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April 29, 2025

**Addendum 1**  
**Bay City Regional Airport – Overlay Rehabilitation of Runway 13/31 and Fencing Improvements**  
**TxDOT CSJ 2513BAYCY**

This Addendum 1 consist of 12 pages and two (2) plansheets and forms a part of the contract documents and as an addendum it supersedes any requirements or definitions previously included in the contract documents.

The following items are inserted, modified, or removed as follows:

**Modifications to the Contract Documents and Specifications**

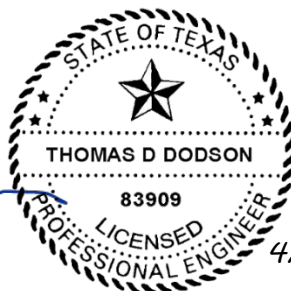
1. Insert the attached Pre-Bid Meeting Agenda and Sign-in Sheet. The information in this pre-bid meeting document forms part of the contract for construction.
2. Replace the bid form with the revised bid form.
3. Replace Special Provision to Item Tx316 with the attached revised Special Provision to Item Tx-316. Newly added text is identified with special underline, while newly deleted text is ~~double strike through~~.
4. Replace Item Tx316 page 6 of 6 with the attached revised Item Tx-316 page 6 of 6. Newly added text is identified with special underline, while newly deleted text is ~~double strike through~~.
5. Replace Plansheet G-002 with the attached revised sheet G-002.
6. Replace Plansheet C-304 with the attached revised sheet C-304.

Acknowledgement of this addendum is required on page 4 of the Bid Form. Failure to acknowledge this addendum may result in a bid being considered non-responsive.

Civil PEs, LLC

  
Thomas D Dodson, PE

Project Manager



4/29/2025

Attachments – Pre-bid Meeting Agenda and Sign-in, Revised Bid Form, Revised Special Provision and Specification Item Tx316, Revised Plansheets G-102 and C-304.

# PREBID MEETING for 2513BAYCY

## OVERLAY REHABILITATION OF RUNWAY 13/31 AND FENCING IMPROVEMENTS

April 23, 2025

2:30 pm

Bay City Regional Airport

### Agenda

#### 1. INTRODUCTIONS

- 1.a. Bay City Airport Management; TxDOT Aviation Division Staff; Civil PEs Staff.
- 1.b. Contractors; Subcontractors; Vendors

#### NOTES

#### 2. PROJECT SCOPE

- 2.a. Part A of the project includes rehabilitation of the runway pavement by seal coats and overlay, runway shoulder grading, and swale grading on the infield west of the runway. Part B includes replacement of fencing with game fence.
- 2.b. The runway pavement is not rated for heavy construction equipment. See notes on sheet G-002.
- 2.c. A small portion of pavement removal and pavement construction are to be carried out with the runway rehabilitation. See Sheets DC-102 to DC-103, and Sheet C-303 and C-304.
- 2.d. Where rehabilitated pavement ties to existing pavement will require milling. Milling equipment will also be subject to weight requirements.
- 2.e. Soil is available on the airport and will be available for shoulder grading under item P-152.
- 2.f. See plans and specifications for topsoil stockpiling and placement, sodding, and seeding of runway shoulder area.
- 2.g. There is a drainage swale to be cut west of the runway.
- 2.h. Pavement markings. Due to phasing, there are multiple mobilizations for paint markings on this project. Temporary markings are not required to be reflective but must be applied before the runway can be re-opened. All final markings are to be placed, full thickness and bead coat painted in the opposite direction from the temporary coat.
- 2.i. Fencing consists of removing existing barbed wire fence and replacement in same alignment with woven-wire game fence. Coordination with rancher to prevent livestock from entering the airport is required by the Contractor.

#### NOTES

#### 3. CONTRACT REQUIREMENTS

- 3.a. This is a 103-calendar day project. See bid form page 4. Included rain days, listed by month, are shown on Plansheet G-002. Days where work cannot be carried out that are outside the Contractor's and any subcontractor's control that exceed the amount granted in each month will be considered for extended time for that month.
- 3.b. This will be a unit price contract within eGrants electronic contract management. Pay items are listed in specifications matching the bid form. Ask questions if during preparation of your bid you see something inconsistent between them. If a pay item is not listed, it is to be considered subsidiary to other pay items that are listed.
- 3.c. Payment and Performance bonds are required for this project, each in the full amount of the contract price, executed by a surety company or surety companies authorized to execute surety bonds under and in accordance with the laws of the State of Texas.
- 3.d. DBE requirement: 2%. DBE participation plan may be turned in **with the bid or within 5 calendar days AFTER the bid opening** (May 19) via email to AVNRFQ@txdot.gov. A conditional award cannot be made until the plan is submitted. A late response can be grounds for bidder disqualification.
- 3.e. Pre-award equal opportunity compliance reviews: to determine Contractor's ability to comply with the equal opportunity clauses in the Contract.

3.f. Self-performance requirements: 30% in contracts exceeding \$500,000.

3.g. Davis-Bacon wage rates: TX20240027 (Highway) construction apply. Wage interviews and certified payroll will be required.

**NOTES****4. BID REQUIREMENTS**

4.a. See checklist for required items in the bid per Notice to Bidders.

4.b. Bid form filename "2513BAYCY.BF.pdf". The bid consists of TWO Parts (Schedules) within the Bid Form, plus ONE alternate. The two parts (schedules) are for pavement rehabilitation via overlay of the runway and replacing airport perimeter fence with game fence. The alternate is to provide and install pavement using TxDOT 2024 specifications in lieu of FAA specifications. Provide a bid price for each item listed in both parts (schedules), and alternate(s). The bid form should be filled electronically before printing to sign and submit. Please check addenda to make sure the most updated form is used. The bid form is to be signed in ink.

4.c. Lowest qualified bidder will be selected for award and contract execution from base bid consisting of Parts (schedules) 1 and 2, and possibly the alternate.

4.d. Bid Bond or other security in the amount of 2% of the total bid price.

4.e. Bids are due at Texas Department of Transportation (Brandy Schwettmann, TxDOT Aviation Division, 6230 E. Stassney Lane, 2<sup>nd</sup> Floor, Austin, Texas 78744.) on Wednesday, May 14, 2025, at 3:00 p.m. CDT. DO NOT bring bid packages to the Airport.

**NOTES****5. CONSTRUCTION SAFETY AND PHASING**

5.a. There is a procurement phase at the beginning of the project to facilitate product submittals and mobilization prior to closing the runway. There is also a cure time phase prior to applying final pavement markings. Both phases count in total Contract Time.

5.b. During runway closures, the airport will be open to helicopter traffic. This means the project will be carried out on an ACTIVE AIRPORT. Runway Closure Markers, access, safety, and security requirements will apply as outlined in the Plans and Item SS-106.

5.c. Construction Access. There is one access gate available for the contractor's exclusive use. No crossing of active taxiways or runways will be permitted without advance notice and adequate precautions.

5.d. Staging Areas. There is an area available for construction stockpiles and staging. See Sheet G-402.

5.e. Changes to the phasing plan will require significant review time for FAA approval prior to any changes to the plan.

**NOTES****6. CLOSING / OPEN DISCUSSION**

6.a. Questions are to be emailed to [tdodson@civil-pes.com](mailto:tdodson@civil-pes.com) on or before close of business on April 28, 2025.

**NOTES**

# Prebid Meeting for 2513BAYCY – OVERLAY REHABILITATION OF RUNWAY 13/31 AND FENCING

April 23, 2025

2:30 pm

## Bay City Regional Airport

## 1. SIGN-IN SHEET

[illegible]

## Special Provision to Item Tx-316

The following notations indicate changes, additions, deletions to the standard specification list above. They are specified in the document but are highlighted here for the bidder and contractor's convenience.

- General:** there are several, but not all instances where "Department" has been replaced with "Engineer".
- 1:** Modify the second sentence in the first paragraph as follows: "Construct a surface treatment consisting of ~~one or more~~ TWO applications of a single layer of asphalt material covered with a single layer of aggregate."
- 3.1.1.:** Delete the Section as Transverse Variable Rate Distributor is not used in this Item.
- 4.1.:** Add the following sentence to the paragraph: "Apply seal coat two times as called for in the plans."
- 4.2.:** Add a new first bullet point as follows: "result in stockpiles being within the Runway Object Free Area (ROFA) once the runway is returned to service ".
- 4.2.:** Delete the requirement to locate stockpiles a minimum of 30 feet from roadway.
- 4.3.:** Delete the Section as aggregate furnished by the Department is not used in this Item.
- 4.6.:** Modify the fourth sentence of the paragraph as follows: "When shown on the plans and as called for in Item P-101 mill surfaces as shown on the plans, treat and remove vegetation. Milled surfaces are not to receive the seal coat. and blade pavement edges. When directed, apply a tack coat before applying the hot asphalt rubber treatment on an existing wearing surface in accordance with Section 340.2.5., "Tack Coat."
- 4.7.:** Modify Table 13 to remove requirements for mixture types DG-B, DG-C, and DG-F.
- 4.8.5.:** Modify the second sentence of the second paragraph as follows: "The Engineer ~~will submit~~ may collect one split sample ~~to the Materials and Tests Division (MTD) for testing and retain the other split sample."~~
- 4.8.5.:** Remove the third and fourth paragraph from this section. The Engineer will not hold samples of the binders.
- 4.13.:** Add the following to the end of the paragraph: ". Excess aggregate cannot be swept off the edge of the pavement(s) or places that will result in FOD once the airfield is returned to service. Collect excess aggregate to the satisfaction of the Engineer and Airport staff and remove it from the airport."
- 5.2.:** ~~Delete the paragraph and insert a new paragraph as follows: "There is no separate measurement for payment under "Aggregate". Include costs for Aggregates in Item Seal Coat Application."~~
- 5.3** ~~Delete the paragraph.~~
- 5.4.:** ~~Add paragraph 5.4 and include the following: "Seal Coat Application. Installed seal coat is measured by the square yard for each instance of an application of asphalt material followed by an application of aggregate, rolling, patching, and brooming."~~

6.: Modify the first sentence of the Section as follows: "The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit prices bid for "Asphalt," ~~"Aggregate,"~~ *"and Seal Coat Application,"* and ~~"Loading, Hauling, and Distributing Aggregate"~~ of the types-grades specified on the plans."

**END OF SPECIAL PROVISION TO ITEM Tx-316**

- 4.14. **Final Acceptance.** Maintain seal coat until the Engineer accepts the work. Repair any surface failures. Before final project acceptance, remove all temporary stockpiles and restore the area to the original contour and grade.

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**5. MEASUREMENT**

- 5.1. **Asphalt Material.** Unless otherwise shown on the plans, asphalt material will be measured by one of the following methods:
- 5.1.1. **Volume.** Asphalt material, including all components, will be measured at the applied temperature by strapping the tank before and after road application. The distributor calibrated strap stick will be used for measuring the asphalt level in the distributor asphalt tank. The certified tank chart will be used to determine the beginning gallons and the final gallons in the distributor tank. The quantity to be measured for payment will be the difference between the beginning gallons and the final gallons.
- 5.1.2. **Weight.** Asphalt material will be measured in tons using certified scales meeting the requirements of Item 520, "Weighing and Measuring Equipment," unless otherwise approved. The transporting truck must have a seal attached to the draining device and other openings. Random checking on public scales at the Contractor's expense may be required to verify weight accuracy.
- Upon work completion or temporary suspension, any remaining asphalt material will be weighed by a certified public weigher, or measured by volume in a calibrated distributor or tank and the quantity converted to tons at the measured temperature. The quantity to be measured will be the number of tons received minus the number of tons remaining after all directed work is complete and minus the amount used for other items.
- 5.1.3. **Quantity Adjustments.** When shown on the plans, the measured quantity will be adjusted to compensate for variation in required application or residual rates for different types of asphalt.
- 5.2. **Aggregate.** ~~There is no separate measurement for payment under "Aggregate." Include costs for Aggregates in Item Seal Coat Application.~~ Aggregate will be measured by the cubic yard in the trucks as applied on the road. ~~Strike off the loaded aggregate for accurate measurement when directed.~~
- 5.3. ~~**Loading, Hauling, and Distributing Aggregate.** When the Department furnishes the aggregate, the loading, hauling, and distributing will be measured by the cubic yard in the trucks as applied on the road.~~
- 5.4. ~~**Seal Coat Application.** Installed seal coat is measured by the square yard for each instance of an application of asphalt material followed by an application of aggregate, rolling, patching, and brooming.~~

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**6. PAYMENT**

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit prices bid for "Asphalt," ~~"Aggregate,"~~ ~~and "Seal Coat Application,"~~ and ~~"Loading, Hauling, and Distributing Aggregate"~~ of the types-grades specified on the plans. These prices are full compensation for surface preparation; furnishing, preparing, hauling, and placing materials; removing existing pavement markers and excess aggregate; rolling; cleaning up stockpiles; and equipment, labor, tools, and incidentals.



| SCHEDULE OF PAY ITEMS         |   |       |         |           |
|-------------------------------|---|-------|---------|-----------|
| PART A: RUNWAY REHABILITATION |   |       |         |           |
| ITEM                          | DESCRIPTION   | UNIT  | BID QTY | FINAL QTY |
| TX-316-1                      | ASPHALT FOR SEAL COAT (A-R Type II)                                     | GAL   | 17,980  |           |
| TX-316-2                      | SFAL COAT APPLICATION (TYPE B or PB, GR-3 or -3S)                       | SY    | 43,840  |           |
| TX-316-3                      | SEAL COAT APPLICATION (TYPE B or PB, GR-4 or -4S)                       | SY    | 43,840  |           |
| C-100-1                       | CONTRACTOR QUALITY CONTROL PROGRAM                                      | LS    | 1       |           |
| C-102-1                       | INSTALL AND MAINTAIN AND REMOVE REINFORCED FILTER FABRIC FENCE (TYPE 2) | LF    | 10,140  |           |
| C-102-2                       | INSTALL AND MAINTAIN AND REMOVE CONSTRUCTION EXIT (TYPE3)               | SY    | 180     |           |
| C-105-1                       | MOBILIZATION FOR OVERALL PROJECT  | LS    | 1       |           |
| P-101-1                       | SFAIING EXISTING OPEN CRACKS < 1 1/2 INCHFS                             | LF    | 500     |           |
| P-101-2                       | SEALING EXISTING OPEN CRACKS > 1 1/2 INCHES                             | LF    | 100     |           |
| P-101-3                       | 1 1/2 INCH MILLING OF ASPHALT PAVEMENT FOR TRANSITIONS                  | SY    | 720     |           |
| P-101-4                       | DEMOLISH ASPHALT PAVEMENT   | SY    | 40      |           |
| P-152-1                       | SHOULDER GRADING  | SY    | 11,900  |           |
| P-152-2                       | STOCKPILE AND GRADING EXCAVATION  | CY    | 750     |           |
| P-602-1                       | EMULSIFIED ASPHALT PRIME COAT   | GAL   | 0       |           |
| P-209-1                       | 24 INCH CRUSHED AGGREGATE BASE COURSE                                   | SY    | 70      |           |
| P-401-1                       | 2 INCH LEVEL-UP ASPHALT PAVEMENT  | TON   | 5,650   |           |
| P-401-2                       | 2 INCH ASPHALT PAVEMENT   | TON   | 5,180   |           |
| P-603-1                       | EMULSIFIED ASPHALT TACK COAT  | GAL   | 13,800  |           |
| P-620-1                       | PAINT MARKING REMOVAL   | SF    | 100     |           |
| P-620-2                       | BLACKOUT/ BLACK OUTLINE   | SF    | 1,000   |           |
| P-620-3                       | RETRO-REFLECTIVE PAVEMENT MARKING (YELLOW)                              | SF    | 910     |           |
| P-620-4                       | RETRO-REFLECTIVE PAVEMENT MARKING (WHITE)                               | SF    | 24,400  |           |
| P-620-5                       | NON-REFLECTIVE PAVEMENT MARKING (YELLOW)                                | SF    | 700     |           |
| P-620-6                       | NON-REFLECTIVE PAVEMENT MARKING (WHITE)                                 | SF    | 24,400  |           |
| P-629-1                       | MICRO-SURFACE TYPE B  | SF    | 100     |           |
| T-901-1                       | SEEDING WITH HYDROMULCH   | AC    | 3       |           |
| T-904-1                       | RI CK SOD   | SY    | 5,850   |           |
| T-904-2                       | WATERING  | K GAL | 200     |           |
| T-905-1                       | 2" TOPSOIL  | CY    | 676     |           |
| SS-106-1                      | CONSTRUCTION SAFETY PLAN COMPLIANCE                                     | LS    | 1       |           |
| SS-106-2                      | LOW PROFILE BARRICADES  | LF    | 150     |           |
| SS-106-3                      | RUNWAY CLOSURE MARKERS (LIGHTED)  | EA    | 2       |           |

| ALTERNATE 1: TXDOT SPECIFICATION SUBSTITUTION |   |      |         |           |
|---|---|------|---------|-----------|
| ITEM  | DESCRIPTION                               | UNIT | BID QTY | FINAL QTY |
| TX-247-1                                      | 24 INCH FLEXIBLE BASE (IN FINAL POSITION) | SY   | 70      |           |
| IX-341-1                                      | D-GR HMA 1Y-D PG64-22 (2" LEVEL-UP)       | TON  | 5,650   |           |
| TX-341-2                                      | D-GR HMA TY-D PG70-16 (2" SURFACE)        | TON  | 5,180   |           |
| P-209-1                                       | 24 INCH CRUSHED AGGREGATE BASE COURSE     | SY   | 70      |           |
| P-401-1                                       | 2 INCH LEVEL-UP ASPHALT PAVEMENT          | TON  | 5,650   |           |
| P-401-2                                       | 2 INCH ASPHALT PAVEMENT                   | TON  | 5,180   |           |

| PART B: FENCING REPLACEMENT |                                 |      |         |           |
|-----------------------------|---------------------------------|------|---------|-----------|
| ITEM                        | DESCRIPTION                     | UNIT | BID QTY | FINAL QTY |
| C-105-2                     | MOBILIZATION FOR FENCING        | LS   | 1       |           |
| F-164-1                     | BARBED WIRE FENCE REMOVAL       | LF   | 8,100   |           |
| F-164-2                     | GAME FENCE WITH BARBED WIRE TOP | LF   | 8,100   |           |
| F-164-3                     | DITCH GATE                      | EA   | 1       |           |

BIDDER NOTES

- THE BASE WORK IN THIS PROJECT CONSISTS OF TWO SCHEDULES, BOTH OF WHICH ARE INTENDED TO BE AWARDED TO A SINGLE CONTRACTOR. THE FIRST SCHEDULE IS TO REHABILITATE RUNWAY 13/31 WITH AN ASPHALT OVERLAY. THERE ARE TWO ADDITIVE ALTERNATES UNDER THIS SCHEDULE: ONE TO CHANGE KEY PAVEMENT SPECIFICATIONS FROM FAA STANDARD TO TXDOT HIGHWAY STANDARD SPECIFICATIONS, AND ONE TO ADD A SURFACE TREATMENT ON THE RUNWAY OVERLAY. THE SECOND SCHEDULE IS TO REPLACE FENCING AT TWO LOCATIONS ON THE AIRPORT PERIMETER.
- THE WORK IDENTIFIED IN THIS PROJECT WILL BE PAID FOR AS A UNIT PRICE CONTRACT. ALL WORK IN THE PROJECT SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM(S) AND THERE WILL BE NO SEPARATE PAYMENT FOR ITEMS THAT ARE NOT SPECIFICALLY CALLED OUT FOR PAYMENT.
- SEE SHEET C-304 FOR REQUIREMENTS OF ITEMS TX-316, TX-341, AND P-401 AS WELL AS OTHER ITEMS.
- CONTRACTOR SHALL HAVE SUFFICIENT EQUIPMENT AND PERSONNEL ON SITE TO ACCOMPLISH EFFICIENT AND PROMPT CONSTRUCTION OF VARIOUS WORK ITEMS, INCLUDING CAPABILITY TO WORK ON MORE THAN ONE WORK ITEM SIMULTANEOUSLY AND/OR MORE THAN ONE CREW, TO COMPLETE THE PROJECT WITHIN THE TIME STATED IN THE CONTRACT AND PHASING PLANS AS APPLICABLE.
- WATER IS NOT AVAILABLE ON THE AIRPORT FOR CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND ACQUIRING AN ACCEPTABLE WATER SOURCE AS REQUIRED FOR CONSTRUCTION. WATER FROM CITY OF BAY CITY IS AVAILABLE FREE OF CHARGE, AND A METER IS AVAILABLE FROM CITY OF BAY CITY FOR USE, BUT CONTRACTOR MUST COORDINATE ACQUISITION OF THE METER. ALL OTHER COSTS ASSOCIATED WITH SETTING A METER AND PURCHASING THE WATER SHALL BE CONSIDERED A SUBSIDIARY COST TO ITEM(S) WHICH REQUIRE WATER.
- THE PAVEMENT ON THIS AIRPORT IS RATED FOR SMALL AIRCRAFT ONLY. HEAVY CONSTRUCTION EQUIPMENT IS LIKELY TO DAMAGE THE PAVEMENT. DAMAGE TO EXISTING PAVEMENTS DUE TO MOVING OR USAGE OF HEAVY EQUIPMENT OR TRANSPORT OF MATERIALS TO OR ON THE SITE SHALL BE REPAIRED TO EQUAL OR BETTER CONDITION BY THE CONTRACTOR AT HIS OWN EXPENSE. DAMAGE TO RUNWAY OR TAXIWAY PAVEMENT IS TO BE REPAIRED IMMEDIATELY.
- SEE PAVING DETAIL SHEETS FOR EACH SCHEDULE REGARDING MIXTURE AND DOSAGE RATES OF MATERIALS FOR PAVEMENT SECTION ITEMS.

HOUSEKEEPING NOTES

- THE CONTRACTOR'S ACCESS TO THE PROJECT IS LIMITED TO THE LOCATION(S) AS SHOWN ON THE PLANS. ACCESS TO THE STAGING, STORAGE AND WORK AREAS SHALL BE CONFINED TO THE ROUTES SHOWN AND WITHIN THE WORK AREA LIMITS. ACCESS VIA ANY OTHER ROUTES OR GATES WILL REQUIRE PRIOR APPROVAL FROM AIRPORT STAFF, WHICH SHOULD NOT BE ANTICIPATED IN ADVANCE AS APPROVED OR APPROVABLE.
- THE CONTRACTOR'S STAGING AREA FOR OFFICE, STOCKPILE, EQUIPMENT, AND EMPLOYEE PARKING SHALL BE AS SHOWN ON THE PLANS. CONTRACTOR SHALL TAKE MEASURES TO PREVENT WIND EROSION OF STOCKPILES. BAY CITY AIRPORT STAFF SHALL APPROVE THE EXACT LOCATION OF THE STAGING AREA AND STOCKPILE AREA PRIOR TO ITS USE. THE SUGGESTED LOCATION IS SHOWN, OTHERS PROPOSED MAY BE ACCEPTABLE.
- CONSTRUCTION WORKERS WILL NOT BE ALLOWED TO ESTABLISH OVERNIGHT RESIDENCE ON THE AIRPORT. ALL CONSTRUCTION WORKERS SHALL LEAVE THE CONSTRUCTION SITE AT THE END OF THE WORKDAY.
- THERE ARE NO BATHROOM FACILITIES ON AIRPORT PROPERTY THAT ARE AVAILABLE FOR USE ON THIS PROJECT. CONTRACTOR IS TO PROVIDE AND MAINTAIN SANITATION FACILITIES FOR HIS EMPLOYEES, SUBCONTRACTORS, AND HAULERS IN SUFFICIENT NUMBERS TO SUPPORT THE TOTAL PERSONNEL.
- THE CONTRACTOR SHALL MAINTAIN ALL EXISTING ACCESS AND HAUL ROADS OUTSIDE THE LIMITS OF CONSTRUCTION. AS A PART OF PROJECT COMPLETION, THE CONTRACTOR IS TO RESTORE THE ROADS TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER. ANY ADDITIONAL HAUL ROADS DESIRED BY THE CONTRACTOR ARE SUBJECT TO THE APPROVAL OF THE AIRPORT AND ENGINEER AND MUST BE REMOVED AND GROUND VEGETATION RESTORED AT THE END OF THE PROJECT.
- ALL EMPLOYEES OF THE CONTRACTOR SHALL ENTER AND EXIT THE WORK SITE AT THE DESIGNATED CONTRACTOR'S ENTRANCE(S). AN ADEQUATE SIGN SHALL BE PROVIDED DESIGNATING THESE GATES LOCATIONS AS A "CONSTRUCTION EMPLOYEE ENTRANCE". MINIMUM REQUIREMENTS FOR AN ACCESS GATE ARE AS FOLLOWS:
  - THE CONTRACTOR SHALL ENSURE AGAINST UNAUTHORIZED ACCESS TO THE AIRFIELD.
  - PRIVATE AND COMPANY VEHICLES OPERATING WITHIN THE AIRCRAFT OPERATION AREA (AOA) MUST HAVE A COMPANY LOGO / IDENTIFICATION SIGNS ON BOTH SIDES OF THE VEHICLE. THE CONTRACTOR'S EMPLOYEES' VEHICLES PARKED IN THE CONTRACTOR'S STAGING AREA AND NOT USED FOR CONSTRUCTION PURPOSES ARE NOT REQUIRED TO HAVE SIGNS.
- DURING MATERIAL DELIVERY / PAVING OPERATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING GATE SECURITY AND TRAFFIC CONTROL FOR HAULING ON THE AIRFIELD. TRAFFIC CONTROL SHALL BE INCIDENTAL TO ITEM C-105 MOBILIZATION AND OR ITEM SS-106 SAFETY.
- ANY TEMPORARY FACILITIES SHALL BE COMPLETELY REMOVED FROM THE SITE AT THE COMPLETION OF THE PROJECT AND THE DISTURBED AREA(S) RESTORED TO ITS ORIGINAL CONDITION.
- MAINTENANCE OF EQUIPMENT ON THE PROJECT SITE MUST BE DONE IN A MANNER THAT COLLECTS AND CONTAINS HAZARDOUS WASTES, FLUIDS, AND LUBRICANTS IN ACCORDANCE WITH LAWS AND REGULATIONS. EXISTING PAVEMENTS ARE TO BE PRESERVED AND ANY SPILLS FROM CONTRACTOR'S MAINTENANCE ARE TO BE COMPLETELY REMOVED AND CLEANED TO THE SATISFACTION OF THE RPR AND AIRPORT STAFF.
- CAUTION SHALL BE TAKEN BY THE CONTRACTOR IN PREVENTING ANY DUST OR MUD WHICH MAY BECOME A HAZARD TO AIR AND GROUND OPERATIONS OR, IN THE OPINION OF THE AIRPORT STAFF, IS DETERMINED TO BE UNSIGHTLY. THE CONTRACTOR SHALL CONTROL DUST AND MUD AT ALL TIMES AND MAY REQUIRE FULL-TIME OPERATION WATER TRUCKS, SWEEPERS, OR VACUUM TRUCKS. IF, IN THE OPINION OF THE AIRPORT MANAGER OR THE ENGINEER, DUST OR MUD IS NOT BEING ADEQUATELY CONTROLLED, THEY MAY SUSPEND WORK AND MAKE SEPARATE ARRANGEMENTS FOR DUST OR MUD CONTROL. ANY COSTS FOR SEPARATE DUST AND MUD CONTROL WILL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

CONSTRUCTION NOTES

- TEXAS STATE LAW REQUIRES SUFFICIENT ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-245-4545. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.
- THE CONTRACTOR SHALL CARRY OUT ALL WORK IN ACCORDANCE WITH THE FAA ADVISORY CIRCULAR 150/5370-2 "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", LATEST VERSION. IN ALL CASES, CONTRACTOR'S EQUIPMENT IS TO YIELD TO AIRCRAFT.
- ALL MATERIAL SUBMITTALS FOR ITEMS TO BE USED IN CONSTRUCTION OF THE PROJECT ARE TO BE TURNED IN TO THE ENGINEER FOR REVIEW AND APPROVAL AT LEAST 10 BUSINESS DAYS PRIOR TO COMMENCEMENT OF WORK INVOLVING THE AFFECTED MATERIAL, OR THE CONTRACTOR RISKS PAYMENT FOR THE ITEM(S) OR REMOVAL AND REPLACEMENT OF UNAPPROVED MATERIALS AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR IS TO PROVIDE AND MAINTAIN ALL HORIZONTAL AND VERTICAL CONSTRUCTION SURVEYING AND STAKING AS REQUIRED FOR THE WORK. MONUMENTS FOR SURVEY CONTROL ARE SHOWN ON SHEET G-003. ADDITIONAL REQUIREMENTS FOR GRADE CONTROL ON ASPHALT PAVING ARE OUTLINED ON SHEET C-304.
- SOIL REQUIRED FOR SHOULDERING UP AGAINST OVERLAY PAVEMENT IS TO BE TAKEN FROM STOCKPILED SOIL SHOWN ON THE PLANS. THIS SOIL IS AVAILABLE FREE OF CHARGE, BUT CONTRACTOR IS TO REDRESS SIDESLOPES OF STOCKPILES AT COMPLETION OF EXCAVATING AND RESEED THE EXPOSED SIDESLOPES FOLLOWING ITEM T-901.
- ANY EXCESS EXCAVATED MATERIAL IS TO BECOME PROPERTY OF THE CONTRACTOR AND IS TO BE LEGALLY DISPOSED OF OFF THE AIRPORT PROPERTY BY THE CONTRACTOR. THE CONTRACTOR IS NOT TO TEMPORARILY PLACE OR STOCKPILE SPOIL MATERIAL IN AREA OR AT HEIGHT WHICH PENETRATES THE PRIMARY OR TRANSITIONAL SURFACES OF THE RUNWAY OR WITHIN THE OBJECT FREE AREA OF THE RUNWAY OR TAXIWAYS WHEN THOSE SURFACES ARE ACTIVE FOR AIRCRAFT TRAFFIC.
- THE CONTRACTOR SHALL SHAPE OPEN EXCAVATIONS TO DRAIN AND EITHER CUT TEMPORARY SWALES TO DRAIN OR PROVIDE, OPERATE, AND MAINTAIN SUMP PUMPS AS NECESSARY TO PREVENT THE PONDING OF WATER. PUMPING SHALL COMMENCE AS SOON AS POSSIBLE FOLLOWING THE COMPLETION OF A RAINSTORM, EVEN AT TIMES WHEN WORK IS SUSPENDED TO ENSURE CONSTRUCTION CAN RESUME AS SOON AS POSSIBLE(THERE IS NO SEPARATE PAY FOR REMOVING WATER).

CONSTRUCTION OPERATIONS NOTES

- A QUALIFIED STAFF MEMBER OF THE CONTRACTOR IS TO BE ON-SITE AT ALL TIMES WORK IS ONGOING ON THE AIRPORT - REGARDLESS OF SUBCONTRACTOR. AIRPORT STAFF IS NOT TO BE UTILIZED TO SUPERVISE SUBCONTRACTOR(S). CONTRACTOR'S STAFF MEMBER MUST BE AUTHORIZED TO DIRECT STAFF AND SUBCONTRACTORS IF INSTRUCTED SO BY THE ENGINEER OR AIRPORT STAFF.
- PROJECT LIMITS ARE AS SHOWN ON THE PLANS. ANY WORK CONDUCTED OUTSIDE THE PROJECT LIMITS, EXCEPT FOR MAINTENANCE ON BARRICADES, IS TO BE COORDINATED WITH AIRPORT STAFF.
- THE CONTRACTOR SHALL NOTIFY RPR AND BAY CITY AIRPORT (979-244-5037) 48 HOURS IN ADVANCE OF ANY CHANGES IN CONSTRUCTION ACTIVITY TO ALLOW SUFFICIENT TIME FOR COORDINATION OF NOTAMS AND TO AVOID UNSCHEDULED FACILITY OUTAGES.

CONTRACT TIME NOTES

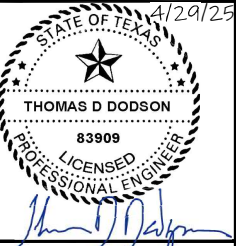
- ALL WORK OUTLINED IN THESE PLANS AND THE PROJECT MANUAL ARE TO BE COMPLETED WITHIN THE CONTRACT TIME SHOWN ON THE BID FORM.
- CONTRACTOR IS TO DOCUMENT RAIN DAYS, NOTING RAINFALL AMOUNTS RECORDED AT THE PROJECT SITE. A RAIN GAGE IS LOCATED AT THE AIRPORT TERMINAL. CONTRACTOR IS TO REVIEW RAIN DAYS EACH MONTH WITH THE RPR AS PART OF THE MONTHLY PAY APPLICATION PROCESS.
- SOME RAIN DAYS ARE ALREADY INCLUDED FOR EACH MONTH DURING CONSTRUCTION. THE TABLE BELOW INDICATES THE ALREADY INCLUDED NUMBER OF RAIN DAYS CALCULATED INTO CONTRACT TIME FOR EACH MONTH. DAYS ARE BASED ON RECENT RAINFALL HISTORY FOR THIS AIRPORT, AVERAGED OVER EACH MONTH.
- DAYS WHERE WEATHER CONDITIONS DO NOT PERMIT WORK TO BE DONE THAT ARE IN EXCESS OF THE INCLUDED DAYS WILL BE ALLOWED AS ADDITIONAL TIME WITHOUT PENALTY. RAIN DAYS CANNOT CARRY-OVER FROM ONE MONTH TO ANOTHER WITHOUT EXPRESS CONSENT OF THE ENGINEER AND AGENT.

| RAIN DAYS BY MONTH |              |
|--------------------|--------------|
| MONTH              | GRANTED DAYS |
| JANUARY            | 13           |
| FEBRUARY           | 12           |
| MARCH              | 4            |
| APRIL              | 3            |
| MAY                | 8            |
| JUNE               | 8            |
| JULY               | 8            |
| AUGUST             | 7            |
| SEPTEMBER          | 7            |
| OCTOBER            | 7            |
| NOVEMBER           | 5            |
| DECEMBER           | 9            |

FOR BIDDING: 3/25/25

REVISIONS

1 ADDENDUM 1: 4/29/25



BAY CITY REGIONAL AIRPORT  
2513BAYCY:  
OVERLAY REHABILITATION OF RUNWAY 13/31 AND FENCING IMPROVEMENTS

PROJ MGR TDD

DRAWN BY TDD

CHECKED BY --

PROJ NO 2513BAYCY

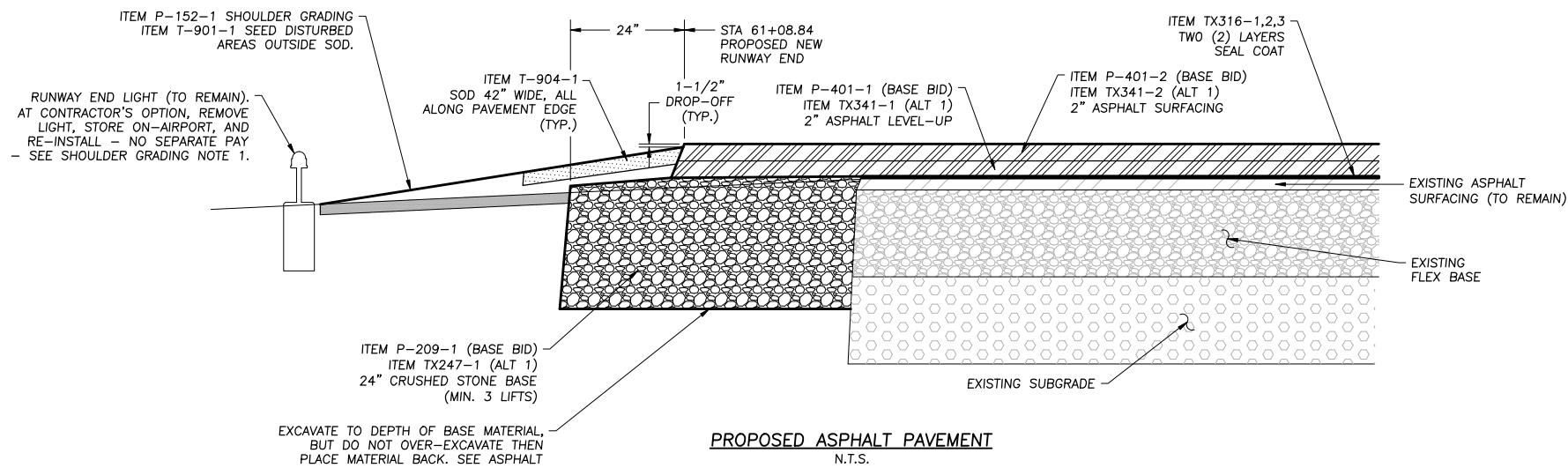
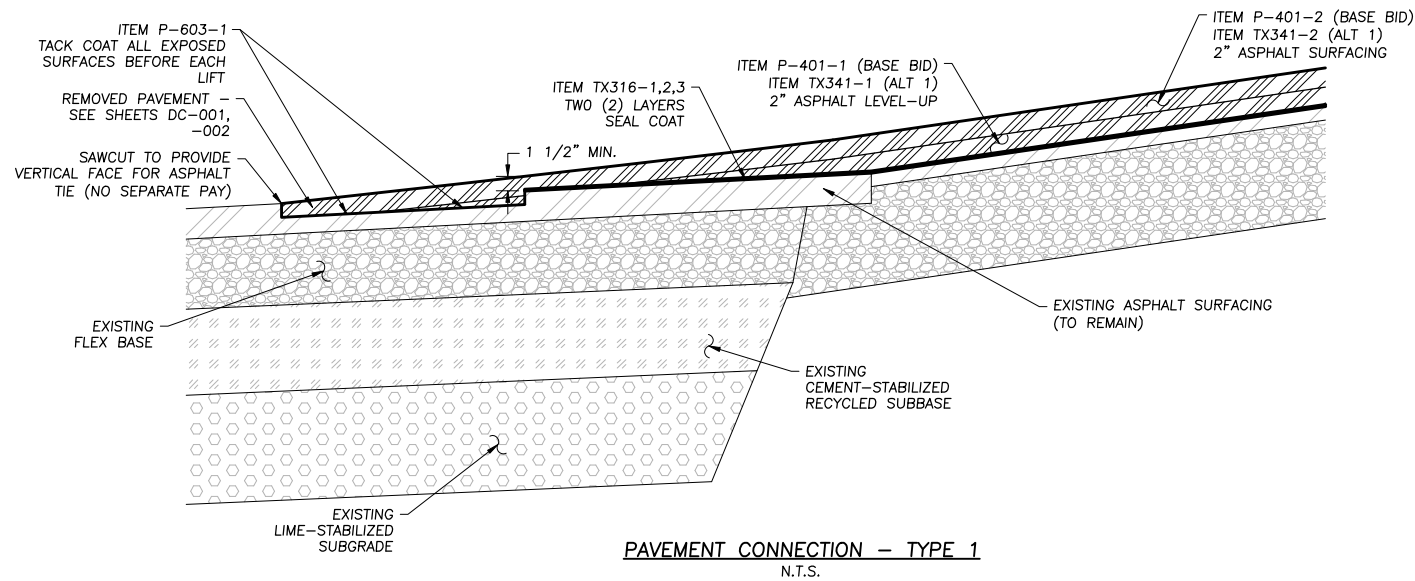
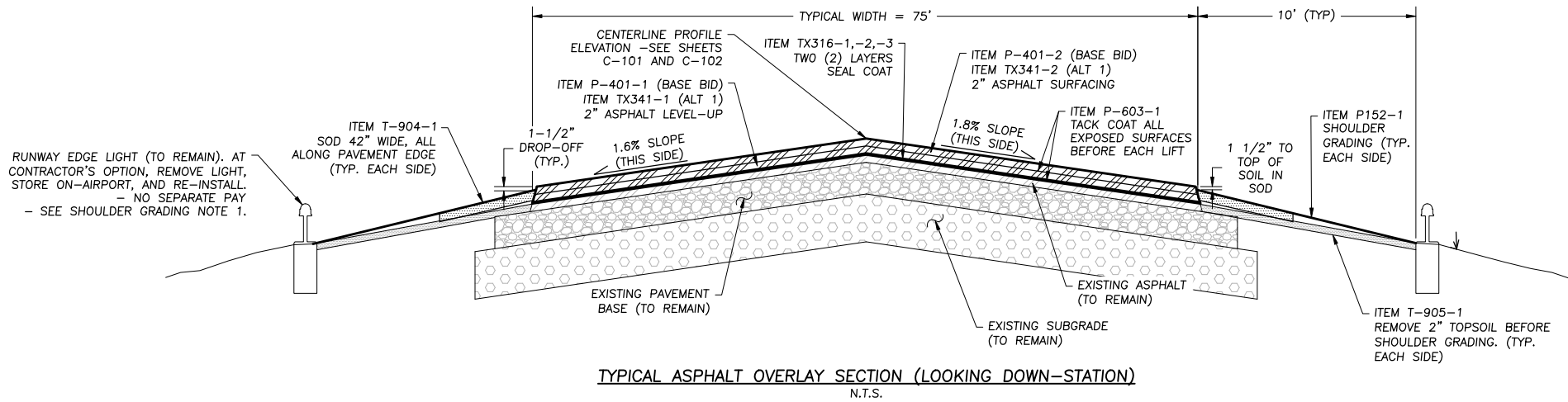
CIVIL PEs PROJ NO 2413BAYCY

TITLE

GENERAL NOTES AND QUANTITIES

SHEET G-002





- ASPHALT PAVEMENT NOTES:**
1. PREPARE EXISTING PAVEMENT SURFACE FOR SEAL COAT BY REMOVING ALL LOOSE SURFACE MATERIAL, LOOSE PAINT, AND LOOSE CRACK SEALANT, OR ANY MATERIAL THAT MAY AFFECT THE BONDING OF ITEM TX316 TO THE PAVEMENT SURFACE.
  2. ITEM TX316 TO BE INSTALLED TWO TIMES. PROVIDE SUFFICIENT TIME AFTER INSTALLATION OF FIRST SEAL COAT TO PREVENT DAMAGE TO FIRST SEAL COAT WITH APPLICATION OF THE SECOND.
  3. PROVIDE NO-TRACK TACK COAT IF TACK COAT APPLYING VEHICLES WILL TRAVEL ON EXISTING TAXIWAYS OR RUNWAY SURFACE LIFT. SEE MASTER PRODUCTS LISTING (MPL) FOR TRACKING-RESISTANCE ASPHALT INTERLAYER (TRAIL) MATERIALS. NO SEPARATE PAY.
  4. ASPHALT FIRST LIFT (LEVEL-UP) THICKNESS IS NOMINALLY 2 INCHES BUT WILL VARY.
  5. GRADE CONTROL FOR FIRST LIFT (LEVEL-UP) AND SECOND LIFT (SURFACE) TO BE BY STRINGLINE BASED ON DESIGN PROFILE ALONG EACH SIDE OF THE PAVEMENT OR SIMILAR (SEE ITEM P-401, PARAGRAPH 4.3 (BASE BID) OR TXDOT SPECIFICATION TIME 320, PARAGRAPH 2.3.1 ALTERNATE 1). SKIS WILL NOT BE PERMITTED DUE TO PROFILE REQUIREMENTS. SEE SHEETS C-101, C-102, AND C-311 TO C-314.
  6. METHODS FOR PAVER GRADE CONTROL MUST BE SUBMITTED WITH CONTRACTOR QUALITY CONTROL PROGRAM (CQCP: ITEM C-100) BEFORE CONSTRUCTION FOR ENGINEER REVIEW.
  7. FOR BASE INSTALLATION, EXCAVATE TO BOTTOM OF BASE BUT DO NOT OVER-EXCAVATE TO PROVIDE AN UNDISTURBED SUBGRADE TO BEGIN BASE INSTALLATION. FIRST LIFT OF BASE IS TO BE PLACED AND THOROUGHLY COMPACTED, BUT WILL NOT BE TESTED FOR DENSITY. SUBSEQUENT LIFTS WILL BE TESTED FOR DENSITY FOLLOWING SPECIFICATIONS. SELECT LIFT THICKNESS TO ACHIEVE REQUIRED DENSITY GIVEN WORK AREA AVAILABILITY AND EQUIPMENT RESTRICTIONS.

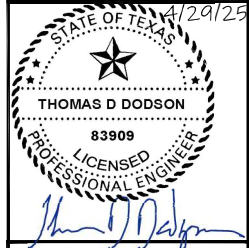
- TXDOT 316 SEAL COAT NOTES:**
1. ALL AGGREGATE FOR SEAL COAT TO BE SAC B MINIMUM; TYPE B OR PB.
  2. BINDER FOR FIRST APPLICATION DESIGNED AT 0.22 GAL / SY RATE.
  3. AGGREGATE FOR FIRST APPLICATION TO BE GRADE 3 OR 3S, DESIGNED AT 0.014 CY / SY.
  4. BINDER FOR SECOND APPLICATION DESIGNED AT 0.19 GAL / SY RATE.
  5. AGGREGATE FOR SECOND APPLICATION TO BE GRADE 4 OR 4S, DESIGNED AT 0.010 CY / SY.
  6. SEE SPECIAL PROVISION FOR PAYMENT OF INSTALLATION OF SEAL COAT.
  7. TEST STRIP OF EACH LAYER OF SEAL COAT WILL BE CONDUCTED TO CONFIRM APPLICATION RATES OF BINDER AND AGGREGATE TO ENSURE SUFFICIENT ADHESION OF AGGREGATE WHILE REDUCING POTENTIAL BLEEDING INTO OVERLYING ASPHALT OVERLAY. NO SEPARATE PAY.

- SHOULDER GRADING NOTES:**
1. TEMPORARY REMOVAL OF RUNWAY EDGE LIGHTS FOR STORAGE WILL REQUIRE MAKING REPAIRS, IF NECESSARY, TO THE EXISTING LIGHT(S) FOR RETURN TO OPERATION AT NO ADDITIONAL EXPENSE TO THE OWNER OR SPONSOR.
  2. PER ITEM T-905, STRIP 2" TOPSOIL ALONG PAVEMENT EDGES ADJACENT TO OVERLAY. STOCKPILE TOPSOIL FOR RE-USE ON SHOULDERS.
  3. AFTER STRIPPING, EMBANK SOIL TO FINISHED GRADE MINUS 2" TO MEET GRADES. PROVIDE CONSISTENT SLOPE WITHIN THE 10 FOOT WIDE AREA PER ITEM P-152-1. COMPACT TO SPECIFICATION.
  4. SPREAD 2" TOPSOIL ON EMBANKMENT TO SET FINAL GRADE, LIGHTLY COMPACT BEFORE INSTALLING SOD OR SEEDING.
  5. SEED REMAINING DISTURBED AREA PER ITEM T-901-1.

- ALTERNATE 1 (TXDOT 341) ASPHALT NOTES:**
1. PREPARE ASPHALT MIX DESIGN USING TEXAS GYRATORY COMPACTOR.
  2. BINDER FOR LEVEL-UP TO BE PG64-22 UNDER ITEM TX300.
  3. AS 2-INCH LIFT, AGGREGATE FOR ASPHALT LEVEL-UP TO BE GRADE DG-D FINE SURFACE. AGGREGATE TO BE SAC B OR BETTER UNDER ITEM TX302.
  4. BINDER FOR ASPHALT SURFACING TO BE PG70-16 UNDER ITEM TX300. NO BINDER SUBSTITUTIONS WILL BE PERMITTED.
  5. AS 2-INCH LIFT, AGGREGATE FOR ASPHALT SURFACING TO BE GRADE DG-D FINE SURFACE. AGGREGATE TO BE SAC A OR BETTER UNDER ITEM TX302.
  6. NEITHER RAP NOR RAS ARE PERMITTED IN ANY ASPHALT LIFTS.

FOR BIDDING: 3/25/25

REVISIONS  
1 ADDENDUM 1: 4/29/25



**CIVIL PEs**  
Professional Engineers  
TEXAS FIRM F-18997

BAY CITY REGIONAL AIRPORT  
2513BAYCY:  
OVERLAY  
REHABILITATION OF  
RUNWAY 13/31  
AND FENCING  
IMPROVEMENTS

PROJ MGR TDD  
DRAWN BY TDD  
CHECKED BY JHD  
PROJ NO 2513BAYCY  
CIVIL PEs PROJ NO 2413BAYCY

TITLE  
ASPHALT PAVEMENT  
SECTIONS AND  
DETAILS

SHEET  
C-304