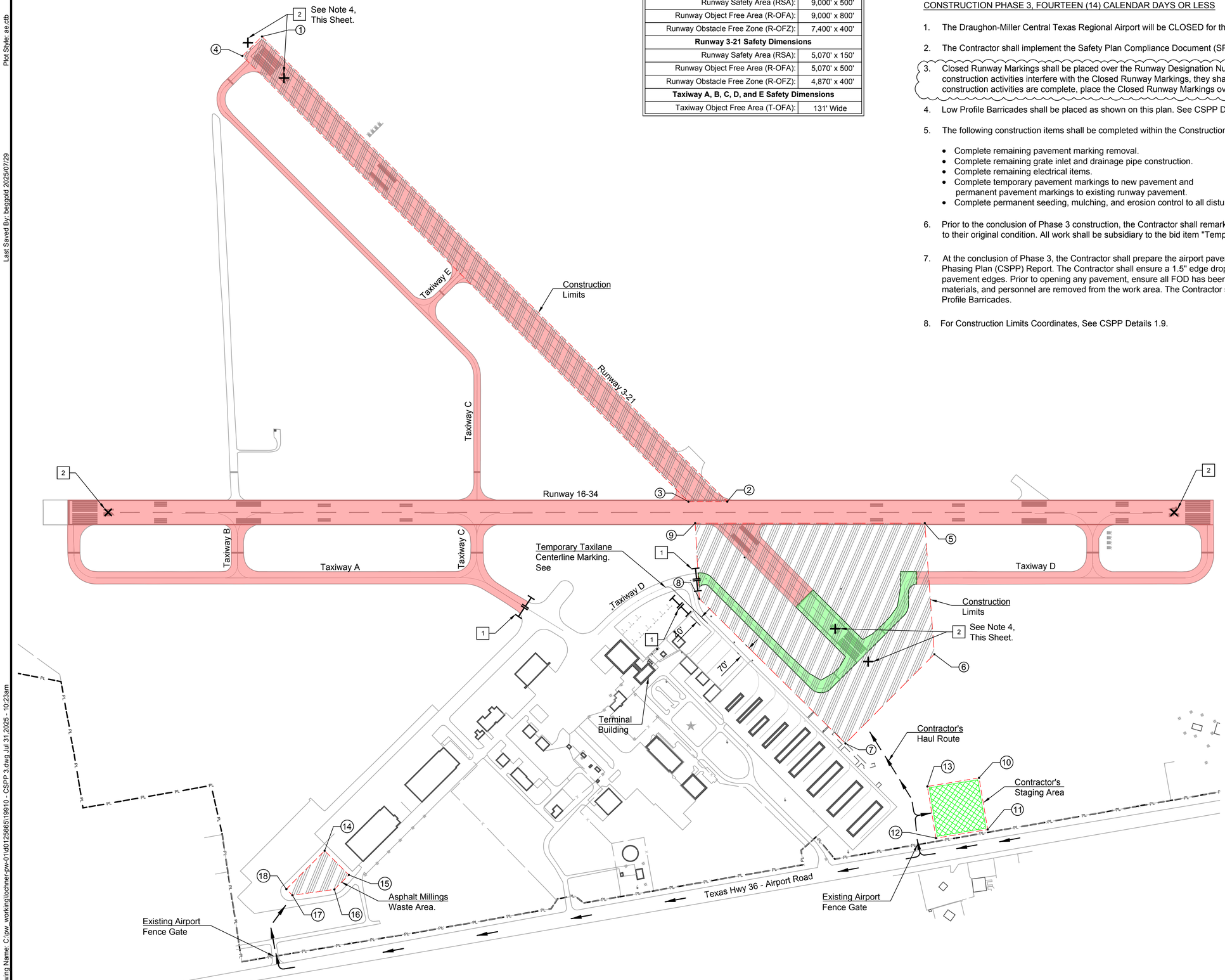
1.3

Runway 16-34 Safety Dimensions	
Runway Safety Area (RSA):	9,000' x 500'
Runway Object Free Area (R-OFA):	9,000' x 800'
Runway Obstacle Free Zone (R-OFZ):	7,400' x 400'
Runway 3-21 Safety Dimensions	
Runway Safety Area (RSA):	5,070' x 150'
Runway Object Free Area (R-OFA):	5,070' x 500'
Runway Obstacle Free Zone (R-OFZ):	4,870' x 400'
Taxiway A, B, C, D, and E Safety Dimensions	
Taxiway Object Free Area (T-OFA):	131' Wide

TOTAL CONSTRUCTION TIME ONE HUNDRED SIXTY (160) CALENDAR DAYS

CONSTRUCTION PHASE 3, FOURTEEN (14) CALENDAR DAYS OR LESS

1. The Draughon-Miller Central Texas Regional Airport will be CLOSED for the duration of Phase 3 Construction.
2. The Contractor shall implement the Safety Plan Compliance Document (SPCD) and prepare the portion of the airfield for CLOSURE.
3. Closed Runway Markings shall be placed over the Runway Designation Numerals on Runway 3-21 and Runway 16-34. When construction activities interfere with the Closed Runway Markings, they shall be placed just off the end of the runway. Once the construction activities are complete, place the Closed Runway Markings over the Runway Designation Numerals. △2
4. Low Profile Barricades shall be placed as shown on this plan. See CSPP Details Sheet.
5. The following construction items shall be completed within the Construction Limits:
   - Complete remaining pavement marking removal.
   - Complete remaining grate inlet and drainage pipe construction.
   - Complete remaining electrical items.
   - Complete temporary pavement markings to new pavement and permanent pavement markings to existing runway pavement.
   - Complete permanent seeding, mulching, and erosion control to all disturbed areas.
6. Prior to the conclusion of Phase 3 construction, the Contractor shall remark Taxiway D Centerline and the Hangar Taxilane Centerline to their original condition. All work shall be subsidiary to the bid item "Temporary Marking, Lighting, and Barricades."
7. At the conclusion of Phase 3, the Contractor shall prepare the airport pavements for reopening per the Construction Safety and Phasing Plan (CSPP) Report. The Contractor shall ensure a 1.5" edge drop from the pavement to the ground along all disturbed pavement edges. Prior to opening any pavement, ensure all FOD has been removed from the pavement surface and all equipment, materials, and personnel are removed from the work area. The Contractor shall remove all Lighted Runway Closure Markers and Low Profile Barricades.
8. For Construction Limits Coordinates, See CSPP Details 1.9.



LEGEND △2

- Contractor's Haul Route
- Low Profile Barricade See CSPP Details (Symbol does not denote the number of barricades required)
- Closed Runway Markings See CSPP Details
- Contractor's Staging Area
- Phases 1, 2, 3, 4, and Add Alternate Construction Limits
- Proposed Pavement Construction
- Closed Airport Pavement
- Contractor Furnished Flagger Personnel

CSPP KEYNOTES:

1. INSTALL Low Profile Barricades See CSPP Details.
2. INSTALL Closed Runway Marking. See Note 3, This Sheet See CSPP Details.
3. Contractor Furnished Flagger.

300 0 300 600
Scale in Feet

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CONSTRUCTION SAFETY AND PHASING PLAN

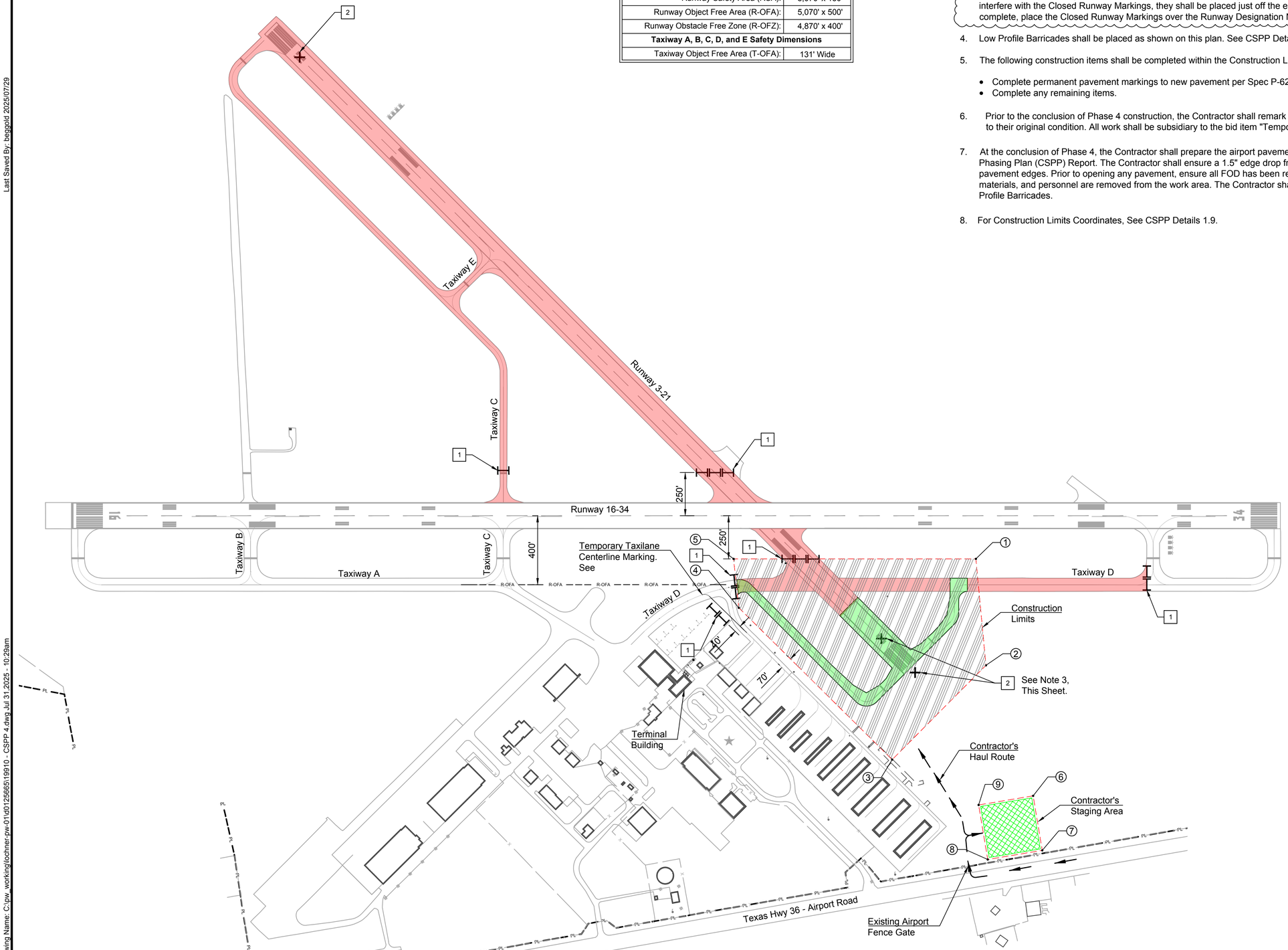
1.4

Runway 16-34 Safety Dimensions	
Runway Safety Area (RSA):	9,000' x 500'
Runway Object Free Area (R-OFA):	9,000' x 800'
Runway Obstacle Free Zone (R-OFZ):	7,400' x 400'
Runway 3-21 Safety Dimensions	
Runway Safety Area (RSA):	5,070' x 150'
Runway Object Free Area (R-OFA):	5,070' x 500'
Runway Obstacle Free Zone (R-OFZ):	4,870' x 400'
Taxiway A, B, C, D, and E Safety Dimensions	
Taxiway Object Free Area (T-OFA):	131' Wide

TOTAL CONSTRUCTION TIME ONE HUNDRED SIXTY (160) CALENDAR DAYS

CONSTRUCTION PHASE 4, TWO (2) CALENDAR DAYS OR LESS

1. The Draughon-Miller Central Texas Regional Airport will remain OPEN for the duration of Construction.
2. The Contractor shall implement the Safety Plan Compliance Document (SPCD) and prepare the portion of the airfield for CLOSURE.
3. Closed Runway Markings shall be placed over the Runway Designation Numerals on Runway 3-21. When construction activities interfere with the Closed Runway Markings, they shall be placed just off the end of the runway. Once the construction activities are complete, place the Closed Runway Markings over the Runway Designation Numerals. (△2)
4. Low Profile Barricades shall be placed as shown on this plan. See CSPP Details Sheet.
5. The following construction items shall be completed within the Construction Limits:
   - Complete permanent pavement markings to new pavement per Spec P-620-3.5.
   - Complete any remaining items.
6. Prior to the conclusion of Phase 4 construction, the Contractor shall remark Taxiway D Centerline and the Hangar Taxilane Centerline to their original condition. All work shall be subsidiary to the bid item "Temporary Marking, Lighting, and Barricades."
7. At the conclusion of Phase 4, the Contractor shall prepare the airport pavements for reopening per the Construction Safety and Phasing Plan (CSPP) Report. The Contractor shall ensure a 1.5" edge drop from the pavement to the ground along all disturbed pavement edges. Prior to opening any pavement, ensure all FOD has been removed from the pavement surface and all equipment, materials, and personnel are removed from the work area. The Contractor shall remove all Lighted Runway Closure Markers and Low Profile Barricades.
8. For Construction Limits Coordinates, See CSPP Details 1.9.



LEGEND (△2)

- Contractor's Haul Route
- Low Profile Barricade See CSPP Details (Symbol does not denote the number of barricades required)
- Closed Runway Markings See CSPP Details
- Contractor's Staging Area
- Phases 1, 2, 3, 4, and Add Alternate Construction Limits
- Proposed Pavement Construction
- Closed Airport Pavement
- Contractor Furnished Flagger Personnel

CSPP KEYNOTES:

1. INSTALL Low Profile Barricades See CSPP Details.
2. INSTALL Closed Runway Marking. See Note 3, This Sheet See CSPP Details.
3. Contractor Furnished Flagger.

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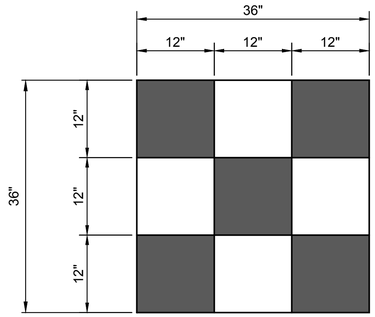
CONSTRUCTION SAFETY AND PHASING PLAN

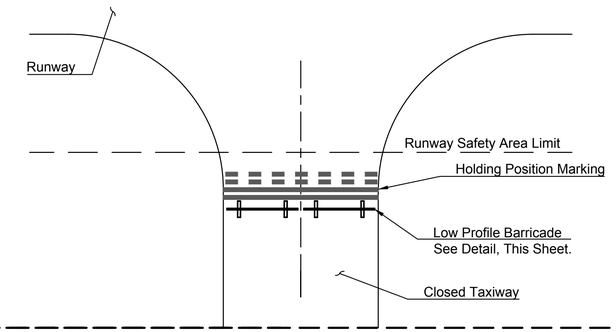
1.5

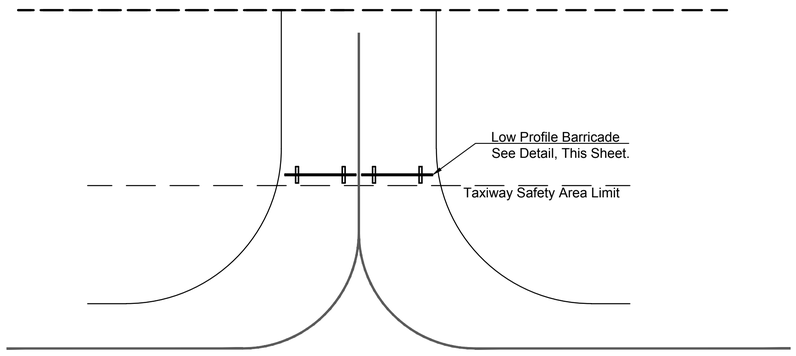


FLAG DETAIL
No Scale

NOTES:

1. Flag must have a checkered pattern of International Orange and White Squares. Colors shall be in accordance with the current version of AC 150/5201-5.
2. Flag and flashing beacon required per Construction Safety and Phasing Plan (CSPP) Report.

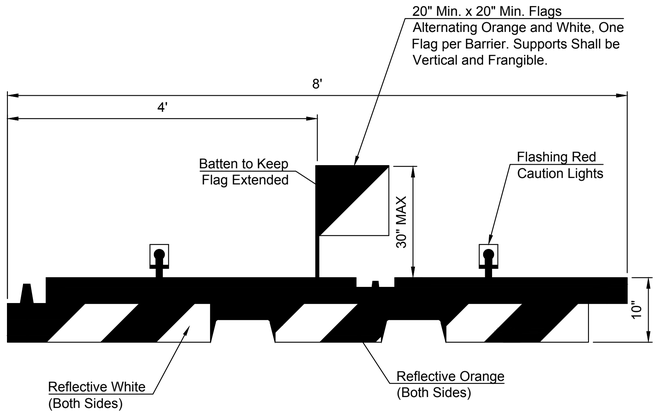




CLOSED TAXIWAY DETAIL
No Scale

NOTES:

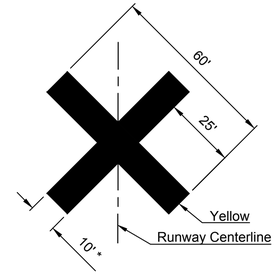
1. Paint shall not be used. Temporary materials shall be used and secured to the pavement or weighted to prevent movement. Proposed material shall be solid, i.e. snow fence shall not be permitted.



LOW PROFILE BARRICADE DETAIL
No Scale

NOTES:

1. Barrier shall be Sherwin Industries, 10" x 96" Low Profile Airport Barrier, as shown, or approved equal.
2. The entire area of orange and white stripes shall be reflectorized with smooth surface type reflective sheeting.
3. Lights must be mounted on barriers and spaced at no more than 10 ft.
4. Barricades shall be spaced no greater than 12' on center or 4' end to end
5. The barriers shall be weighted against propwash and capable of withstanding up to 100 m.p.h. wind forces.
6. Flashing red caution lights shall be battery operated and shall maintain such intensity so as to be readily identified from distances of at least 200 feet during darkness.
7. The contractor shall check all barriers and lights each day before leaving the airport to ensure lights are working properly and may not leave without all barriers and lights being in proper working order.
8. Payment for this item will be made under the Lump Sum Contract Bid Item "Temporary Marking, Lighting and Barricades".

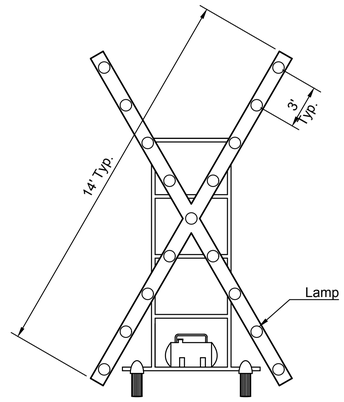


CLOSED RUNWAY MARKING
No Scale

NOTES:

1. The Closed Runway and Taxiway Markings shall be in accordance with the current FAA AC 150/5340-1 and AC 150/5370-2.
2. Closed Runway and Taxiway Markings may be either approved fabric, plastic sheeting or plywood.
3. Payment for this item will be made under the lump sum Contract bid item "Temporary Marking, Lighting and Barricades".
4. Sandbags shall be placed on Closed Runway and Taxiway Markings.
5. Closed Runway Markings shall be placed at each end of the runway over the runway designation markings or, when required by construction activity, just off the runway end.
6. Contractor shall at a minimum, provide additional weight if markings are observed moving and when directed by the Engineer or Engineer's representative.
7. Contractor may utilize portable lighted runway closure marker upon request to the Engineer and approval of equipment and maintenance/operation plan submittal.

* This dimension may be reduced to 8' to permit use of standard sheets of plywood.



PORTABLE, LIGHTED RUNWAY CLOSURE MARKER
No Scale

NOTES:

1. Lighted Runway Closure Marker shall meet the requirements of AC 150/5345-55.
2. Contractor shall maintain Lighted Runway Closure Marker at all times.

This Sheet was Revised per Addendum No. 2 (2)

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CONSTRUCTION SAFETY AND PHASING PLAN DETAILS

1.6

SUMMARY OF QUANTITIES

ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY ESTIMATED	QUANTITY AS-CONST.
BASE BID					
Extend Runway 3-21 (5,240' x 100') and Reconfigure Taxiway D					
1	C-100	Contractor Quality Control Program (CQCP)	L.S.	1	
2	C-102	Installation and Removal of Straw Wattle	L.F.	255	
3	C-102	Stabilized Construction Entrance	L.S.	1	
4	C-105	Mobilization (NTE 10% of Total Bid Amount)	L.S.	1	
5	P-101	Remove Asphalt Pavement	S.Y.	10,260	
6	P-101	Saw Cut (Full Depth)	L.F.	656	
7	P-101	Remove Drainage Pipe	L.F.	271	
8	P-101	Remove Headwall	Each	1	
9	P-151	Clearing	Acre	6.6	
10	P-152	Embankment In Place	C.Y.	17,811	
11	P-155	Lime - Treated Subgrade (8")	S.Y.	20,503	
11A	P-155	Lime	Ton	12	
12	P-209	Crushed Aggregate Base Course (12.5")	S.Y.	13,332	
13	P-209	Crushed Aggregate Base Course (7.5")	S.Y.	7,171	
14	P-401	Asphalt Surface Course (4")	Ton	4,643	
15	P-403	Asphalt Mixture Base Course (5")	Ton	3,878	
16	P-602	Emulsified Prime Coat	Gal	6,151	
17	P-603	Emulsified Tack Coat	Gal	6,048	
18	P-620	Surface Preparation, Pavement Marking Removal	S.F.	87,556	
19	P-620	Permanent Reflectorized Pavement Marking (White)	S.F.	62,202	
20	P-620	Permanent Reflectorized Pavement Marking (Yellow)	S.F.	1,489	
21	P-620	Permanent Non-Reflectorized Pavement Marking (Black)	S.F.	18,509	
22	P-620	Temporary Non-Reflectorized Pavement Marking (White)	S.F.	62,202	
23	P-620	Temporary Non-Reflectorized Pavement Marking (Yellow)	S.F.	1,489	
24	D-701	29" x 45" RCPHE (Class V)	L.F.	438	
25	D-701	24" x 38" RCPHE (Class III)	L.F.	516	
26	D-701	42" RCP (Class III)	L.F.	8	
27	D-701	36" RCP (Class III)	L.F.	16	
28	D-701	24" RCP (Class III)	L.F.	272	
29	D-701	18" RCP (Class V)	L.F.	164	
30	D-701	29" x 45" RCPHE End Section	Each	2	
31	D-701	24" x 38" RCPHE End Section	Each	6	
32	D-701	18" RCP End Section	Each	2	
33	D-705	6" Conventional Underdrain	L.F.	840	
34	D-705	4" Conventional Underdrain	L.F.	1,547	
35	D-705	6" Perforated Outlet Pipe	L.F.	40	
36	D-705	4" Perforated Outlet Pipe	L.F.	20	
37	D-705	6" Non-Perforated Outlet Pipe	L.F.	40	
38	D-705	4" Non-Perforated Outlet Pipe	L.F.	20	
39	D-705	18" French Drain	L.F.	60	
40	D-705	Cleanout Riser (6" Pipe)	Each	4	
41	D-705	Cleanout Riser (4" Pipe)	Each	8	
42	D-751	4' x 12' Grate Inlet	Each	1	
43	D-751	5' x 5' Grate Inlet	Each	2	
44	TREC	Erosion Control Blanket (Type 2C)	S.Y.	13,524	
45	PTM	Permanent Transition Mat	S.F.	512	
46	T-901	Permanent Seeding	Acre	11.6	
47	T-901	Temporary Seeding	Acre	11.6	

SUMMARY OF QUANTITIES

ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY ESTIMATED	QUANTITY AS-CONST.
BASE BID					
Extend Runway 3-21 (5,250' x 100') and Reconfigure Taxiway D					
48	T-905	Placement of Topsoil (Obtained on Site)	L.S.	1	
49	T-908	Hydro-Mulch	Acre	8.8	
50	L-105	Remove No. 8 AWG, L-824C Cable in Duct	L.F.	2,975	
51	L-105	Remove 2-inch Conduit (Including Cable)	L.F.	3,175	
52	L-105	Remove 2-Way, 2-inch Sand Encased Duct Bank (Including Cable)	L.F.	260	
53	L-105	Remove and Salvage Elevated Edge Light, Base to be Removed	Each	24	
54	L-105	Remove and Salvage Elevated Edge Light, Base Can to Remain	Each	4	
55	L-105	Remove and Salvage Taxiway Retroreflective Edge Marker	Each	7	
56	L-105	Remove and Salvage Airfield Sign, Foundation to be Removed	Each	2	
57	L-105	Remove and Dispose Airfield Sign and Foundation to Remain	Each	2	
58	L-105	Remove and Dispose Airfield Sign and Foundation	Each	1	
59	L-105	Remove and Dispose 2-Way JCP	Each	2	
60	L-108	No. 8 AWG, L-824C, Installed in Conduit	L.F.	11,000	
61	L-108	No. 6 AWG Bare Counterpoise Wire, Including Trench	L.F.	4,100	
62	L-108	No. 6 AWG Bare Counterpoise Wire, Installed in Conduit Trench	L.F.	2,265	
63	L-108	Temporary Electrical Provisions	L.S.	1	
64	L-109	ALCS Graphics Update	L.S.	1	
65	L-110	1-Way, 2" Sch. 40 PVC Conduit, Sand Encased in Unclassified Material (Turf)	L.F.	5,145	
66	L-110	1-Way, 2" Sch. 40 PVC Conduit, Concrete Encased in New Asphalt Shoulder	L.F.	1,200	
67	L-110	2-Way, 2" Sch. 40 PVC Conduit, Sand Encased, in Unclassified Material (Turf)	L.F.	585	
68	L-110	2-Way, 2" Sch. 40 PVC Conduit, Concrete Encased, Under New Pavement	L.F.	400	
69	L-110	1-Way, 2" Sch. 40 PVC Conduit for Drain Installed in Turf	L.F.	275	
70	L-115	2-Way Junction Can Plaza (JCP)	Each	5	
71	L-125	Install Salvaged L-861T(L) LED Elevated Taxiway Edge Light on New L-867B Base Can in Turf	Each	16	
72	L-125	Install New L-861T(L) LED Elevated Taxiway Edge Light on New L-867B Base Can in Turf	Each	51	
73	L-125	Install New L-861T(L) LED Elevated Taxiway Edge Light on New L-867B Base Can in New Asphalt Shoulder Pavement	Each	2	
74	L-125	Install Salvaged L-861(L) Elevated Runway Edge Light on New L-867B Base Can in Existing Asphalt Shoulder Pavement	Each	2	
75	L-125	Install New L-861(L) Elevated Runway Edge Light on New L-867B Base Can in New Asphalt Shoulder Pavement	Each	6	
76	L-125	Install Salvaged L-861E(L) Elevated Runway Threshold End Light on New L-867B Base Can in Turf	Each	8	
77	L-125	Install Blank Cover on Existing L-868B Base Can	Each	2	
78	L-125	Install Salvaged 3-MOD L-858(L) LED Guidance Sign on New Foundation	Each	2	
79	L-125	Install New 1-MOD L-858(L) LED Guidance Sign on New Foundation	Each	2	
80	SS-101	Temporary Marking, Lighting, and Barricades	L.S.	1	
81	SS-102	Remove and Replace Unsuitable Subgrade with Foundation Material as Directed by the Engineer	C.Y.	200	
82	TxDOT 216	Proof Rolling	Hr.	25	

SUMMARY OF QUANTITIES

ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY ESTIMATED	QUANTITY AS-CONST.
ADD ALTERNATE					
Mill and Overlay Airfield Apron					
1	C-105	Mobilization (NTE 10% of Total Bid Amount)	L.S.	1	
2	P-101	Cold Milling (±4")	S.Y.	5,000	
3	P-403	Asphalt Mixture Surface Course (±4")	Ton	1,161	
4	P-603	Emulsified Tack Coat	Gal	500	
5	SS-101	Temporary Marking, Lighting, and Barricades	L.S.	1	

EARTHWORK TABLE

AREA	ON-SITE EXCAVATION (C.Y.) UNCLASSIFIED	ON-SITE EXCAVATION (C.Y.) REVISED	COMPACTED EMBANKMENT (C.Y.) * COMMON	COMPACTED EMBANKMENT (C.Y.) * REVISED
Runway 3-21	2,667		5,404	
Taxiway D-West	3,949		4,575	
Taxiway D-East	445		3,316	
Drainage Ditch	4,133		619	
Abandon Taxiway D	24		3,897	
Borrow Excavation, Contractor Furnished	6,593		0	
Totals	17,811		17,811	

*No shrinkage allowance is included in this quantity.

Contractor Furnished Borrow

The Contractor shall provide, to the Engineer, a Geotechnical Report of the proposed borrow material for approval prior to construction. The report, prepared by a Licensed Engineer, shall be site specific and provide a discussion of the field and laboratory procedures, results, observations, and recommendations related to the material encountered. Adequate shallow pit soil samples shall be taken for laboratory testing to include liquid and plastic limits (Atterberg Limits), grain size analysis (hydrometer method), standard proctor compaction test (moisture-density relationship), remolded California Bearing Ratio (CBR) test, classification of the sample in accordance with the Unified Soil Classification System (USCS), and determination of water-soluble sulfate content.

08/04/2025

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No. 10488

CITY OF TEMPLE, TEXAS
DRAUGHON-MILLER CENTRAL TEXAS REGIONAL AIRPORT (TPL)
TEMPLE, TEXAS

PROJECT NO.	TO01-19910
DRAWN BY / DATE	BRE/DMG 06-07-2024
CHECKED BY / DATE	INITIALS2 DATE2
DESIGNED BY / DATE	BRE 06-07-2024
REVISIONS / DATE	Addendum No. 2 08-01-2025

SUMMARY OF QUANTITIES

2.0

PAY ITEM NOTES:

1. General
   a. The Contractor shall provide copies of all subcontracts to the RPR 14 days prior to the pre-construction conference. At a minimum, the information shall include the following:
      - Subcontractor's legal company name.
      - Subcontractor's legal company address, including County name.
      - Principal contact person's name, telephone and fax number.
      - Complete narrative description, and dollar value of the work to be performed by the subcontractor.
      - Copies of required insurance certificates in accordance with the specifications.
      - Minority/ non-minority status.
   b. See Section 80-01 of the General Provisions of the Specifications.

2. Survey Control
   a. Contractor shall verify with the Engineer all used survey control points prior to breaking ground. Contractor shall reset any disturbed control points.
   b. Prior to breaking ground, Contractor shall provide their construction staking survey to the RPR.

3. Phasing
   a. Liquidated damages shall be assessed for each phase individually and for the project as a whole.
   b. Contractor shall be required to schedule the closure for each Runway with the Airport and the RPR a minimum of 60 days in advance. A Strategic Events Submission form is required to be filed with the FAA a minimum of 45 days prior to the runway shutdown.

4. Testing
   a. Contractor shall employ an accredited testing laboratory to complete testing required as part of the Contractor's Quality Control Program.
   b. Contractor shall also establish an agreement with the Engineer's QA testing laboratory prior to beginning work. The Contractor will be required to pay the QA lab for all retests required due to failing material test results and for additional costs incurred due to the Contractor's failure to properly schedule testing and the readiness of materials for testing.

5. Water
   a. Contractor shall be responsible for obtaining water for the project and shall coordinate with the City of Temple to determine acceptable locations for water access near the jobsite.
   b. Contractor shall coordinate with the City to obtain a meter for water access and for determination of the pricing for water. Cost of water shall be incidental to other items bid.
   c. Contractor shall install an overhead standpipe at the water access location to enable filling of equipment without a direct connection to the hydrant.
   d. Contractor shall be responsible for any damage incurred to existing water source(s) due to improper use and/or protection, and the Contractor shall immediately make any repairs necessary if damage is incurred.

6. Temporary Erosion Control
   a. Contractor shall be responsible for installing temporary control devices, at a minimum, as indicated on the Grading Plans.
   b. Straw Wattles shall be installed as detailed on the Grading Plans, and it shall be maintained throughout the project.
   c. Straw Wattles shall remain in place until a stand of grass is established on all disturbed ground.
   d. Additional erosion control measures as required to comply with environmental regulations, the SWPPP included in the specifications, and for prevention of soil and stormwater erosion shall be implemented by the Contractor, and it shall be considered subsidiary to this pay item.
   e. Removal of temporary erosion control measures shall be subsidiary to the bid item Installation and Removal of Straw Wattle.

7. Temporary Seeding
   a. Temporary Seeding will be paid for if the time for permanent seeding or sodding falls outside the planting months and if approved by the Engineer. This item will not be paid if a stand of grass is not established prior to permanent seeding or sodding planting season. Contractor shall be required to water all seeded and sodded areas as required to establish grass growth and a stand of grass. A grass stand shall be considered adequate when bare spots are one square foot or less, randomly dispersed, and do not exceed 3% of the area.
   b. All disturbed ground must be seeded and mulched or sodded immediately following grading operations.
   c. Pay for this item will only be made for the area within the grading limits as depicted on the Plans.

8. Mobilization
   a. Prior to beginning any work, the Contractor shall complete a Safety Plan Compliance Document, it shall be approved by the Airport Manager and the Engineer, and the Contractor shall complete closures and place low profile barricades as required in the Construction Safety and Phasing Plan.
   b. Contractor is required to document the condition of the haul route and public and airport pavements in the vicinity of the construction limits prior to mobilizing to the jobsite. Video and photo documentation shall be provided to the Engineer and Airport prior to beginning work.
   c. Any damage incurred to pavements due to the Contractor's equipment or operations shall be repaired to a condition equal to or better than the condition prior to the beginning of work. All repairs shall be completed to the satisfaction of the Engineer at the Contractor's expense.

9. Temporary Marking, Lighting, and Barricades
   a. Contractor shall sufficiently weight barricades and closure markings to prevent movement. Contractor shall adjust and provide additional support for these items to prevent movement as required and as directed by the Airport, Engineer, or the RPR.
   b. This item shall include providing temporary power service as required to maintain lighted edge lights and signs for pavements that are scheduled to remain open and cover or disable lights and signs for closed pavements in each respective phase.
   c. This item shall include covering or otherwise disabling lights and signs along and signs directing aircraft to closed pavements.
   d. Work required for the construction and deconstruction of temporary access roads for haul of materials shall be covered under pay item, "Temporary Marking, Lighting and Barricades".
   e. Any damage incurred to pavements due to the Contractor's equipment or operations shall be repaired to a condition equal to or better than the condition prior to the beginning of work. All repairs shall be completed to the satisfaction of the Engineer and be subsidiary to Temporary Marking, Lighting and Barricades pay item.

10. Pavement Removal
    a. Thickness of pavement scheduled for removal is estimated to be 18 inches of Bituminous pavement based on existing plans. This item will be paid for on a per Square Yard basis regardless of thickness. Contractor shall be responsible for verifying the composition and thickness of the pavement.
    b. The Airport has an onsite location designated ONLY for Asphalt Millings.
    c. The Contractor may choose to: 1) Keep or dispose of Asphalt Excavation or Millings offsite, or 2) Dispose of Asphalt Millings on Airport Property.
    d. If an Aggregate Base is encountered, the removal of this material shall be subsidiary to the Pay Item "Remove Asphalt Pavement" and disposed of off Airport Property. If base material is suitable and approved by the engineer it can be utilized as common fill. This effort will be considered subsidiary to P-152 embankment in place.

11. Removal of Existing Lighting Systems
    a. Edge lights scheduled to be removed shall be salvaged to the Airport. All other items shall become the property of the Contractor and shall be removed from airport property.
    b. This item shall include providing temporary power service for pavements that are to remain open in each respective phase.

12. Saw Cut
    a. No adjustment in pay will be made to Contractor for variations in pavement thickness that is scheduled to be saw cut. It shall be the Contractor's responsibility to verify pavement thickness prior to beginning saw cut.
    b. Saw Cut shall be paid for where called for on the plans. The Contractor shall be responsible for protecting pavement scheduled to remain in place.
    c. Offset saw cuts for edge protection shall not be paid for separately, but they shall be considered subsidiary to the bid item Saw Cut. Any damage incurred to pavements to remain shall be repaired at the Contractor's expense to the satisfaction of the RPR.
    d. Asphalt Pavement removal necessary to establish a clean edge for placement of proposed pavement shall be subsidiary to the bid item Saw Cut.

13. Removal of Pipe and other Buried Structures
    a. Removal of storm water pipes, inlets, headwalls, wingwalls, and concrete flume shall be as shown on the plans or as directed by the RPR.
    b. All removed structures shall be removed and legally disposed of off-site in a timely fashion.
    c. Any existing pipe to remain that is damaged shall be replaced by the Contractor, with the approval of the RPR at no cost to the Owner.

14. Embankment In Place
    a. Contractor shall stockpile existing topsoil material separately during excavation operations. The stockpiled topsoil shall be utilized for topsoil within the grading limits per P-905, Topsoil. The Contractor shall be responsible for ensuring the grading area is of sufficient soil quality to establish a stand of grass.
    b. Contractor will not be paid separately for providing top soil to the finished grade.
    c. Earthwork quantities were determined from the difference of the proposed surface from the existing surface after pavement removal. Any excavated material left over after the project shall be disposed of off airport property.
    d. Required field densities per Specification P-152 are based on a Modified Proctor, ASTM D-1557 (100K and over pavement section) or Standard Proctor, ASTM D698 (40K and under pavement section).
    e. Excavation quantity for the 1' offset of base materials shall be considered subsidiary to other pay items.
    f. Excess unclassified excavation shall become the property of the Contractor and shall be disposed of offsite and per applicable regulations.
    g. Contractor is responsible for providing erosion control and establishing grass on wasted excavation where soil is disposed.
    h. All excavation, regardless of material characteristics shall be paid for as embankment in place.

14. Unsuitable Subgrade Removal & Replacement
    a. This item shall only be used at the discretion of the RPR if unsuitable subgrade material is discovered after unclassified excavation and pavement removal has been performed. If unsuitable material is discovered, the Contractor shall contact the RPR to make a determination of the extent, depth and estimated amount of unsuitable material prior to any work on this pay item. If unsuitable material is encountered, the Contractor shall provide material for replacement of the unsuitable material. Prior to placing a new subgrade material, the Contractor shall submit details to the RPR of the material and the source the Contractor intends to provide. Contractor shall compact material used for replacement and provide a proof roll to demonstrate proper compaction.

18. Pavement Markings
    a. Surface Preparation, Pavement Marking Removal shall be paid for only for markings removed from pavement that is scheduled to remain in place. The quantity for this item includes the "blocked out" markings scheduled for removal and their respective black outlines as shown on the Demolition Plans.
    b. No pavement markings shall be allowed to be placed until the pavement receiving paint is cleaned of cure compound, cleaned, and approved by the RPR for receiving paint.
    c. Any damage to new or existing paint shall be re-painted to the satisfaction of the RPR. This shall be considered subsidiary to other pay items.

19. Storm Sewer System
    a. Quantities for this item were calculated from inside wall of structure to inside wall of structure.
    b. Connecting underdrain to storm pipe shall be subsidiary to the installation of the underdrain.
    c. All grate inlets and junction boxes shall conform to D-751, Manholes, Catch Basins, Inlets and Inspection Holes of the specifications.
    d. All grate inlets and junction boxes are intended to be precast structures. Cast in-place my be substituted with approval of the engineer.
    e. The locations and elevations for each inlet or junction box is indicated on the plans and profiles.
    f. All pipe flowline elevations are indicated on the plans and profiles.
    g. Where a proposed storm structure is connected to an existing storm pipe remove and replace 5 linear feet of existing pipe in all directions. Connect new pipe to existing pipe with a concrete collar. Concrete collar and extra pipe to be subsidiary to installation of the storm structure.
    h. Connecting existing pipes to new grate inlets or junction boxes shall be subsidiary to the bid item.

21. Removal of Existing Cable from Conduit
    a. This item shall include removing the existing lighting circuits from existing conduit.

22. No. 8 AWG, 5kV, L-824 Type C Cable Installed in Duct Bank or Conduit
    a. Quantities for this item include required slack (3') per primary conductor.
    b. Duct and cable markers shall be installed at all locations where the duct or cable changes directions and at the end of each run.
    c. Connections of proposed circuits to existing lighting circuits shall be subsidiary to bid item.

23. No. 6 AWG, Bare Copper Counterpoise
    a. Ground rods, required slack, trenching, equipment grounding, and all materials and labor required to complete the counterpoise system are incidental to this item.

24. Remove Existing L-867 Base
    a. This item shall include the removal of existing L-867 base once the MIRL has been removed.
    b. All removed bases shall be removed and legally disposed of off-site in a timely fashion.
    c. This work shall include removal of the concrete mow barrier, base can, and capping of the abandoned conduit. Backfilling of the void left after removal shall be subsidiary to this item.

25. Remove and Reinstall Existing Light Fixtures
    a. Contractor shall remove existing edge lights (including bulbs and lens), transformers, and cover plates as shown on the plans.
    b. These items shall be stored for reuse.
    c. The Contractor shall reinstall these items as shown on the plans.
    d. The Contractor shall field verify the actual light base size and lid required for conversion of junction box to light base.
    e. Any items not in working order shall be replaced by the Contractor at no cost to the Owner to the satisfaction of the RPR.

26. Remove Existing Guidance Sign
    a. Contractor shall remove existing guidance signs along with their concrete foundations as shown on the plans.
    b. These items shall be removed and legally disposed of off-site in a timely fashion.
    c. The area shall be graded to full in any void to the approval of the RPR, and this work shall be subsidiary to this item.

27. Remove Existing Guidance Sign Foundation
    a. Once an existing guidance sign has been removed, the Contractor shall remove the concrete foundation.
    b. These items shall be removed and legally disposed of off-site in a timely fashion.
    c. The area shall be graded to full in any void to the approval of the RPR, and this work shall be subsidiary to this item.

28. Remove and Reinstall Existing Guidance Sign
    a. Contractor shall remove existing guidance sign, sign panels, and transformers where shown on the plans.
    b. These items shall be stored for reuse.
    c. The Contractor shall construct a new foundation and reinstall these items as shown on the plans.
    d. Any items not in working order shall be replaced by the Contractor at no cost to the Owner the approval of the RPR.

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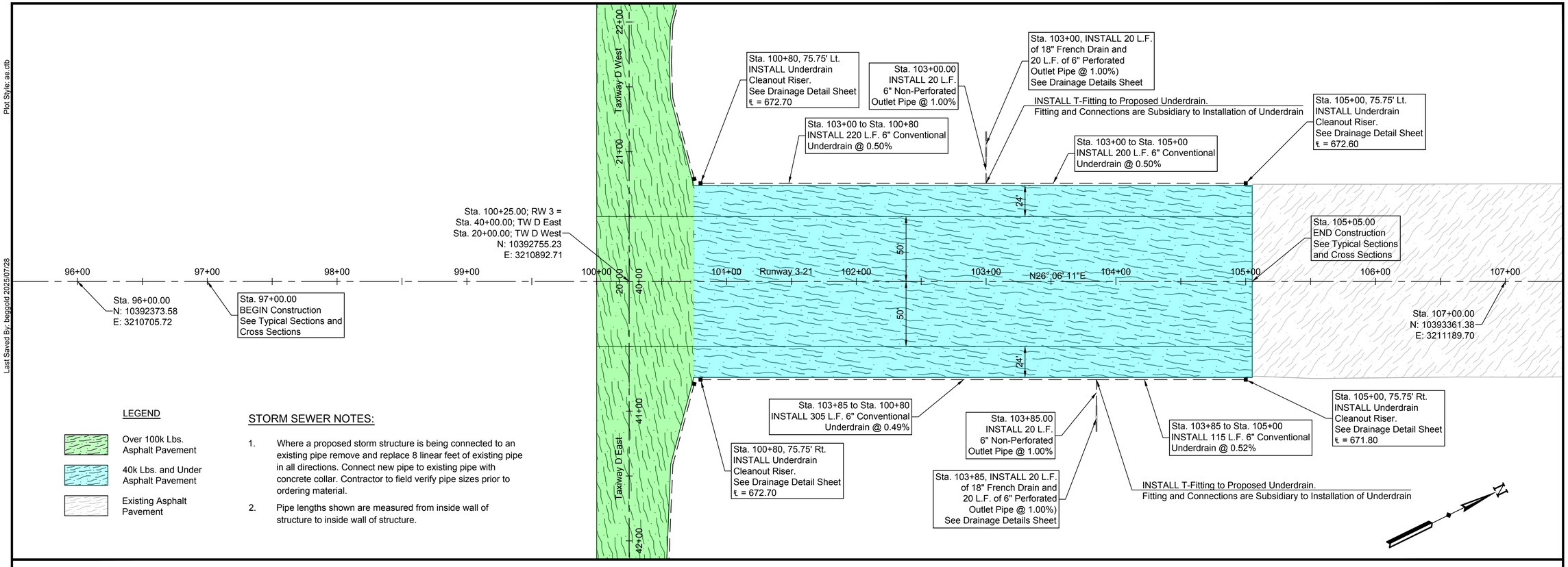
CITY OF TEMPLE, TEXAS

DRAUGHON-MILLER CENTRAL
TEXAS REGIONAL AIRPORT (TPL)
TEMPLE, TEXAS

PROJECT NO.	TO01-19910
DRAWN BY	BRE/DMG
DATE	06-07-2024
CHECKED BY	INITIALS2
DATE	DATE2
DESIGNED BY	BRE
DATE	06-07-2024
REVISIONS	Addendum No. 2
DATE	08-01-2025

PAY ITEM NOTES

2.1



LEGEND

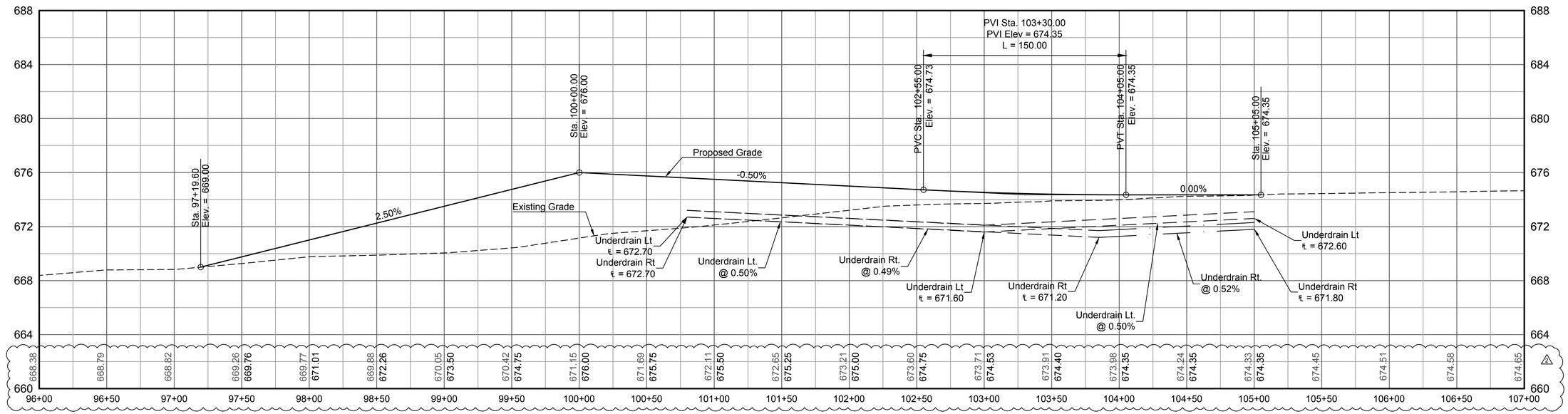
- Over 100k Lbs. Asphalt Pavement
- 40k Lbs. and Under Asphalt Pavement
- Existing Asphalt Pavement

STORM SEWER NOTES:

1. Where a proposed storm structure is being connected to an existing pipe remove and replace 8 linear feet of existing pipe in all directions. Connect new pipe to existing pipe with concrete collar. Contractor to field verify pipe sizes prior to ordering material.
2. Pipe lengths shown are measured from inside wall of structure to inside wall of structure.

HORIZ. 40 0 40 80 Scale in Feet

VERT. 4 0 4 8 Scale in Feet



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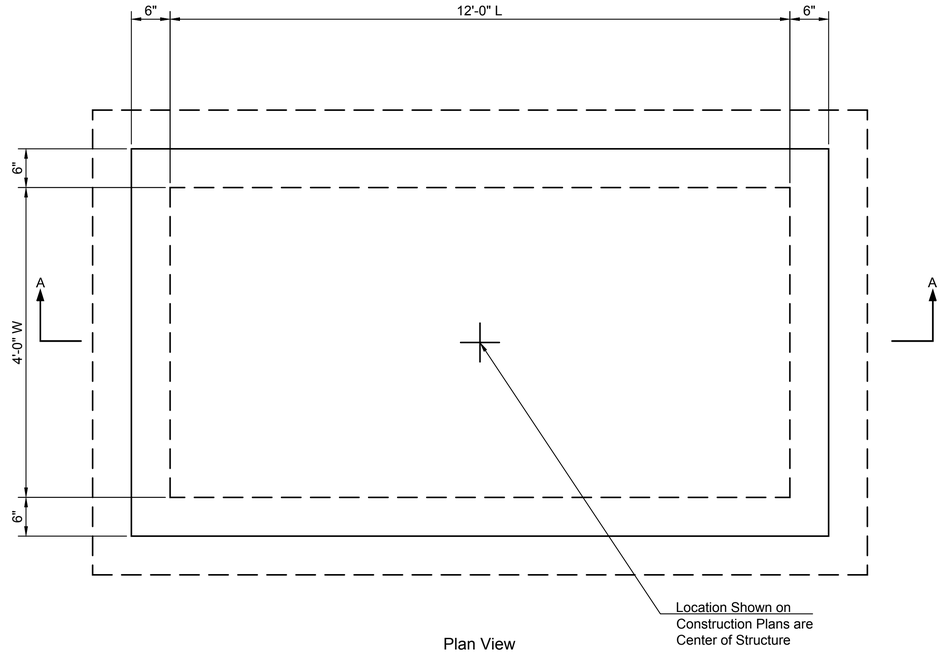
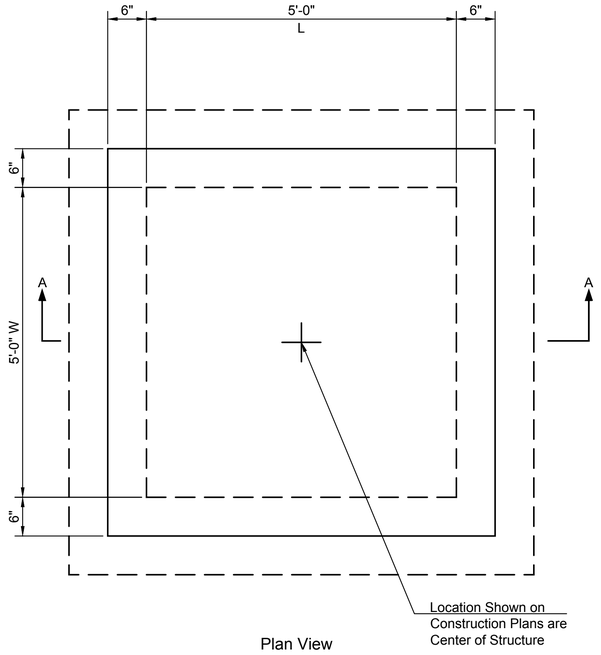
PROJECT NO.	TO01-19910
DRAWN BY	BRE/DMG
DATE	06-07-2024
CHECKED BY	KWR
DATE	11-08-2024
DESIGNED BY	BRE
DATE	06-07-2024
REVISIONS	Addendum No. 2
DATE	08-01-2025

RUNWAY 3 PLAN AND PROFILE

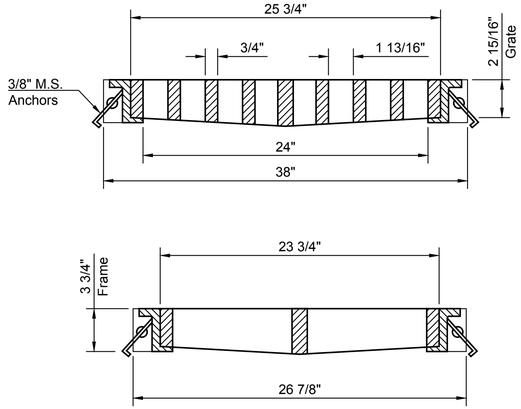
4.0



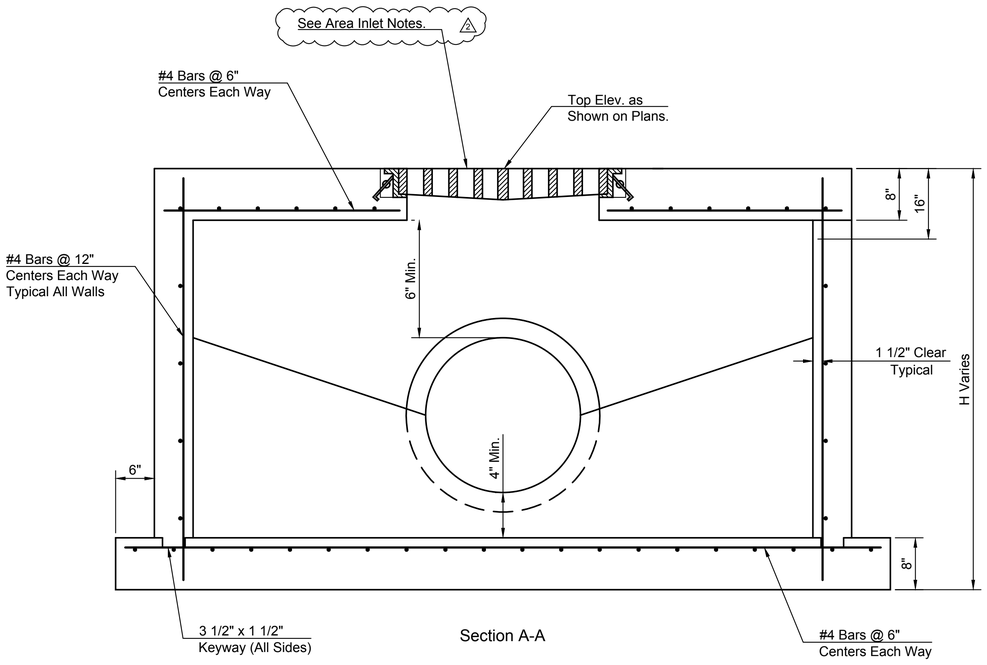
Plan View



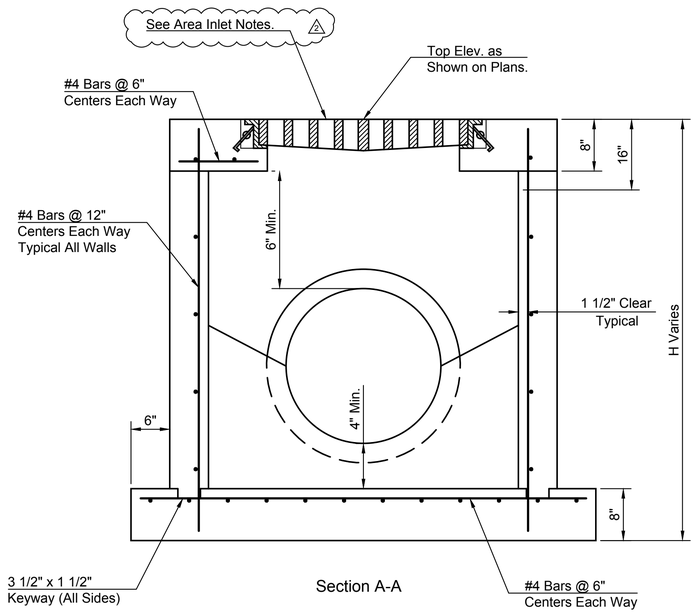
Plan View



GRATE INLET AND FRAME DETAIL
No Scale



12' x 4' GRATE INLET DETAIL
No Scale



5' x 5' GRATE INLET DETAIL
No Scale

AREA INLET NOTES:

Unit Stresses:
Concrete f'c = 3,000 psi
Reinforcing Steel fy = 60,000 psi

Precast Inlets:
Area inlets shall be precast units. Contractor shall submit a proposed layout, materials, and sealed calculations meeting the listed design loading for approval.

Concrete:
The concrete shall develop a compressive strength of 3,000 psi in 28 days as determined by test cylinders made in accordance with ASTM C31 and tested in accordance with ASTM C39. The concrete shall contain not less than 470 pounds of cement per cubic yard. The concrete shall contain 5% of entrained air, +/- 1, as determined by ASTM C231 and shall have a slump of not more than 4 inches as determined by ASTM C143.

Reinforcing:
All reinforcing shall conform to ASTM A615, Grade 60. Welded Wire Fabric (WWF) shall conform to ASTM A 165.

Frame and Grate:
The Contractor shall coordinate/verify frame and grate dimensions with product manufacturer.

Frame and Grate: 2
The Contractor shall coordinate/verify frame and grate dimensions with product manufacturer.
Sta. 31+75.85, 67.10' Lt. = Neenah R-1878-A6G
Sta. 44+90.00, 75.00' Lt. = Neenah R-1878-A6G
Sta. 47+63.85, 120.90' Lt. = Neenah R-3480A
or Approved Equal for both.

Loading Conditions for Pre-cast Design
Sta. 31+75.85, 67.10' Lt. = 16,000 lbs. Single Wheel Gear
Sta. 44+90.00, 75.00' Lt. = 16,000 lbs. Single Wheel Gear
Sta. 47+63.85, 120.90' Lt. = 55,000 lbs. Dual Wheel Gear

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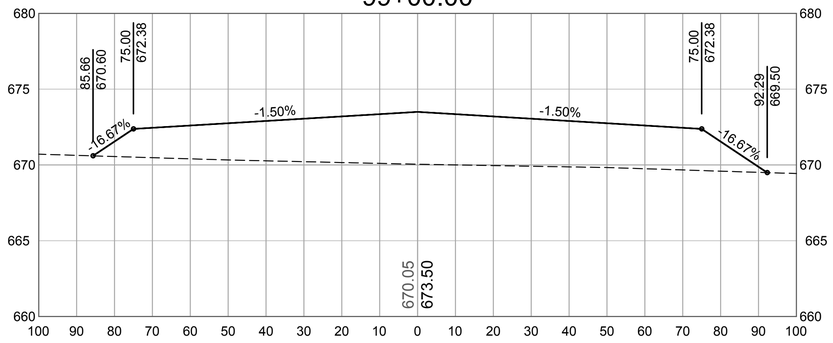
DATE	DATE2
DESIGNED BY	BRE
DATE	06-07-2024
REVISIONS	Addendum No. 2
DATE	08-01-2025

DRAINAGE DETAILS

6.0

99+00.00



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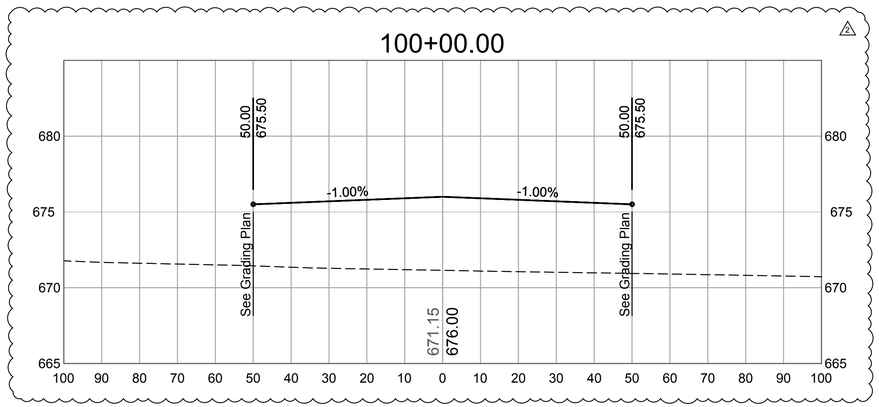
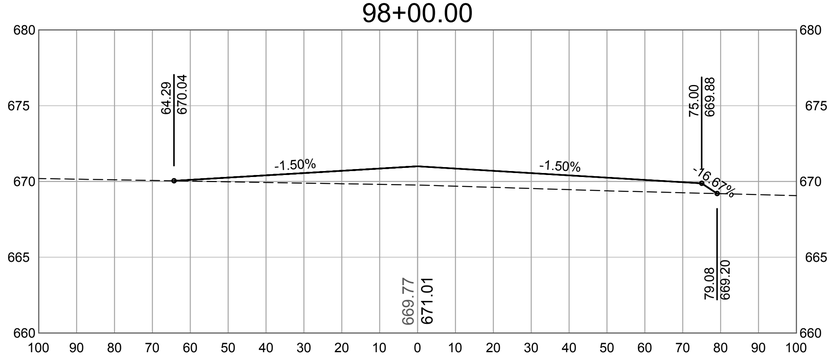


98+00.00



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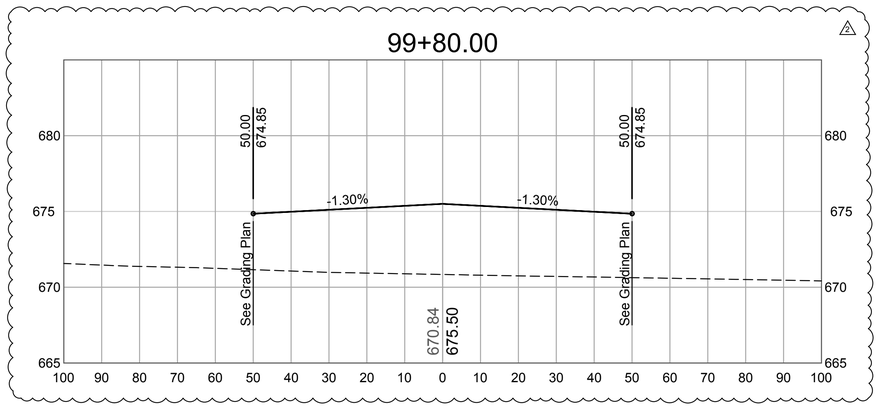
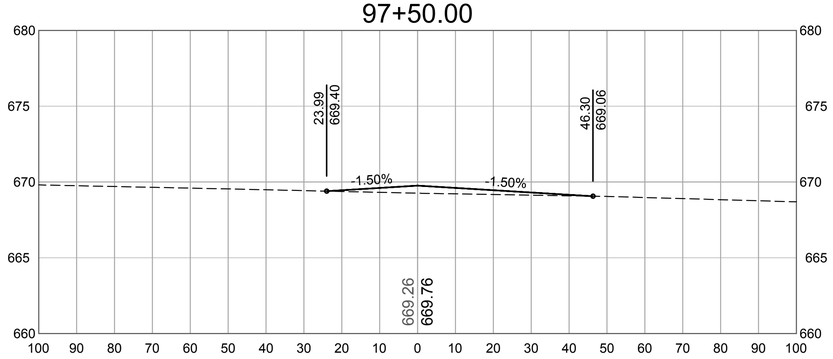


97+50.00



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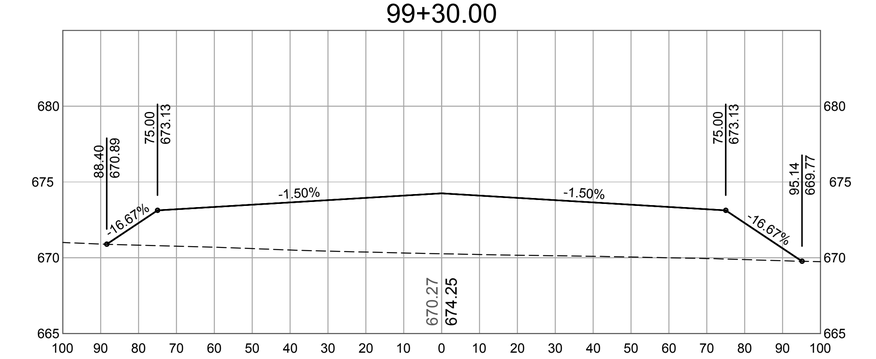

SCALE:
HORZ: 1"=20'
VERT: 1"=5'

08/04/2025
STATE OF TEXAS
CHRIS A. WHITFIELD
91216
LICENSED
PROFESSIONAL ENGINEER

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TBPE Firm Registration
No. 10488

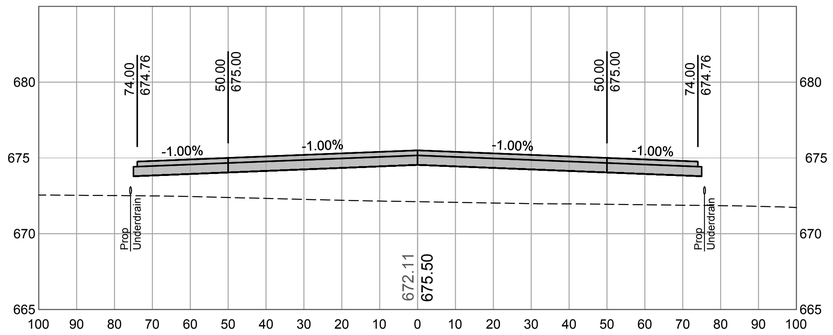
CITY OF TEMPLE, TEXAS
DRAUGHON-MILLER CENTRAL
TEXAS REGIONAL AIRPORT (TPL)
TEMPLE, TEXAS

PROJECT NO.	TO01-19910
DRAWN BY	BRE/DMG
DATE	06-07-2024
CHECKED BY	INITIALS2
DATE	DATE2
DESIGNED BY	BRE
DATE	06-07-2024
REVISIONS	Addendum No. 2
DATE	08-01-2025

RUNWAY 3 CROSS SECTIONS

8.0

101+00.00



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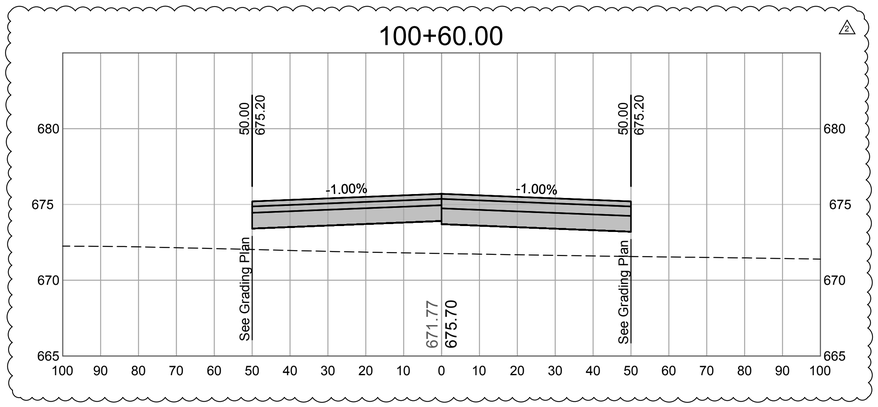

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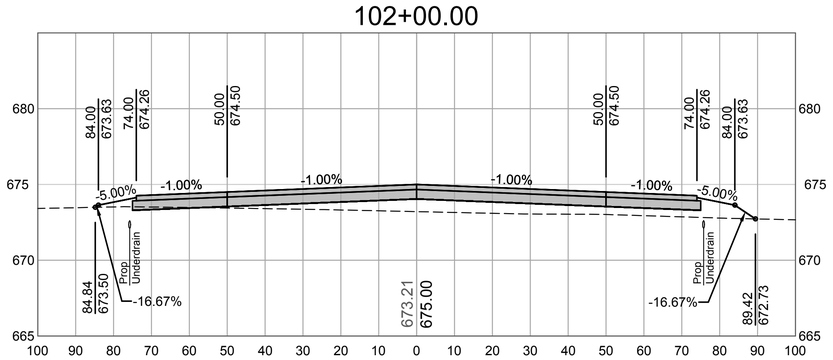

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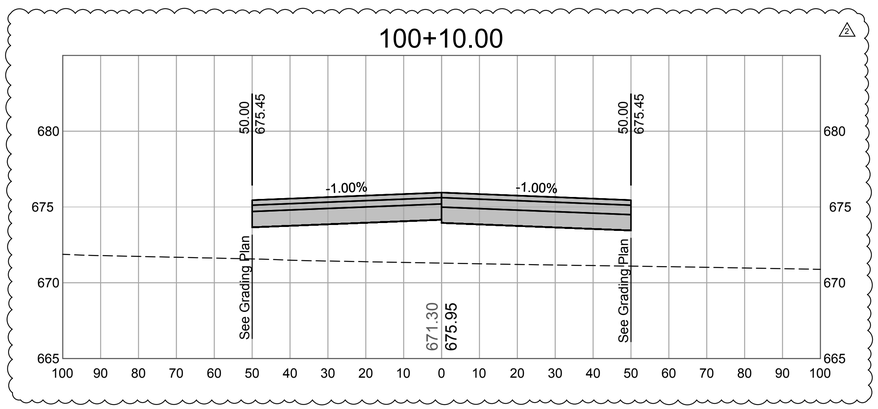

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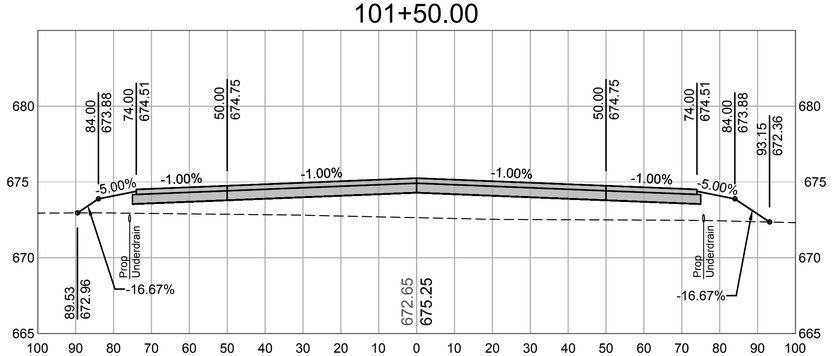

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CITY OF TEMPLE, TEXAS

DRAUGHON-MILLER CENTRAL
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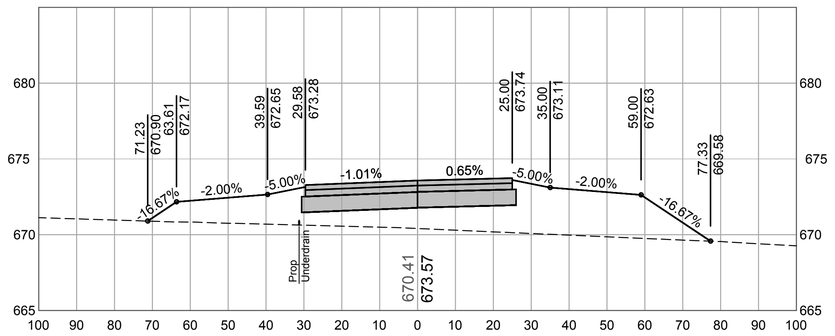
TEMPLE, TEXAS

PROJECT NO.	TO01-19910
DRAWN BY	BRE/DMG
DATE	06-07-2024
CHECKED BY	INITIALS2
DATE	DATE2
DESIGNED BY	BRE
DATE	06-07-2024
REVISIONS	Addendum No. 2
DATE	08-01-2025

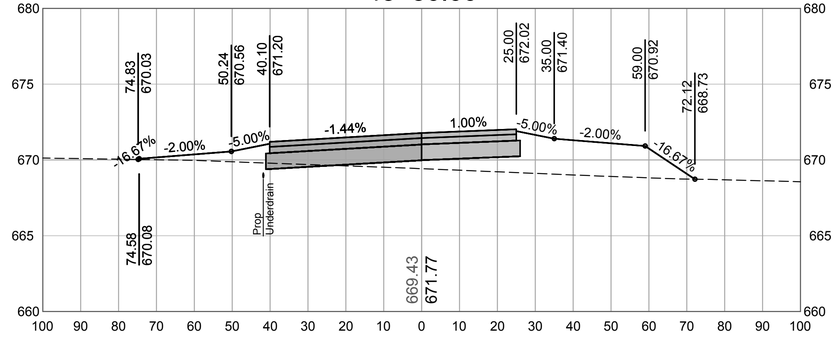
RUNWAY 3 CROSS SECTIONS

8.1

42+00.00



43+50.00



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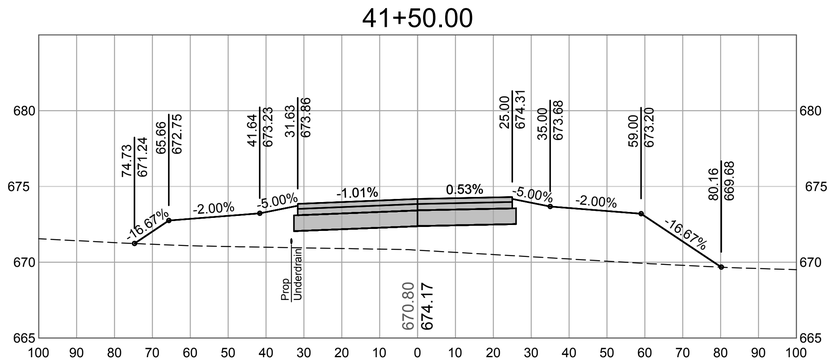

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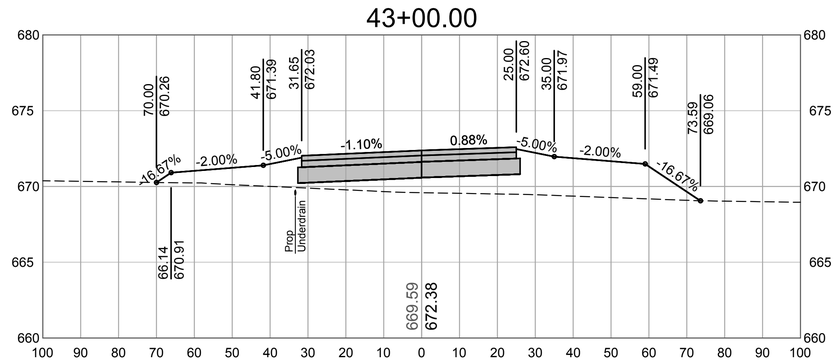

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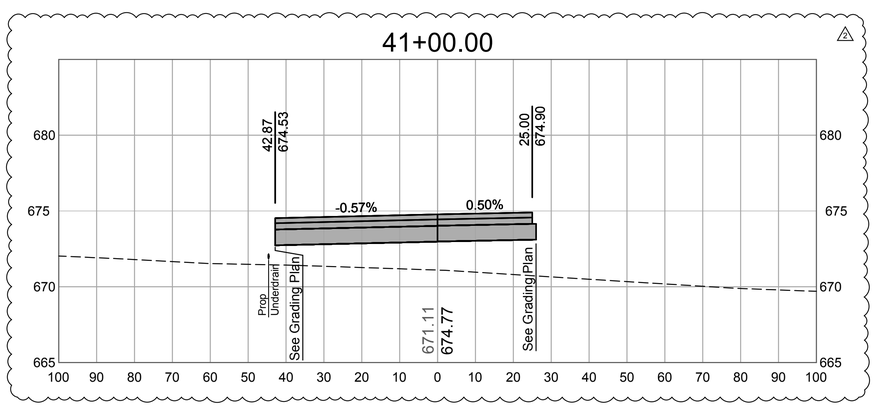

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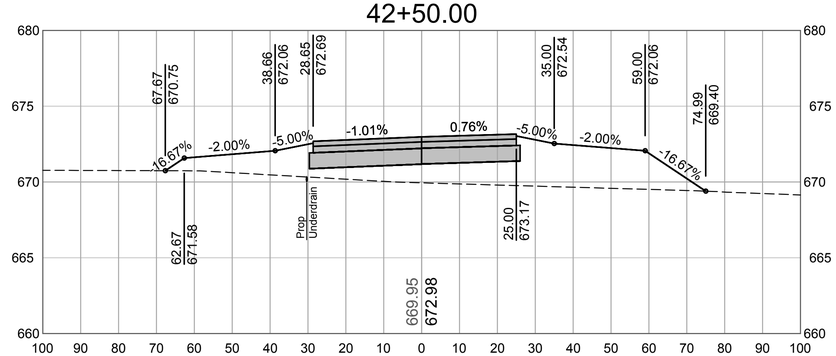

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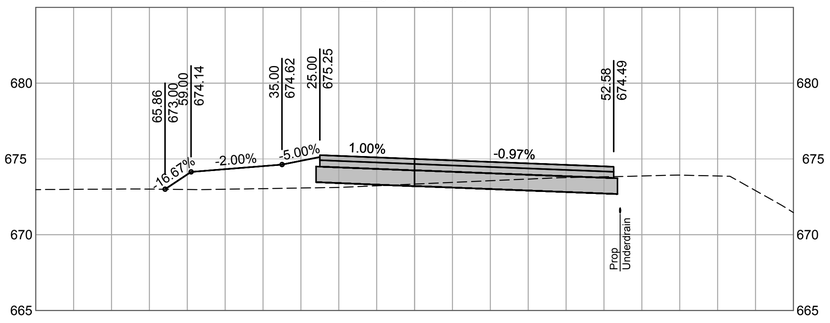
TEMPLE, TEXAS

PROJECT NO.	TO01-19910
DRAWN BY	BRE/DMG
DATE	06-07-2024
CHECKED BY	KWR
DATE	11-08-2024
DESIGNED BY	BRE
DATE	06-07-2024
REVISIONS	Addendum No. 2
DATE	08-01-2025

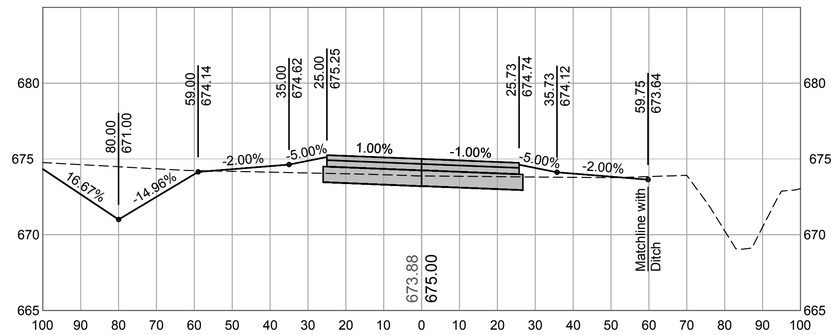
TAXIWAY D EAST CROSS SECTIONS

9.3

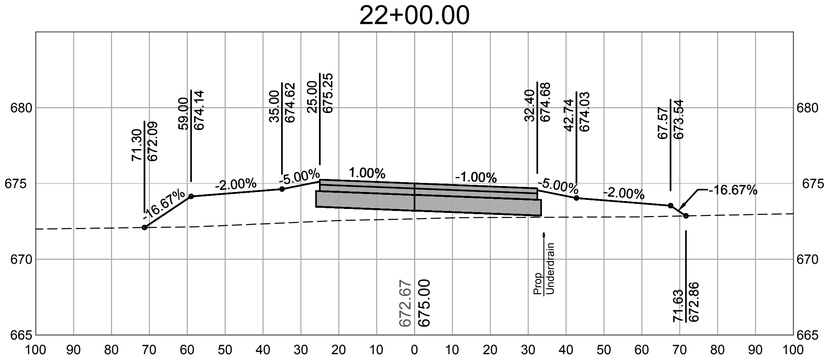
23+00.00



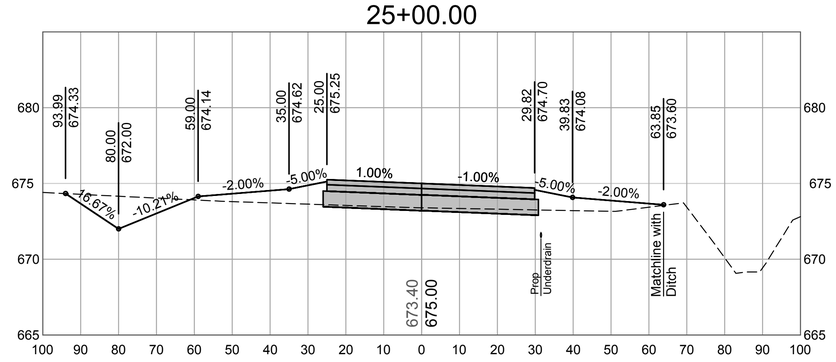
26+00.00



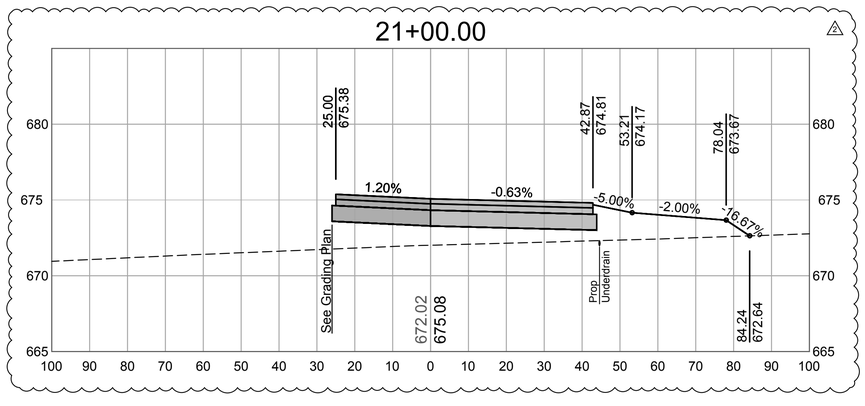
22+00.00



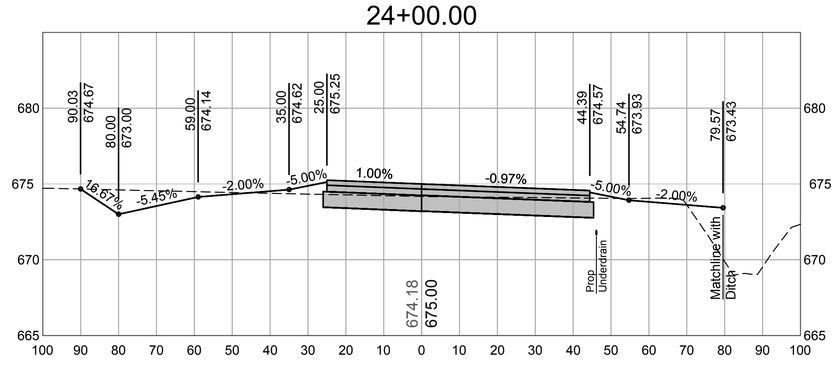
25+00.00



21+00.00



24+00.00



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TAXIWAY D WEST CROSS SECTIONS

9.5