SCHOLES INTERNATIONAL AIRPORT (GLS)
GALVESTON, TEXAS

TxDOT CSJ No.: 2512GLVST

ADDENDUM NO. 1

May 1, 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. **See Revised Bid Form.**
      Item Placement of Topsoil has been removed.

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

   a. **T-905 Top Soil, will be replace with the attached revised specification.**

C. You are hereby notified of the following amendments to the Construction Plans for the subject project

   a. **Sheets A3.0, A4.0, B0.1, B0.2, B0.3, B0.4 have been revised.**

D. A copy of the pre-bid agenda, meeting minutes, and sign-in sheet are included with this addendum.

E. Additional Clarification and Questions:

   a. **See Questions and Answers included with pre-bid meeting minutes.**

ADDENDUM NO 1. ISSUED BY:

H.W. Lochner, Inc

Michael J. Bussey, P.E.
Project Engineer

STATE OF TEXAS
MICHAEL J. BUSSEY
100104
LICENSED
PROFESSIONAL ENGINEER

TBPE Firm Registration No. 10488

MJB/sls/caw
Enclosures
pc: 20995

SCHOLES INTERNATIONAL AIRPORT (GLS)

TxDOT CSJ No.: 2512GLVST
Lochner Project No. 20995

PRE-BID MEETING AGENDA
Wednesday, April 23, 2025; 10:30 a.m.

I. Sign In Sheet:

II. Identify Key Personnel:

A. Robert Johnson, Project Manager, TxDOT

B. Mike Shahan, Airport Manager, Galveston

C. Stephen Schwieterman, Project Manager, Lochner

III. Bidding Procedure:

A. Receipt and Opening of Bids:

1. Proposals will be received until **2:00 pm CST on Wednesday, May 14, 2025**:

   Sealed bids for construction need to be addressed and delivered to Brandy Schwettmann, TxDOT Aviation Division, 6230 E. Stassney Lane, 2nd Floor, Austin, Texas 78744. The delivered package must be clearly marked as "Bid Proposal".

   Then publicly opened and read. Any bid received after closing time will be returned unopened.

2. Bidding documents may be examined at: TxDOT Aviation Division, 6230 E. Stassney Lane, Austin, TX 78704; or H.W. Lochner, 12750 Merit Drive, Suite 570, Dallas, Texas 75251

3. Envelopes containing bids must be sealed and addressed as shown in the Instructions To Bidders of the Contract Documents/Specifications.

4. See Notice to Bidders and Instructions to Bidders section in Contract Documents for bidding information.

B. Contract Provisions and Proposal Form:

1. Mandatory contract provisions are identified in General Provisions and Supplementary Provisions of the Contract Documents. **The DBE goal for this project is 5% and the bidders shall use the attached DBE participation plan and appropriate commitment agreement forms and submit those documents to TxDOT Aviation within 5 calendar days after the bid opening via email to AVRNFQ@txdot.gov.**

2. Proposers shall provide a statement of qualifications with their proposal of past similar work, a financial statement, and a statement of plant and equipment proposed for use on the project. In lieu of the financial statement, Contractors may provide evidence that they are pre-qualified with TXDOT for similar work and are on the current TXDOT bidders list.

3. The Contractor and his/her Subcontractors will be required to provide certificates of insurance for at least the minimum amounts specified in the Special Provisions.

4. Bidder shall reference the Aviation Division General Construction Contract Provisions. http://txdot.gov/inside-txdot/division/aviation/general-provisions.html

5. The bidder shall submit the completed bid either on the form furnished by TxDOT or by submitting an electronically printed version. All blank spaces in the TxDOT bid form must be correctly filled in where indicated for each and every item for which quantity is given. The bidder shall state the price both in words and numerals for each pay item furnished in the bid.

6. A Bid Bond guarantee will be required with each bid as a certified check or a bid bond in the amount of two (2) percent of the total amount of the bid, made payable to the TxDOT Aviation.

IV. Scope of Work:

A. The project consists of:

- ✈ **SCHOLES INTERNATIONAL AIRPORT (GLS)**
  - Taxiway E Relocation and Reconstruction
  - Airfield Drainage Improvements
  - Apron Hard Stands

B. The construction time for this project is 255 calendar days.

- ✈ **PHASE 1-1**
  - 110 Calendar Days
- ✈ **PHASE 1-2**
  - 40 Calendar Days
- ✈ **PHASE 2-1**
  - 40 Calendar Days
- ✈ **PHASE 2-2**
  - 40 Calendar Days

V. Site Access/Staging Area:

A. See CSPP sheets for contractor access and staging areas.

VI. Safety and Phasing Plan:

A. Contractor will be required to be in compliance with FAA Advisory Circular 150/5370-2G, Operational Safety on Airports during Construction (or latest edition).

B. TxDOT will provide Construction Observation throughout the project. The Contractor shall provide all testing as outlined in the Contract Documents / Specifications.

VII. Questions:

Questions shall be submitted to Stephen Schwieterman in writing SSchwieterman@HWLochner.com and answered in final addendum.

Lochner

12750 Merit Drive | Suite 570 Dallas, TX 75251
OFFICE 214.373.7873 hwlochner.com

Date: April 23, 2025 | 10:30 AM – 11:30 AM

Location: Scholes International Airport
2115 Terminal Dr
Galveston, Texas 77554

Re: 2512GLVST Scholes International Airport Project Pre-Bid Meeting TxDOT
TxDOT CSJ No: 2512GLVST

Attendees:

Name	Company	Email	Person	Virtual
Jonathan Salter	Ambrozi Contracting	jsalter@ambrozi.com	✓	
Casey Tropp	Texas Sterling Constr.	Casey.Troppestrlco.com	✓	
John Schneider	Webber	jschneider@wwebber.com	✓	
AL RAMIREZ	SPAWGLASS	AL.RAMIREZ@SPAWGLASS.COM	✓	
Trevor Jackson	Zachry	trevor.jackson@zachrycorp.com	✓	
Stephen Ray	F+W Electrical	stephen@fandwelectrical.com	✓	
MIKE SHAHAN	SCHOLES AIRPORT	AIRPORT@GALVESTONTX.GOV	✓	
Robert Johnson	TxDOT	robert.n.johnson@txdot.gov	✓	
CAITLIN MCGUNIGLE	TxDOT	caitlin.mcgunigle@txdot.gov	✓	
Brian Mosser	TxDOT		✓	
Eli Lopez	TxDOT	eli.lopez@txdot.gov	✓	✓
Stephen Schwieterman	Lochner	SSchwieterman@HWLochner.com	✓	
Chris Whitfield	Lochner	CWhitfield@HWLochner.com		✓
Austin Cote	FEI			✓

Lochner

MINUTES

Date: Wednesday, April 23, 2025 | 10:30 AM

Location: Scholes International Airport, Galveston, TX

Re: Pre-Bid Meeting
Taxiway E Realignment, Airfield Drainage Improvements, Terminal Apron Hardstands
TxDOT CSJ No. 2512GLVST

Attendees: See Agenda Sign-In Sheet

Handouts:

- NA

General Notes:

- Stephen Schwieterman began the meeting with introductions of key project personnel. Introductions were then made by contractor attendees name and company.
- The meeting then continued following the Meeting Agenda.
- Some Items to note:
    - All DBE packets should be submitted, even if the contractor is not the low bidder, as the low bidder could be disqualified, then the next low bidder will be considered.
    - The Bid Form posted online will be revised to correct calendar days. See revised copy and Questions and Answers
    - Contractor shall be required to present a Safety Plan and Compliance Document (SPCD), once contractor is given the NTP

Open Discussion:

1. Low Profile Barricades will be required while a runway/taxiway is closed or as indicated on the plans to maintain safety of both aircraft traffic and construction personnel.

2. Vinyl tarps will need to cover runway identifier numerals during closure. The contractor must provide their own materials for this work. Lighted closure identifiers are required if night work is approved.

3. Apron Hardstands are in close proximity to helicopter operations to the south. Apron areas outside construction limits will still be operational.

4. Taxiway lights to be removed: existing cable in conduit will be abandoned in-place.

5. Contractors are encouraged to add their name to the bidders list. Contractors may attend the Bid Opening in person or online. TxDOT will provide a virtual meeting invite with link to those contractors on the bidders list on the day of the bid opening.

6. Robert Johnson from TxDOT said that beginning of construction is anticipated to start October 2025. but noted that if FAA funds are available sooner, this project could start 90-120 days after bid open.

Questions:

1. What is the method of cleaning out the existing stormwater drainage lines and how much sludge, sand or debris are in pipes?
    a. Answer:
    Storm drain pipes shall cleaned by flushing, rodding, or whatever means necessary to provide unobstructed drainage. The amount of sediment within drain pipes was not determined, or scoped with a camera. The onsite airport maintenance believed that most pipes were not obstructed fully, and that adequate flow was able to go back and forth with the high tides.

2. Can the contractor place a 37' concrete batch plant in the northeast corner of the airport property adjacent to the staging area?
    a. Answer:
        i. See attached figure for batch plant location Building Restriction Line (BRL) limit so as not to penetrate airspace surfaces.

        ii. The successful contractor shall complete *Form FAA 7460-1 Notice of Proposed Construction or Alteration* and receive approval from FAA prior to constructing a batch plant for this project. If contractor elects to build the batch plant prior to FAA approval, it shall be done at their own risk.

3. Are there any electrical foundation details for the sign bases?
    a. Answer:
    See attached sign base detail sheet. This sheet is taken from As-Built Plans from the 2009 Airfield Lighting Rehabilitation and Vault Replacement Project. The successful contractor may request these record drawings from the engineer or airport.

4. Please clarify contract calendar days vs. bid form. Are there 180 or 255, can work being completed on apron hard stands and drainage line happen concurrent with work on Taxiway E?
    a. Answer:
    The Bid Form posted online will be revised to correct calendar days. Additionally, see attached Gantt chart for clarification.

5. Do you have pictures of the existing grate inlets as we weren't able to see all of them today due to the rain?
    a. Answer:
    Photos are included after contractor questions and answers. Photos were taken of existing inlets in January 2025 and can be provided to the contractor. These photos may not represent the current conditions. The airport can provide access to the site upon request by the contractor to verify existing conditions.

6. Can you please provide a preliminary construction schedule?
    a. Answer:
    The CSPP provides the estimated Calendar Days for each Task – Taxiway E, Drainage, Apron Hardstands. An updated Gantt chart is included to provide further clarification.

7. Are all utilities relocated out of conflict in contractor's work area?
    a. Answer:
        i. At this time, utilities have not been relocated. All known utilities are shown on the plans. The successful Contractor is encouraged to due their due diligence to locate utilities in the work sites.

        ii. The Contractor shall notify Call Before You Dig at Texas 811 a minimum of 48 hours prior to any construction activities to allow Texas 811 sufficient time to locate and mark any existing field cables or utility which might be affected by this project. The Contractor is responsible for coordinating with identifying all airport-owned and FAA-owned utilities.

8. Who is responsible for the testing on this project?
    a. Answer:
    The engineer's lab will perform testing. Alliance Geotechnical Group (AGG) has been proposed to be the QA lab for this project. This lab also completed the geotechnical investigation.

9. Are there any items that are subsidiary to an item that we should be made aware of?
    a. Answer:
        i. Item P-605 – Joint Sealants for Pavements are incorporated under Item P-101 - Preparation and Removal of Existing Pavement.

        ii. Item P-620 – Concrete for Miscellaneous Structures shall be considered subsidiary to the various bid items for which it is used.

        iii. Item T-905 Topsoil is considered subsidiary to Item P-152 Excavation, Subgrade, and Embankment

10. Can you please provide the Geotechnical Report?
    a. Answer:
    The Geotechnical Report is included as part of the IFB documents.

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11. Will an owner's field office be required?
    a. Answer:
       An owners field office is not required.

12. Is there any special insurance that is required?
    a. Answer:
       All insurance requirements are outlined in the contract bid documents.

13. Is there any additional maintenance bond required?
    a. Answer:
       Additional Maintenance Bond is not required.

14. Do the bid quantities for the excavation items include the volume of topsoil to be stripped?
    a. Answer:
        i. Yes, Excavation quantities were taken using existing ground surface to be graded.

        ii. Placement of Topsoil Bid Item has been removed as part of the Addendum.

15. Do the bid quantities for the embankment items include the volume of topsoil to be placed?
    a. Answer:
        i. Yes, Embankment quantities were taken using existing ground surface to be graded.

        ii. Placement of Topsoil Bid Item has been removed as part of the Addendum.

16. Do the bid quantities for the excavation items include the volumes of any non-soil materials to be removed such as asphalt, base, or concrete pavement?
    a. Answer:
       The excavation quantities do not include volume of non-soil materials.

17. What is the engineer's estimate for this project?
    a. Answer:
       The engineer's estimate for this project is Base Bid $5,800,000.00. The estimate for the Base Bid + Add Alternate is $7,000,000.00. TxDOT reserves the right to award Base Bid and Add Alternate if funds are available.

18. During the site visit we noticed that the existing inlets were full of water because of high tide. Can you please confirm that the purpose of Bid Item 50 P-101-5 Flush and Clean Storm Sewer Pipe 7,500 LF is just to clean out existing muck/debris in the storm pipe and not to keep water out of the system
    a. Answer:
       This bid Item does not include keeping water out of the system. It is not the intent of this project to change grading to allow positive drainage.

19. Per note 10 on sheet A3.1: Do you expect any hazardous materials?
    a. Answer:
       Hazardous materials are not expected. However, should hazardous material be encountered, Item 10. (Section 2.12) shall apply.

20. Is the Contractor able to rely-on information provided in the bid package about site conditions, such as the Geotech report in preparing its bid?
    a. Answer:
       Yes

21. If site conditions materially differ from those in the geo-tech report and if the critical path is delayed, is the Contractor allowed a change order for an extension of time is delayed and for the associated increased costs?
    a. Answer:
       Contractor to refer to TxDOT Aviation's General Conditions.

22. Are the answers to questions pre-bid questions part of the Contract Documents?
    a. Answer:
       Answers to questions will be included in the Addendum as part of the Contract Documents.

23. 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 discovering design errors or omissions or ascertaining the project's design compliance with applicable laws or codes?
    a. Answer:
       Yes, the Contractor is not liable for failing discovering design errors or omissions or ascertaining the project's design compliance with applicable laws or codes

24. 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 time and extended general conditions?
    a. Answer:
       If factors beyond the control of the contractor effect the critical path, then a detailed request and additional time may be granted. Refer to the General Conditions.

25. If the Contractor sustains a delay to the critical path because of a Force Majeure Event, will the Owner compensate the Contractor in time and extended general conditions?
    a. Answer:
       See answer to Question 24 above.

26. Can we close both runways down during construction?
    a. Answer:
       One runway must remain open at all times.


Storm Line #2, Outfall
Storm Line #2, Grate #1
Storm Line #2, Grate #2
Storm Line #2, Grate #3
Storm Line #2, Grate #4
Storm Line #2, Grate #5
Storm Line #2, Grate #6
Storm Line #2, Grate #7
Storm Line #2, Grate #8
Storm Line #2, Grate #9
Storm Line #2, Grate #10
Storm Line #2, Grate #11
Storm Line #2, Grate #12
Google Earth
N
2000 ft


Storm Line #2, Grate #1
3 missing grates 31" x 20.5"


Storm Line #2, Grate 2, Rev.1

Storm Line #2, Grate #3

Storm Line #2, Grate #4

1 missing grate and 1 damaged grate, both 31" x 20.5"


Storm Line #2, Grate #5
2 missing grates 31" x 20.5"


Storm Line #2, Grate #6
1 missing grate 31" x 20.5"

Storm Line #2, Grate #7


Storm Line #2, Grate #8
We think 1 grate, and not missing

Storm Line #2, Grate #9

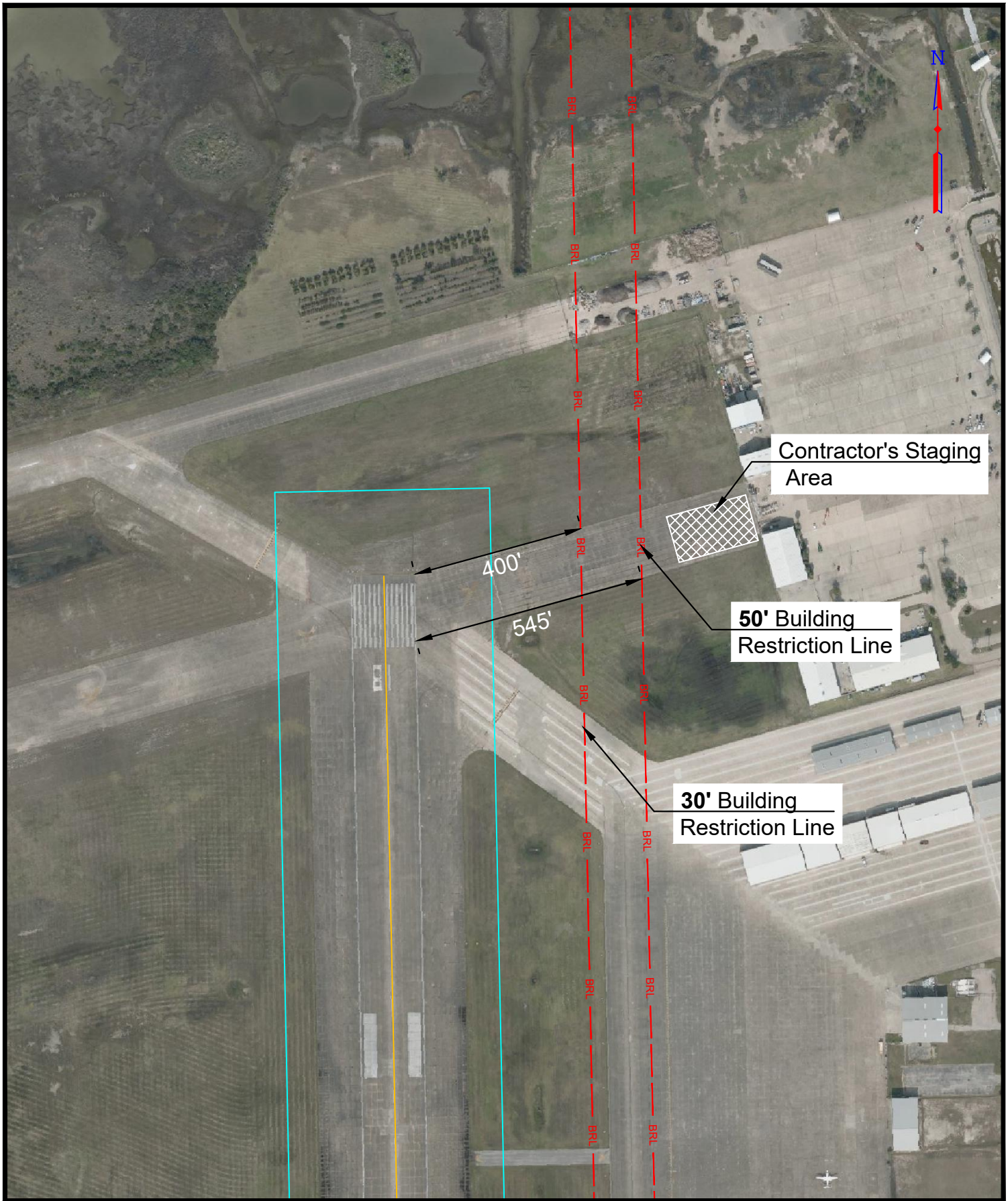
2 missing grates 31" x 20.5"


Storm Line #2, Grate #10
1 missing grate 31" x 20.5"

Storm Line #2, Grate #11

1 missing grate 31" x 20.5"


Storm Line #2, Grate #12
1 missing grate 31" x 20.5"



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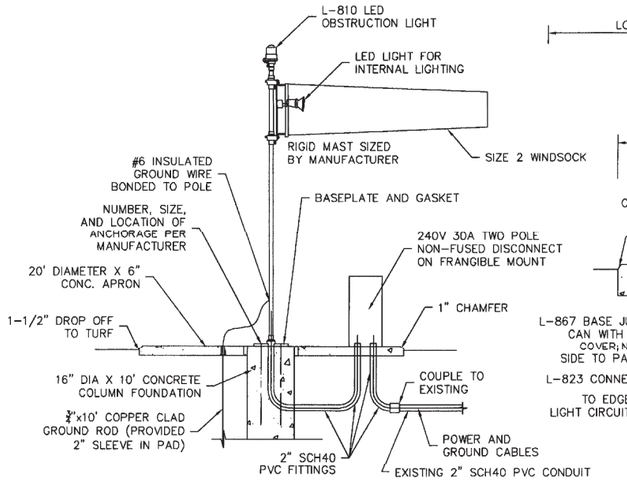
LEGEND

PRIMARY SURFACE

BUILDING RESTRICTION LINE

CONTRACTING STAGING AREA

SCALE: 1" = 300'



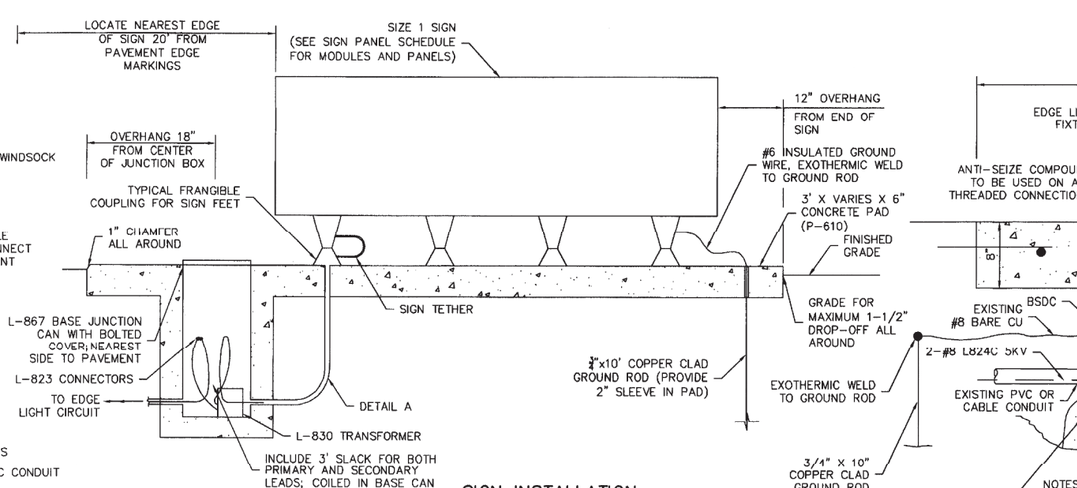
12 FT WIND CONE INSTALLATION

NOTE:

1. REMOVE EXISTING WINDCONE FOUNDATION. LOCATE NEW WINDCONE TO TAKE ADVANTAGE OF EXISTING CONDUIT.

2. REINFORCE APRON WITH #3 @ 12" E.W.

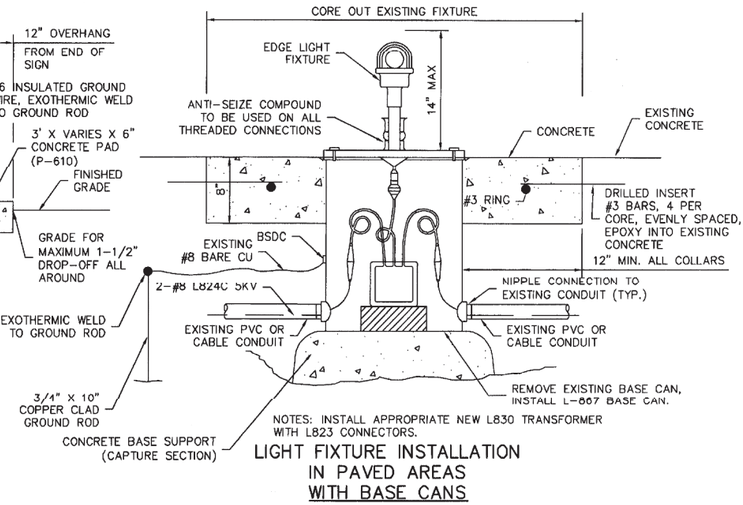
3. SUPPORT AND HARDWIRE CABINET TO BE SUITABLE FOR SALT-LADEN ENVIRONMENT.



SIGN INSTALLATION IN UNPAVED AREAS

NOTE:

1. REINFORCE APRON WITH #3 @ 12" E.W.

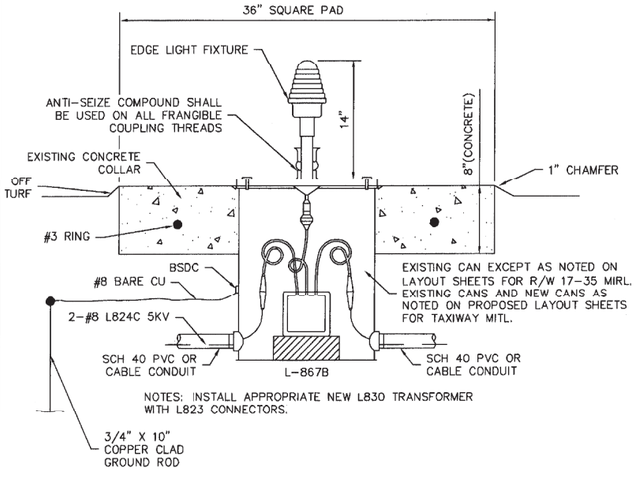


LIGHT FIXTURE INSTALLATION IN PAVED AREAS WITH BASE CANS

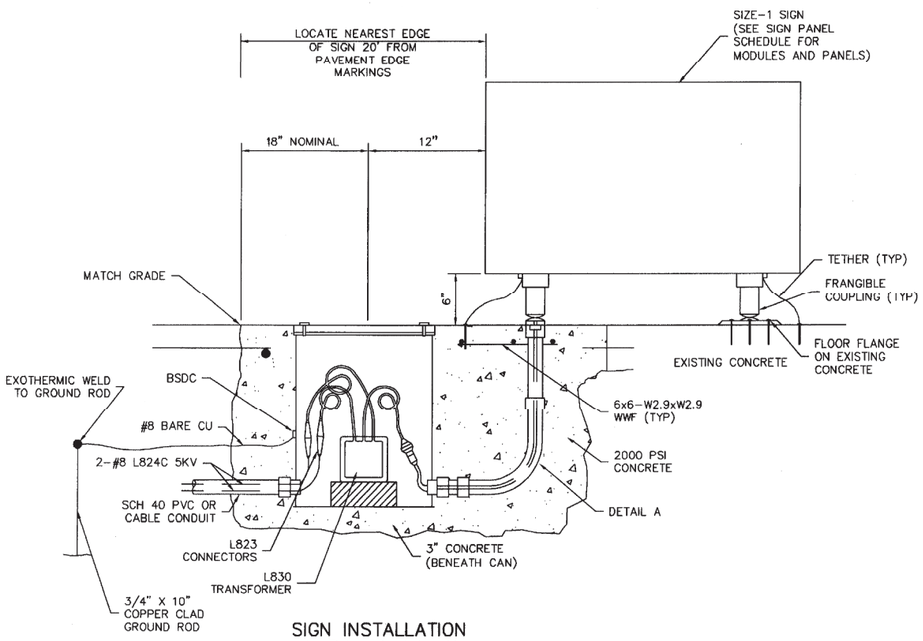
RECORD DRAWING

Klotz Associates, Inc. has prepared this Record Drawing to show changes made during construction and recorded on a print of the contract drawing by the Construction Contractor. The information submitted by the Contractor has been posted on the Record Drawing as attested by the signature below.

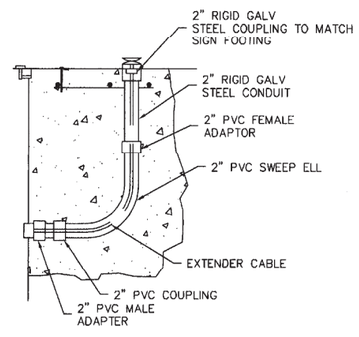
Signature Date 4/6/10



LIGHT FIXTURE INSTALLATION IN UNPAVED AREAS WITH BASE CANS



SIGN INSTALLATION IN PAVED AREAS



DETAIL A

Texas Department of Transportation
Aviation Division

SCHOLES INTERNATIONAL AIRPORT GALVESTON, TEXAS

ELECTRICAL REHABILITATION AND VAULT REPLACEMENT – 0912GLVST

klotz associates
1160 Dairy Ashford, Suite 500
Houston, Texas 77079
T 281.589.7297 F 281.589.7309
houston.office@klotz.com
Texas PE Firm Reg. # F-929

REV	DESCRIPTION	BY	DATE

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED
PROFESSIONAL ENGINEER
7-31-09

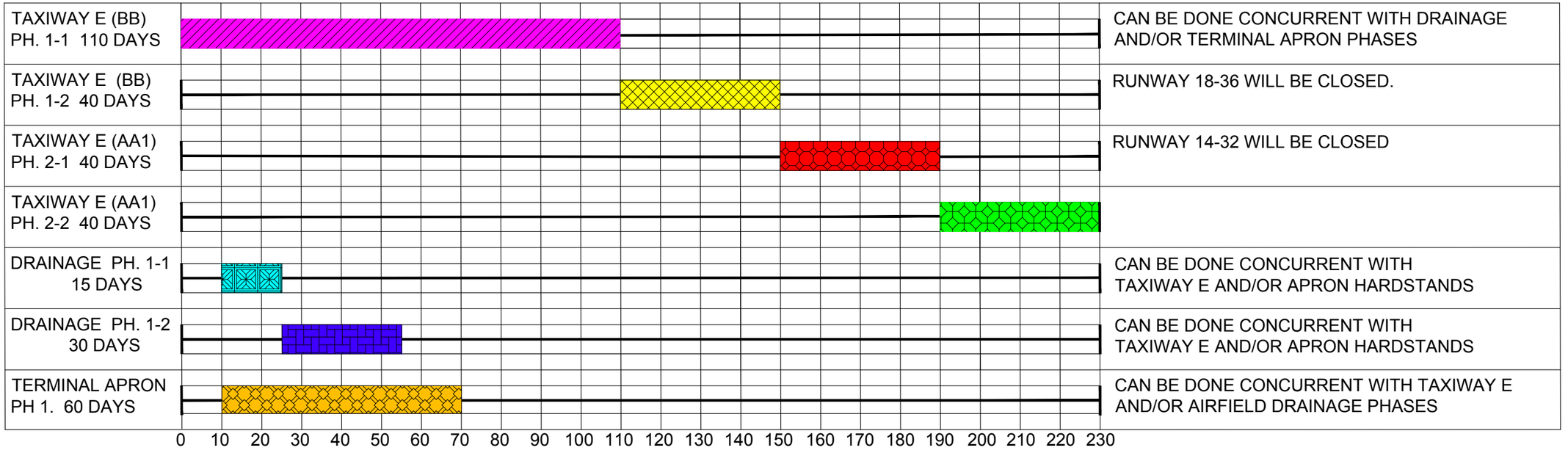
LIGHTING DETAILS (SHEET 1 OF 3)

Klotz Project No	0500.031.000		
Drawn By	RHG	Checked By	TDD
Scale	NTS	Date	JULY 2009
DWG No	E_101	Sheet	27 Of 58

J:\0500.03-000\07.00 CADD\03-Construction Drawings\E-101.dwg Jul 30 2009

2512GLVST
CONTRACT TIME

CONTRACT TIME - CALENDAR DAYS



WORK AVAILABILITY

CAN BE DONE CONCURRENT WITH DRAINAGE AND/OR TERMINAL APRON PHASES

RUNWAY 18-36 WILL BE CLOSED.

RUNWAY 14-32 WILL BE CLOSED

CAN BE DONE CONCURRENT WITH TAXIWAY E AND/OR APRON HARDSTANDS

CAN BE DONE CONCURRENT WITH TAXIWAY E AND/OR APRON HARDSTANDS

CAN BE DONE CONCURRENT WITH TAXIWAY E AND/OR AIRFIELD DRAINAGE PHASES

ITEM T-905

TOPSOIL

DESCRIPTION

905-1.1 This item shall consist of preparing the ground surface for topsoil application, removing topsoil from designated stockpiles or areas to be stripped on the site or from approved sources off the site, and placing and spreading the topsoil on prepared areas in accordance with this specification at the locations shown on the plans or as directed by the **Engineer** ~~RPR~~.

MATERIALS

905-2.1 Topsoil. Topsoil shall be the surface layer of soil with no admixture of refuse or any material toxic to plant growth, and it shall be reasonably free from subsoil and stumps, roots, brush, stones (2 inches (50 mm) or more in diameter), and clay lumps or similar objects. Brush and other vegetation that will not be incorporated with the soil during handling operations shall be cut and removed. Ordinary sod and herbaceous growth such as grass and weeds are not to be removed, but shall be thoroughly broken up and intermixed with the soil during handling operations. Heavy sod or other cover, which cannot be incorporated into the topsoil by discing or other means, shall be removed. The topsoil or soil mixture, unless otherwise specified or approved, shall have a pH range of approximately 5.5 pH to 7.6 pH, when tested in accordance with the methods of testing of the Association of Official Agricultural Chemists in effect on the date of invitation of bids. The organic content shall be not less than 3% nor more than 20% as determined by the wet-combustion method (chromic acid reduction). There shall be not less than 20% nor more than 80% of the material passing the 200 mesh (75 μm) sieve as determined by the wash test in accordance with ASTM C117.

Natural topsoil may be amended by the Contractor with approved materials and methods to meet the above specifications.

905-2.2 Inspection and tests. Within 10 days following acceptance of the bid, the **Engineer** ~~RPR~~ shall be notified of the source of topsoil to be furnished by the Contractor. The topsoil shall be inspected to determine if the selected soil meets the requirements specified and to determine the depth to which stripping will be permitted. At this time, the Contractor may be required to take representative soil samples from several locations within the area under consideration and to the proposed stripping depths, for testing purposes as specified in paragraph 905-2.1.

CONSTRUCTION METHODS

905-3.1 General. Areas to be topsoiled shall be shown on the plans. If topsoil is available on the site, the location of the stockpiles or areas to be stripped of topsoil and the stripping depths shall be shown on the plans.

Suitable equipment necessary for proper preparation and treatment of the ground surface, stripping of topsoil, and for the handling and placing of all required materials shall be on hand, in good condition, and approved by the **Engineer** ~~RPR~~ before the various operations are started.

905-3.2 Preparing the ground surface. Immediately prior to dumping and spreading the topsoil on any area, the surface shall be loosened by discs or spike-tooth harrows, or by other means approved by the **Engineer** ~~RPR~~, to a minimum depth of 2 inches (50 mm) to facilitate bonding of the topsoil to the covered subgrade soil. The surface of the area to be topsoiled shall be cleared of all stones larger than 2

inches (50 mm) in any diameter and all litter or other material which may be detrimental to proper bonding, the rise of capillary moisture, or the proper growth of the desired planting. Limited areas, as shown on the plans, which are too compact to respond to these operations shall receive special scarification.

Grades on the area to be topsoiled, which have been established by others as shown on the plans, shall be maintained in a true and even condition. Where grades have not been established, the areas shall be smooth-graded and the surface left at the prescribed grades in an even and compacted condition to prevent the formation of low places or pockets where water will stand.

905-3.3 Obtaining topsoil. Prior to the stripping of topsoil from designated areas, any vegetation, briars, stumps and large roots, rubbish or stones found on such areas, which may interfere with subsequent operations, shall be removed using methods approved by the **Engineer** ~~RPR~~. Heavy sod or other cover, which cannot be incorporated into the topsoil by discing or other means shall be removed.

When suitable topsoil is available on the site, the Contractor shall remove this material from the designated areas and to the depth as directed by the **Engineer** ~~RPR~~. The topsoil shall be spread on areas already tilled and smooth-graded, or stockpiled in areas approved by the **Engineer** ~~RPR~~. Any topsoil stockpiled by the Contractor shall be rehandled and placed without additional compensation. Any topsoil that has been stockpiled on the site by others, and is required for topsoil purposes, shall be removed and placed by the Contractor. The sites of all stockpiles and areas adjacent thereto which have been disturbed by the Contractor shall be graded if required and put into a condition acceptable for seeding.

When suitable topsoil is secured off the airport site, the Contractor shall locate and obtain the supply, subject to the approval of the **Engineer** ~~RPR~~. The Contractor shall notify the **Engineer** ~~RPR~~ sufficiently in advance of operations in order that necessary measurements and tests can be made. The Contractor shall remove the topsoil from approved areas and to the depth as directed. The topsoil shall be hauled to the site of the work and placed for spreading, or spread as required. Any topsoil hauled to the site of the work and stockpiled shall be rehandled and placed without additional compensation.

905-3.4 Placing topsoil. The topsoil shall be evenly spread on the prepared areas to a uniform depth of **4** inches after compaction, unless otherwise shown on the plans or stated in the special provisions. Spreading shall not be done when the ground or topsoil is frozen, excessively wet, or otherwise in a condition detrimental to the work. Spreading shall be carried on so that turfing operations can proceed with a minimum of soil preparation or tilling.

After spreading, any large, stiff clods and hard lumps shall be broken with a pulverizer or by other effective means, and all stones or rocks (2 inches (50 mm) or more in diameter), roots, litter, or any foreign matter shall be raked up and disposed of by the Contractor. after spreading is completed, the topsoil shall be satisfactorily compacted by rolling with a cultipacker or by other means approved by the **Engineer** ~~RPR~~. The compacted topsoil surface shall conform to the required lines, grades, and cross-sections. Any topsoil or other dirt falling upon pavements as a result of hauling or handling of topsoil shall be promptly removed.

METHOD OF MEASUREMENT

905-4.1 Topsoil shall not be measured but shall be considered subsidiary to other items bid. Contractor shall keep topsoil from excavated areas to reutilize following grading.

BASIS OF PAYMENT

905-5. Payment will not be made for topsoil. This work shall be considered subsidiary to other bid items..

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 C117	Materials Finer than 75 μm (No. 200) Sieve in Mineral Aggregates by Washing

Advisory Circulars (AC)

AC 150/5200-33	Hazardous Wildlife Attractants on or Near Airports

FAA/United States Department of Agriculture

Wildlife Hazard Management at Airports, A Manual for Airport Personnel

END OF ITEM T-905

CONSTRUCTION SAFETY AND PHASING PLAN NOTES:

1. INTRODUCTION

FAA Advisory Circular 150/5370-2G has established criteria for the development and implementation of a Construction Safety and Phasing Plan (CSPP) for the Scholes International Airport. This CSPP was prepared by Lochner in coordination with the Airport Manager. This CSPP was submitted to the FAA for review and any comments are included in this document. The CSPP will be included in the contract documents and will be reviewed with potential contractors at the pre-bid conference. The Contractor is required to prepare a Safety Plan Compliance Document (SPCD) that details how the Contractor will comply with the CSPP. The SPCD shall be submitted to the Airport Manager and the Engineer to review and approve prior to issuance of a Notice-To-Proceed.

2. PROJECT DESCRIPTION

The work to be completed consists of the following:

Base Bid

- Taxiway E Realignment

  The construction time for Schedule 1 is one hundred and eighty (180) calendar days and will be completed in two (2) phases.
  Phases may not run concurrently.

- Airfield Drainage Improvements

  The construction time is forty five (45) calendar days and will be completed in 2 phases. Phase 1 shall have fifteen (15) calendar days. Phase 2 shall have thirty (30) calendar days.
  Shifting time between phases is not allowed and phases may not run concurrently.

- Terminal Apron Hardstands

  The construction time for Schedule 3 is sixty (60) calendar days and will be completed in 1 phase. Shifting time between phases is not allowed and phases may not run concurrently.

3. COORDINATION (Section 2.5)

The Airport Manager will notify tenants and local users of the planned construction activities including phasing and safety at the airport.

Prior to the start of construction at the airport, a pre-construction meeting will be scheduled to discuss the CSPP and SPCD, quality control/quality acceptance, labor requirements, and potential issues that could arise during construction. The meeting will be scheduled by the Engineer prior to issuance of a Notice-To-Proceed. Airport tenants shall be invited to attend these meetings

A. CONTRACTOR PROGRESS MEETINGS. Weekly progress meetings shall be held with the Airport Manager, Engineer, and/or the Resident Project Representative (RPR) and the Contractor. The CSPP and SPCD shall be standing agenda items. Airport tenants and users shall be invited to attend these meetings.

B. SCOPE OR SCHEDULE CHANGES. If changes to the scope of work or construction schedule are proposed, portions of this document shall be revised and submitted for approval by the Airport Manager and the Engineer.

C. FAA ATO COORDINATION.

- Taxiway E Realignment: The Runway 14-32 ILS system are owned and maintained by the FAA. The Airport Manager will coordinate with the ATO-Technical Operations for these systems to be inoperable.

4. PHASING (Section 2.6)

1

- Including Add Alternate for Taxiway E Realignment:
- Taxiway E Realignment: The construction sequence for this project shall consist of four (4) phases. All construction work listed on the CSPP, and all bid items, shall be completed in the allotted two hundred and thirty (230) calendar days.
- Airfield Drainage Improvements: The construction sequence for the project shall consist of two (2) phases. All construction work listed on the CSPP, and all bid items, shall be completed in the allotted forty five (45) calendar days.
- Terminal Apron Hardstands: The construction schedule shall consist of one (1) phase. All construction work listed on the CSPP, and all bid items, shall be completed in 60 calendar days.

A. PHASE ELEMENTS

I. AREAS CLOSED TO AIRCRAFT OPERATIONS. Refer to the CSPP sheets.

II. DURATION OF CLOSURES. Refer the CSPP sheets..

III. TAXI ROUTES. Refer to the CSPP sheets

IV. ARFF ACCESS ROUTES. The Contractor shall not impede the local Police or Fire Departments access to the Airport during construction. Refer to CSPP sheets for the access route.

V. CONSTRUCTION STAGING AREAS. Refer to CSPP sheets.

VI. IMPACTS TO NAVAIDs. Refer to **Table 3: NAVAID Facility Impacts** in Section 6.

VII. LIGHTING AND MARKING CHANGES. Schedule 1 consists of realigning Taxiway E. The existing taxiway edge lighting will be removed and new taxiway edge lighting will be installed along the new alignment. Associated taxiway centerline, taxiway edge marking, and hold position markings will also be applied.

VIII. AVAILABLE RUNWAY LENGTH. This project does not include any changes to the length of Runway 14-32 or Runway 18-36.

IX. REQUIRED HAZARD MARKING AND LIGHTING. The Contractor shall install low profile barricades and closed runway and taxiway markings, acting as temporary airport visual aids, to depict airfield pavements that are closed. Refer to CSPP sheets.

X. LEAD TIMES FOR REQUIRED NOTIFICATIONS. Two (2) weeks prior to the start of construction.

B. CONSTRUCTION SAFETY DRAWINGS. CSPP sheets are included for each Schedule.

5. AREA AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY (Section 2.7)

A. OPERATIONAL AFFECT TABLE. Contained within Table 1 below are the anticipated operational impacts to the Scholes International Airport during the course of the project. Impacts will vary based on normal operations of an area, construction phase, and duration of work. Contractor is required to coordinate with Airport Manager and the Engineer and/or the RPR as detailed in Sections 3 and 7 of this document prior to impacting operations on the airport.

Taxiway E Realignment

Table 1: Airport Operations Affected by Construction					
Operational Requirement	**Normal**	**Phase 1-1**	**Phase 1-2**	**Phase 2-1**	**Phase 2-2**
Runway 14-32	6,000' x 150' RDC C-II-2,400	OPEN	OPEN	CLOSED	OPEN
Runway 18-36	6,001' x 150' RDC B-II-5,000	OPEN	CLOSED	OPEN	OPEN
Taxiway A	TDG 2	OPEN	CLOSED	CLOSED	OPEN
Taxiway B	TDG 2	OPEN	OPEN	OPEN	OPEN
Taxiway C	TDG 2	OPEN	OPEN	OPEN	OPEN
Taxiway D	TDG 2	OPEN	CLOSED	OPEN	OPEN
Taxiway E	TDG 2	CLOSED	CLOSED	CLOSED	CLOSED
Apron Taxiway	TDG 2	OPEN	OPEN	OPEN	OPEN
Apron	TDG 2	OPEN	OPEN	OPEN	OPEN

Airfield Drainage Improvements

Table 1: Airport Operations Affected by Construction			
Operational Requirement	**Normal**	**Phase 1**	**Phase 2**
Runway 14-32	6,000' x 150' RDC C-II-2,400	OPEN	OPEN
Runway 18-36	6,001' x 150' RDC B-II-5,000	OPEN	OPEN
Taxiway A	TDG 2	OPEN	OPEN
Taxiway B	TDG 2	OPEN	OPEN
Taxiway C	TDG 2	OPEN	OPEN
Taxiway D	TDG 2	OPEN	OPEN
Taxiway E	TDG 2	OPEN	CLOSED
Apron Taxiway	TDG 2	OPEN	OPEN
Apron	TDG 2	OPEN	OPEN

Terminal Apron Hardstands

Table 1: Airport Operations Affected by Construction		
Operational Requirement	**Normal**	**Phase 1**
Runway 14-32	6,000' x 150' RDC C-II-2,400	OPEN
Runway 18-36	6,001' x 150' RDC B-II-5,000	OPEN
Taxiway A	TDG 2	OPEN
Taxiway B	TDG 2	OPEN
Taxiway C	TDG 2	OPEN
Taxiway D	TDG 2	OPEN
Taxiway E	TDG 2	OPEN
Apron Taxiway	TDG 2	OPEN
Apron	TDG 2	OPEN

B. RUNWAY SAFETY AREAS. The Contractor shall not enter into the Runway Object Free Area (R-OFA) of an active runway. The R-OFA, as well as the Runway Safety Area (RSA) and Runway Obstacle Free Zone (R-OFZ) dimensions, are listed in Table 2: Runway Safety Dimensions and are depicted on the Safety Plan and Details.

Table 2: Runway Safety Dimensions						
Runway	**Runway Dimensions**	**Aircraft Approach Category**	**Airplane Design Group**	**RSA Dimensions**	**ROFA Dimensions**	**ROFZ Dimensions**
14-32	Length: 6,000' Width: 150'	C	II	Length: 8,000' Width: 500'	Length: 8,000' Width: 800'	Length: 6,400' Width: 400'
18-36	Length: 6,001' Width: 150'	B	II	Length: 6,601' Width: 150'	Length: 6,601' Width: 500'	Length: 6,401' Width: 400'

C. RUNWAY APPROACH PROTECTION AREA.

- Taxiway E Realignment: Construction activities will be inside the approach/departure surfaces of Runway 18 during Phase 1-2 construction; Runway 18-36 will be Closed during Phase 1-2 construction. Construction activities are anticipated inside the approach/departure surface of Runway 14 during Phase 2-1. Runway 14-32 will be Closed during this phase.
- Airfield Drainage Improvements: No construction activities are anticipated inside the approach/departure surfaces of each individual runway.
- Terminal Apron Hardstands: No construction activities are anticipated inside the approach/departure surfaces of each individual runway.

D. IDENTIFICATION OF AFFECTED AREAS. Refer to CSPP sheets.

E. MITIGATION OF EFFECTS. Refer to CSPP sheets.

6. NAVIGATION AID (NAVAID) PROTECTION. (Section 2.8)

A. EFFECTS OF CONSTRUCTION TO NAVAIDs. Construction activities can have negative impacts on the functionality and serviceability of NAVAIDs. The Contractor must coordinate their work effort and limit their operations so that NAVAIDs are not impacted beyond what is planned. See **Table: 3 NAVAID Facility Impacts** for planned NAVAID impacts. No construction activities, including equipment, vehicles, and stockpiled material, shall obstruct or interfere with a NAVAID of an open runway.

The Contractor will be required to limit operations so that material, equipment, and personnel do not enter NAVAID critical areas or disturb power to NAVAID facilities without prior coordination with Airport Manager and the RPR and/or Engineer.

Taxiway E Realignment

Table 3: NAVAID Facility Impacts		
Facility Type	**Phase Impacted**	**Impact**
Runway 14 ILS (Glide Slope)	During Construction	Facility will be turned off during Phase 2-1 construction.
Runway 14 ILS (Localizer)	During Construction	Facility will be turned off during Phase 2-1 construction.
Runway 14 MALSR	During Construction	Facility will be turned off during Phase 2-1 construction.
Runway 14 PAPI	During Construction	Facility will be turned off during Phase 2-1 construction.
Runway 32 PAPI	During Construction	Facility will be turned off during Phase 2-1 construction.
Runway 32 REIL	During Construction	Facility will be turned off during Phase 2-1 construction.
Runway 18 PAPI	During Construction	Facility will be turned off during Phase 1-2 construction.
Runway 18 REIL	During Construction	Facility will be turned off during Phase 1-2 construction.
Runway 36 PAPI	During Construction	Facility will be turned off during Phase 1-2 construction.
Runway 36 REIL	During Construction	Facility will be turned off during Phase 1-2 construction.
VOR	During Construction	Facility will remain operational for the duration of this project.
Wind Cone	During Construction	Facility will remain operational for the duration of this project.
Airport Beacon	During Construction	Facility will remain operational for the duration of this project.

Airfield Drainage Improvements

Table 3: NAVAID Facility Impacts		
Facility Type	**Phase Impacted**	**Impact**
Runway 14 ILS (Glide Slope)	During Construction	Facility will remain operational for the duration of this project.
Runway 14 ILS (Localizer)	During Construction	Facility will remain operational for the duration of this project.
Runway 14 MALSR	During Construction	Facility will remain operational for the duration of this project.
Runway 14 PAPI	During Construction	Facility will remain operational for the duration of this project.
Runway 32 PAPI	During Construction	Facility will remain operational for the duration of this project.
Runway 32 REIL	During Construction	Facility will remain operational for the duration of this project.
Runway 18 PAPI	During Construction	Facility will remain operational for the duration of this project.
Runway 18 REIL	During Construction	Facility will remain operational for the duration of this project.
Runway 36 PAPI	During Construction	Facility will remain operational for the duration of this project.
Runway 36 REIL	During Construction	Facility will remain operational for the duration of this project.
VOR	During Construction	Facility will remain operational for the duration of this project.
Wind Cone	During Construction	Facility will remain operational for the duration of this project.
Airport Beacon	During Construction	Facility will remain operational for the duration of this project.

Terminal Apron Hardstands

Table 3: NAVAID Facility Impacts		
Facility Type	**Phase Impacted**	**Impact**
Runway 14 ILS (Glide Slope)	During Construction	Facility will remain operational for the duration of this project.
Runway 14 ILS (Localizer)	During Construction	Facility will remain operational for the duration of this project.
Runway 14 MALSR	During Construction	Facility will remain operational for the duration of this project.
Runway 14 PAPI	During Construction	Facility will remain operational for the duration of this project.
Runway 32 PAPI	During Construction	Facility will remain operational for the duration of this project.
Runway 32 REIL	During Construction	Facility will remain operational for the duration of this project.
Runway 18 PAPI	During Construction	Facility will remain operational for the duration of this project.
Runway 18 REIL	During Construction	Facility will remain operational for the duration of this project.
Runway 36 PAPI	During Construction	Facility will remain operational for the duration of this project.
Runway 36 REIL	During Construction	Facility will remain operational for the duration of this project.
VOR	During Construction	Facility will remain operational for the duration of this project.
Wind Cone	During Construction	Facility will remain operational for the duration of this project.
Airport Beacon	During Construction	Facility will remain operational for the duration of this project.

B. COORDINATION OF NAVAID IMPACTS. N/A. Planned NAVAID impacts must be addressed in the Contractor's construction schedule. The Contractor is required to provide adequate notice, meeting the requirements stated in Section 4.A.XI, to the Airport Manager and the Engineer in order to notify the FAA Sector Office for removing a NAVAID from service. The Contractor is also required to provide notice, meeting the requirements stated in Section 4.A.XI, in advance of any construction activities to allow the FAA sufficient time to locate and mark any existing field cables which might be affected by this project and to avoid unscheduled facility outages.

7. CONTRACTOR ACCESS (Section 2.9)

A. LOCATION OF STOCKPILED CONSTRUCTION MATERIALS. The Contractor is limited to the placement of stockpiled materials at the locations shown within the CSPP. For this project, stockpiled materials must be located within the Contractor's Staging Area. Additionally, Contractor may place material stockpiles (topsoil, aggregate, etc.) at any location within the project work limits as shown in the CSPP while utilizing the materials. However, stockpiled materials are not permitted within the Runway OFA of an operational runway unless approved by the FAA. The Contractor will be required to submit a SF-7460-1 form to the FAA for any stockpiles or equipment that exceeds 15 feet above the ground. Processing time for the SF-7460-1 form is 45-60 days.

I. HEIGHT RESTRICTIONS. Stockpiles shall have height limits of 15 feet (Refer to the CSPP drawings and Section 11.E below).

II. WILDLIFE ATTRACTANT. Contractor shall manage stockpiles and maintain positive drainage so they do not become wildlife attractions (Refer to Section 8.B below).

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CITY OF GALVESTON, TEXAS

SCHOLES INTERNATIONAL AIRPORT
GALVESTON, TEXAS

PROJECT NO.	20995
DRAWN BY / DATE	MB/BM/BE 7/22/2024
CHECKED BY / DATE	KWR/SLS 9/9/2024
DESIGNED BY / DATE	MB/BM/BE 7/15/2024
REVISIONS / DATE	ADDENDUM 1 05/01/2025

GENERAL CONSTRUCTION SAFETY AND PHASING PLAN NOTES

A3.0

SUMMARY OF QUANTITIES

ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
BASE BID					
TAXIWAY E REALIGNMENT - East					
1	C-100-1	Contractor Quality Control Program (CQCP)	L.S.	1	
2	C-102-2	Construction Entrance	EA.	1	
3	C-105-1	Mobilization, (NTE 10% of total Bid Amount)	L.S.	1	
4	SS-101-1	Temporary Marking, Lighting, and Barricades	L.S.	1	
5	P-101-1	Concrete Pavement Removal	S.Y.	1,864	
6	P-101-2	Concrete Pavement Joint and Crack Repair	L.F.	5,000	
7	P-152-1	Unclassified Excavation	C.Y.	1,600	
8	P-156-1	Cement Treated Subgrade (12")	S.Y.	8,233	
9	P-403-1	HMA Stabilized Base (9")	TONS	1,143	
10	P-501-1	PCC Pavement (13.5")	S.Y.	7,978	
11	P-501-2	PCC Pavement (7")	S.Y.	1,250	
12	P-602-1	Bituminous Prime Coat	GAL.	798	
13	P-603-1	Bituminous Tack Coat	GAL.	798	
14	P-620-1	Surface Preparation, Pavement Marking Removal	S.F.	4,300	
15	P-620-2	Permanent Reflectorized Pavement Marking (Yellow)	S.F.	10,474	
16	P-620-3	Permanent Non-Reflectorized Pavement Marking (Black)	S.F.	5,396	
17	T-901-1	Permanent Seeding	AC.	2	
18	T-901-2	Temporary Seeding	AC.	2	
19	T-908-1	Hydro-Mulch	AC.	2	
20	L-105-5.1	Remove No. 8 AWG, L-824C in duct	L.F.	950	
21	L-105-5.2	Remove 2-inch conduit (including cable)	LF	875	
22	L-105-5.3	Remove Existing Elevated Taxiway Edge Light and Base Can	EA.	7	
23	L-105-5.4	Remove Existing Elevated Taxiway Edge Light, Base Can to Remain	EA.	71	
24	L-105-5.5	Remove Guidance Sign and Foundation	EA.	1	
25	L-105-5.6	Remove Guidance Sign, Foundation to Remain	EA.	11	
26	L-105-5.7	Remove Existing Elevated Taxiway Edge Light and Base Can in Existing Full Strength Pavement VIA Coring	EA.	1	
27	L-108-5.1	No. 8 AWG, L-824C 5kV Cable, Installed in Conduit or Duct	LF	13,000	
28	L-108-5.2	No. 6 AWG Bare Counterpoise Wire, Installed in Conduit Trench, Including Ground Rods	LF	7,225	
29	L-108-5.3	Temporary Electrical Provisions	LS	1	
30	L-108-5.4	Install New Isolation Transformer and Connector Kit in Existing Sign/ Fixture	EA.	1	
31	L-110-5.1	1-Way, 2" Sch. 40 PVC Conduit, Sand Encased in Turf	LF	2,800	
32	L-110-5.2	1-Way, 2" Sch. 40 PVC Conduit, Concrete Encased in Pavement	LF	480	
33	L-110-5.3	1-Way, 2" Sch. 40 PVC Conduit, Concrete Encased Installed via Saw-Kerf in Existing Pavement	LF	2,225	
34	L-110-5.4	2-Way, 2" SDR 11 HDPE, Installed via Directional Drill	LF	440	
35	L-110-5.5	2-Way, 2" Sched 40 PVC, Sand Encased Ducts in Earth	LF	715	
36	L-110-5.6	2-Way, 2" Sched 40 PVC, Concrete Encased Ducts in Pavement	LF	75	
37	L-115-5.1	L-867D Pull Can in Earth	EA.	1	
38	L-115-5.2	2-Way JCP	EA.	6	
39	L-125-5.1	Install New L-861T(L) Elevated Taxiway Edge Light with New L-867B Base Can in Turf	EA.	25	
40	L-125-5.2	Install New L-861T(L) Elevated Taxiway Edge Light with New L-867B Base Can in Existing Pavement	EA.	42	
41	L-125-5.3	Install New L-861T(L) Elevated Taxiway Edge Light with New L-867B Base Can in New Shoulder Pavement	EA.	7	
42	L-125-5.4	Blank Cover on Existing L-868B Base Can	EA.	71	
43	L-125-5.5	Install New Guidance Sign on New Sign Foundation, 1 Module	EA.	2	
44	L-125-5.6	Install New Guidance Sign on New Sign Foundation, 2 Module	EA.	2	
45	L-125-5.7	Install New Guidance Sign on New Sign Foundation, 3 Module	EA.	1	

1

SUMMARY OF QUANTITIES

ITEM NO.	SPEC	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
BASE BID					
AIRFIELD DRAINAGE IMPROVEMENTS					
46	SS-101-1	Temporary Marking, Lighting and Barricades	L.S.	1	
47	C-102-1	Erosion Control Barrier (Silt Fence)	L.F.	3,500	
48	P-101-4	Clean End Section	EA.	2	
49	P-101-5	Flush and Clean Storm Sewer Pipe	L.F.	7,500	
50	P-101-6	Rehabilitate Storm Structure	EA.	15	
51	D-751-1	Storm Inlet Grate	EA.	13	
52	P-151-1	Clearing and Grubbing	AC.	2	
53	P-152-1	Unclassified Excavation	C.Y.	1,500	
54	T-901-1	Permanent Seeding	AC.	2	
55	T-905-1	Placement of Topsoil	AC.	2	
56	T-908-1	Hydro-Mulch	AC.	2	

SUMMARY OF QUANTITIES

ITEM NO.	SPEC.	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
BASE BID					
TERMINAL APRON HARDSTANDS					
1	C-100-1	Concrete Pavement Removal	S.Y.	3,600	
2	P-152-1	Unclassified Excavation	C.Y.	1,200	
3	P-156-1	Cement Treated Subgrade (12")	S.Y.	3,600	
4	P-403-1	HMA Stabilized Base (9")	Ton	1,883	
5	P-501-3	PCC Pavement (14")	S.Y.	3,600	
6	P-602-1	Bituminous Prime Coat	GAL.	1,008	
7	P-603-1	Bituminous Tack Coat	GAL.	720	
8	P-620-1	Surface Preparation, Pavement Marking Removal	S.F.	67	
9	P-620-2	Permanent Reflectorized Pavement Marking (Yellow)	S.F.	576	
10	P-620-3	Permanent Non-Reflectorized Pavement Marking (Black)	S.F.	526	
11	SS-101-1	Temporary Marking, Lighting, and Barricades	L.S.	1	
12	SS-102-1	Remove and Replace Unsuitable Subgrade with Foundation Material as Directed by the Engineer	C.Y.	20	
13	SS-110-1	Install Aircraft Tie-downs	EA.	12	

SUMMARY OF QUANTITIES

ITEM NO.	SPEC.	ITEM DESCRIPTION	UNIT	QUANTITY	
				ESTIMATED	AS-CONST.
ADD ALTERNATE 1					
TAXIWAY E REALIGNMENT - West					
A1.01	SS-101-1	Temporary Marking, Lighting, and Barricades	L.S.	1	
A1.02	P-101-1	Concrete Pavement Removal	S.Y.	419	
A1.03	P-101-2	Concrete Pavement Joint and Crack Repair	L.F.	9,625	
A1.04	P-152-1	Unclassified Excavation	C.Y.	700	
A1.05	P-156-1	Cement Treated Subgrade (12")	S.Y.	2,776	
A1.06	P-403-1	HMA Stabilized Base (9")	TONS	386	
A1.07	P-501-1	PCC Pavement (13.5")	S.Y.	3,041	
A1.08	P-501-2	PCC Pavement (7")	S.Y.	419	
A1.09	P-602-1	Bituminous Prime Coat	GAL.	304	
A1.10	P-603-1	Bituminous Tack Coat	GAL.	304	
A1.11	P-620-1	Surface Preparation, Pavement Marking Removal	S.F.	4,200	
A1.12	P-620-2	Permanent Reflectorized Pavement Marking (Yellow)	S.F.	12,358	
A1.13	P-620-3	Permanent Non-Reflectorized Pavement Marking (Black)	S.F.	8,502	
A1.14	T-901-1	Permanent Seeding	AC.	1	
A1.15	T-901-2	Temporary Seeding	AC.	1	
A1.16	T-908-1	Hydro-Mulch	AC.	1	
A1.17	L-108-5.1	No. 8 AWG, L-824C 5kV Cable, Installed in Conduit or Duct	LF	9,550	
A1.18	L-108-5.2	No. 6 AWG Bare Counterpoise Wire, Installed in Conduit Trench, Including Ground Rods	LF	6,875	
A1.19	L-108-5.4	Install New Isolation Transformer and Connector Kit in Existing Sign/ Fixture	EA.	2	
A1.20	L-109-5.1	ALCS Graphics Update	LS	1	
A1.21	L-110-5.1	1-Way, 2" Sch. 40 PVC Conduit, Sand Encased in Turf	LF	3,950	
A1.22	L-110-5.3	1-Way, 2" Sch. 40 PVC Conduit, Concrete Encased Installed via Saw-Kerf in Existing Pavement	LF	2,000	
A1.23	L-110-5.4	2-Way, 2" SDR 11 HDPE, Installed via Directional Drill	LF	160	
A1.24	L-110-5.5	2-Way, 2" Sched 40 PVC, Sand Encased Ducts in Earth	LF	100	
A1.25	L-115-5.1	L-867D Pull Can in Earth	EA.	15	
A1.26	L-115-5.2	2-Way JCP	EA.	2	
A1.27	L-125-5.1	Install New L-861T(L) Elevated Taxiway Edge Light with New L-867B Base Can in Turf	EA.	14	
A1.28	L-125-5.2	Install New L-861T(L) Elevated Taxiway Edge Light with New L-867B Base Can in Existing Pavement	EA.	39	
A1.29	L-125-5.5	Install New Guidance Sign on New Sign Foundation, 1 Module	EA.	2	
A1.30	L-125-5.6	Install New Guidance Sign on New Sign Foundation, 2 Module	EA.	1	

1

05/01/2025

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CITY OF GALVESTON, TEXAS

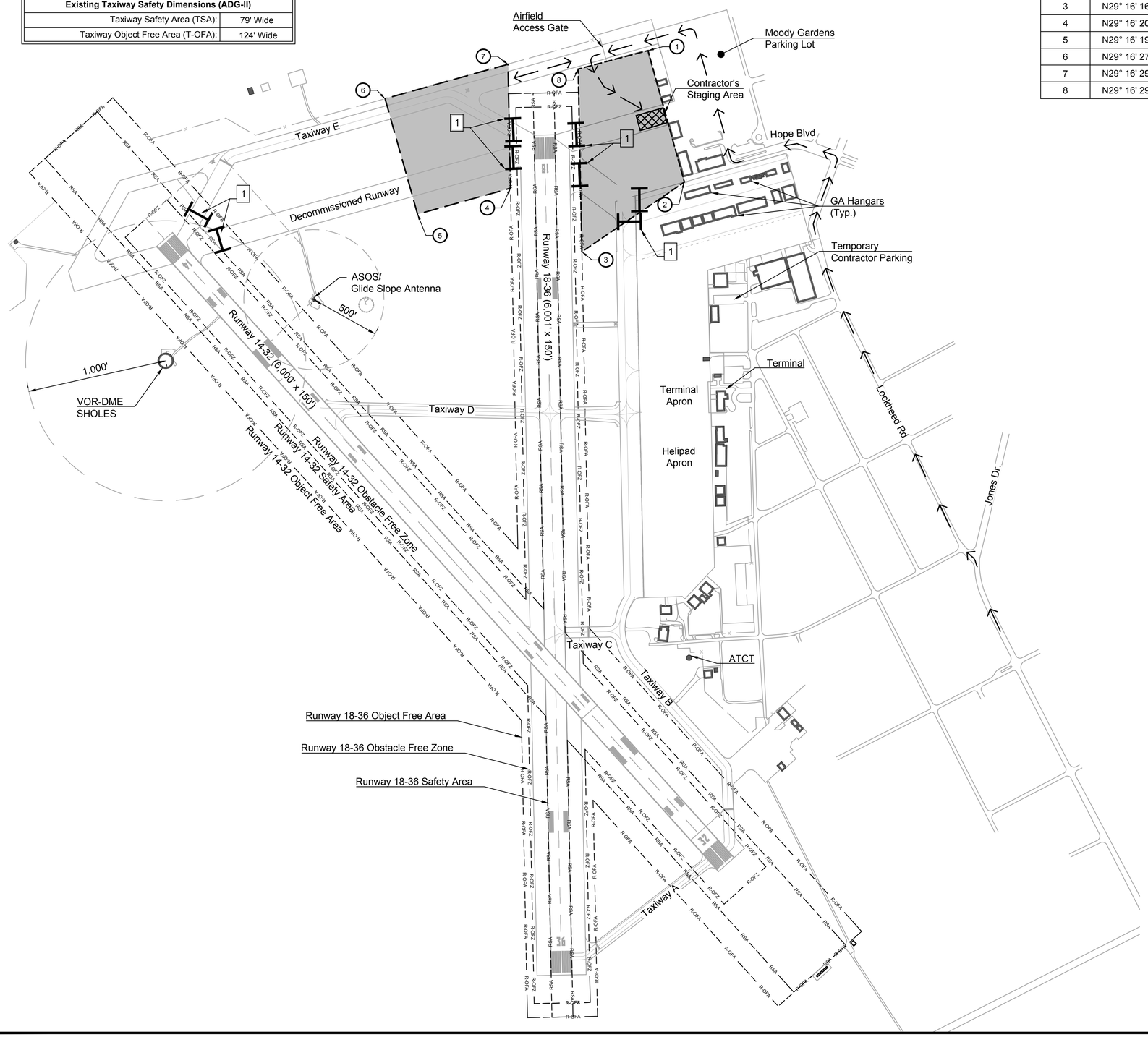
SCHOLES INTERNATIONAL AIRPORT
GALVESTON, TEXAS

PROJECT NO.	20995
DRAWN BY	MB/BM/BE
DATE	7/22/2024
CHECKED BY	KWR/SLS
DATE	9/9/2024
DESIGNED BY	MB/BM/BE
DATE	7/15/2024
REVISIONS	
DATE	
ADDENDUM 1	05/01/2025

SUMMARY OF QUANTITIES

A4.0

Runway 14-32 Safety Dimensions	
Runway Safety Area (RSA):	8,000' x 500'
Runway Object Free Area (R-OFA):	8,000' x 800'
Runway Obstacle Free Zone (R-OFZ):	6,400' x 400'
Runway 18-36 Safety Dimensions	
Runway Safety Area (RSA):	6,601' x 150'
Runway Object Free Area (R-OFA):	6,601' x 500'
Runway Obstacle Free Zone (R-OFZ):	6,401' x 400'
Existing Taxiway Safety Dimensions (ADG-II)	
Taxiway Safety Area (TSA):	79' Wide
Taxiway Object Free Area (T-OFA):	124' Wide



PHASE 1-1 Construction Limits						
Point Number	Latitude	Longitude	Site Elevation (ft)	Obstruction Height (ft)	Obstruction Elevation (ft)	Description
1	N29° 16' 30.31"	W94° 51' 24.13"	4	25	29	Construction Limits
2	N29° 16' 20.95"	W94° 51' 21.53"	4	25	29	Construction Limits
3	N29° 16' 16.27"	W94° 51' 29.97"	5	25	30	Construction Limits
4	N29° 16' 20.94"	W94° 51' 35.54"	5	25	30	Construction Limits
5	N29° 16' 19.33"	W94° 51' 43.10"	5	25	30	Construction Limits
6	N29° 16' 27.57"	W94° 51' 45.38"	4	25	29	Construction Limits
7	N29° 16' 29.67"	W94° 51' 35.39"	5	25	30	Construction Limits
8	N29° 16' 29.18"	W94° 51' 29.75"	5	25	30	Construction Limits

TAXIWAY E

PHASE 1-1 CONSTRUCTION SCHEDULE (110 CALENDAR DAYS OR LESS) (1)

1. The Scholes International Airport will be OPEN for the duration of the project
2. Taxiway E will be CLOSED.
3. The Contractor shall implement the Safety Plan Compliance Document (SPCD) and prepare the portion of the airfield for CLOSURE as necessary.
4. Closed Taxiway Markings shall be placed on the runway side of the Holding Position Markings as shown on plans.
5. Contractor furnished flagger personnel in coordination with the Airport Manager and the RPR, must utilize for construction vehicles and equipment to safely access the Contractor's Staging Area and Construction Limits. Contractor furnished flagger personnel shall have knowledge of airport operations and procedures. construction equipment and vehicles are required to have visible flashing beacons and flags as traffic crosses through the AOA of the airport.
6. The Contractor shall not interfere with access to General Aviation Hangars
7. Work activities within the limits of the work area include:
   - 7.1. Remove existing pavement markings
   - 7.2. Remove taxiway edge lighting
   - 7.3. Remove existing pavement
   - 7.4. Clear and Grade area for realigned Taxiway E
   - 7.5. Complete paving construction including subgrade modification, HMA base and concrete paving concrete paving of Taxiway E.
   - 7.6. Install new taxiway edge lighting
   - 7.7. Apply permanent reflective markings.

CSPP KEYNOTES:

1. INSTALL Low Profile Barricades See CSPP Details.
2. INSTALL Closed Runway Marking See CSPP Details.

N

400 0 400 800

Scale in Feet

LEGEND

- Contractor Haul Route
- Low Profile Barricade (Symbol Does Not Denote they Number of Barricade Required)
- Closed Runway Marking
- Contractor Staging Area
- Construction Limits

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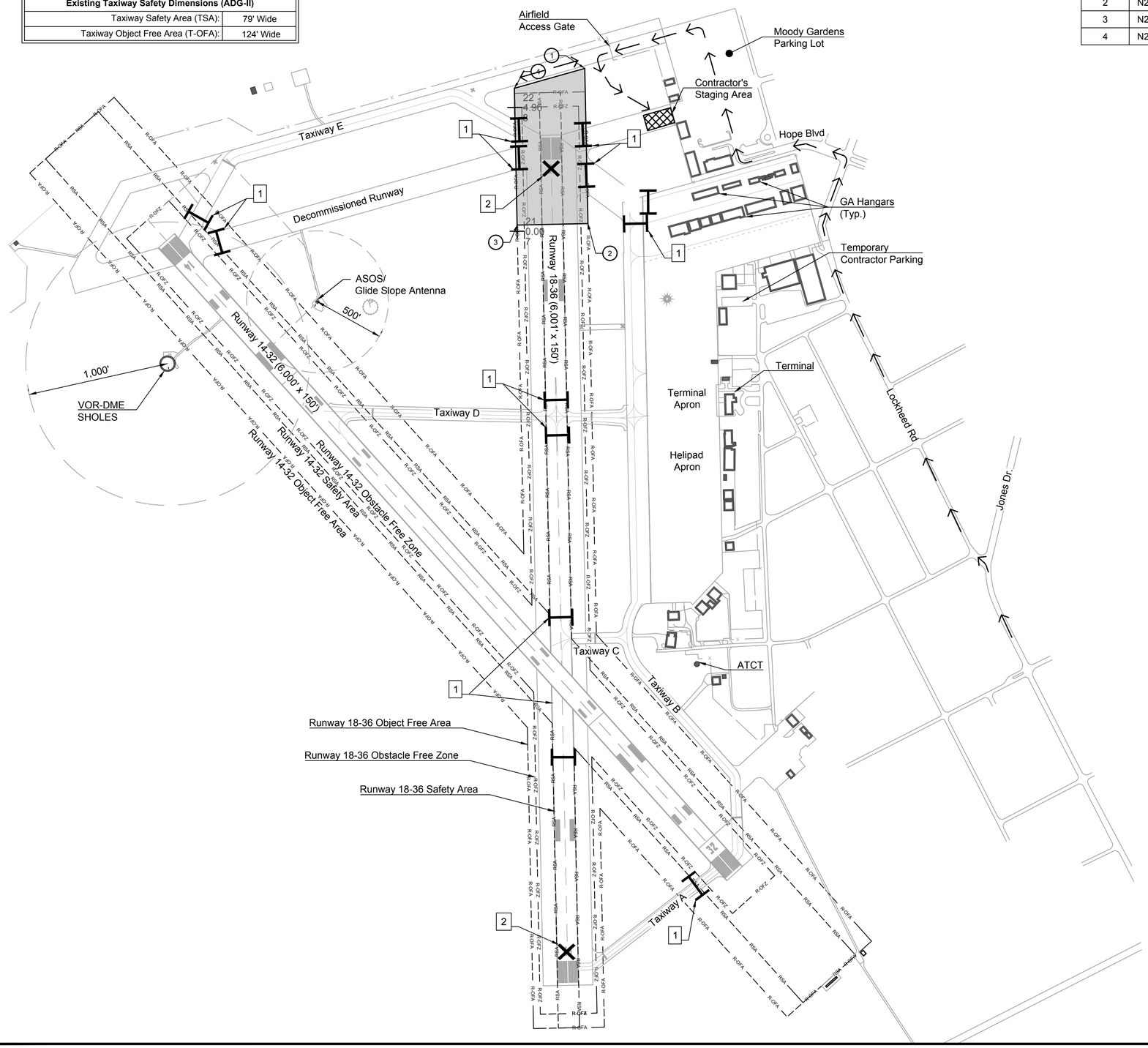
TAXIWAY E CONSTRUCTION SAFETY AND PHASING PLAN

B0.1

Runway 14-32 Safety Dimensions	
Runway Safety Area (RSA):	8,000' x 500'
Runway Object Free Area (R-OFA):	8,000' x 800'
Runway Obstacle Free Zone (R-OFZ):	6,400' x 400'
Runway 18-36 Safety Dimensions	
Runway Safety Area (RSA):	6,601' x 150'
Runway Object Free Area (R-OFA):	6,601' x 500'
Runway Obstacle Free Zone (R-OFZ):	6,401' x 400'
Existing Taxiway Safety Dimensions (ADG-II)	
Taxiway Safety Area (TSA):	79' Wide
Taxiway Object Free Area (T-OFA):	124' Wide



PHASE 1-2 Construction Limits						
Point Number	Latitude	Longitude	Site Elevation (ft)	Obstruction Height (ft)	Obstruction Elevation (ft)	Description
1	N29° 16' 29.18"	W94° 51' 29.75"	5	25	30	Construction Limits
2	N29° 16' 18.41"	W94° 51' 35.58"	4	25	29	Construction Limits
3	N29° 16' 18.34"	W94° 51' 29.93"	4	25	29	Construction Limits
4	N29° 16' 27.97"	W94° 51' 35.42"	5	25	30	Construction Limits

TAXIWAY E

PHASE 1-2 CONSTRUCTION SCHEDULE (40 CALENDAR DAYS OR LESS) (1)

1. The Scholes International Airport will be OPEN for the duration of the project.
2. Runway 18-36 will be CLOSED during Phase 1-2. Runway 14-32 to remain OPEN during this phase.
3. Taxiway E shall be CLOSED during this phase.
4. Closed Runway Markings and Low Profile Barricades shall be placed as shown on this sheet.
5. The following work shall be completed within the construction limits:
   - 5.1. Complete pavement markings removal
   - 5.2. Complete taxiway lighting removal
   - 5.3. Complete all permanent pavement marking
   - 5.4. Install new taxiway edge lights
6. At the completion of the items above, coordinate with Airport Manager, Engineer and RPR to open the work areas as described in the steps below:
   - 6.1. Clean all Airport Surfaces
   - 6.2. Remove all equipment, materials, temporary marking and barricades from the wok area.

CSPP KEYNOTES:

[1] INSTALL Low Profile Barricades See CSPP Details.

[2] INSTALL Closed Runway Marking See CSPP Details.

N

400 0 400 800

Scale in Feet

LEGEND

- Contractor Haul Route (1)
- Low Profile Barricade (Symbol Does Not Denote they Number of Barricade Required)
- Closed Runway Marking
- Contractor Staging Area
- Construction Limits

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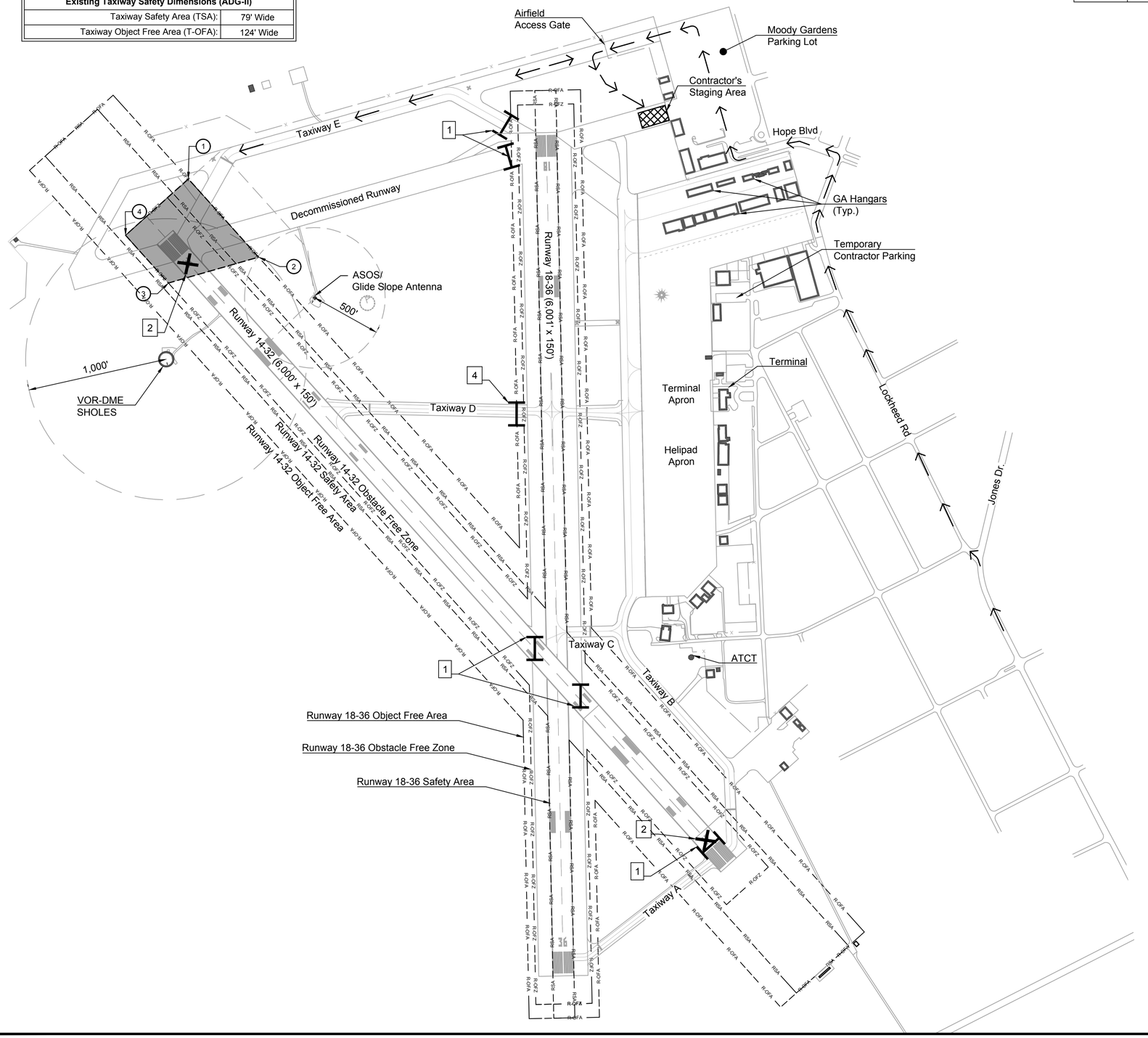
TAXIWAY E CONSTRUCTION SAFTEY AND PHASING PLAN

B0.2

Runway 14-32 Safety Dimensions	
Runway Safety Area (RSA):	8,000' x 500'
Runway Object Free Area (R-OFA):	8,000' x 800'
Runway Obstacle Free Zone (R-OFZ):	6,400' x 400'
Runway 18-36 Safety Dimensions	
Runway Safety Area (RSA):	6,601' x 150'
Runway Object Free Area (R-OFA):	6,601' x 500'
Runway Obstacle Free Zone (R-OFZ):	6,401' x 400'
Existing Taxiway Safety Dimensions (ADG-II)	
Taxiway Safety Area (TSA):	79' Wide
Taxiway Object Free Area (T-OFA):	124' Wide



PHASE 2-1 Construction Limits						
Point Number	Latitude	Longitude	Site Elevation (ft)	Obstruction Height (ft)	Obstruction Elevation (ft)	Description
1	N29° 16' 22.21"	W94° 52' 01.52"	5	25	30	Construction Limits
2	N29° 16' 16.59"	W94° 51' 56.16"	5	25	30	Construction Limits
3	N29° 16' 14.92"	W94° 52' 03.42"	4	25	29	Construction Limits
4	N29° 16' 18.43"	W94° 52' 06.71"	5	25	30	Construction Limits

TAXIWAY E (West) if Add Alt. 1 awarded, include this portion. (1)

PHASE 2-1 CONSTRUCTION SCHEDULE (40 CALENDAR DAYS OR LESS)

1. The Scholes International Airport will be OPEN for the duration of the project.
2. Runway 18-36 to remain OPEN during Phase 2-1. Runway 14-32 will be CLOSED during this phase.
3. Closed Runway Markings and Low Profile Barricades shall be placed as shown on this sheet.
4. The following work shall be completed within the construction limits:
   - 4.1. Complete pavement markings removal
   - 4.2. Remove taxiway lighting removal
   - 4.3. Clean and Seal concrete pavement joints.
   - 4.4. Complete paving construction including subgrade modification, HMA base, and concrete paving.
   - 4.5. Complete all permanent pavement marking
   - 4.6. Install new taxiway edge lights
5. At the completion of the items above, coordinate with Airport Manager, Engineer and RPR to open the work areas as described in the steps below:
   - 5.1. Clean all Airport Surfaces
   - 5.2. Remove all equipment, materials, temporary marking and barricades from the wok area.

N

300 0 300 600
Scale in Feet

CSPP KEYNOTES:

1. INSTALL Low Profile Barricades See CSPP Details.
2. INSTALL Closed Runway Marking See CSPP Details.

LEGEND

- Contractor Haul Route
- Low Profile Barricade (Symbol Does Not Denote they Number of Barricade Required)
- Closed Runway Marking
- Contractor Staging Area
- Construction Limits

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TAXIWAY E CONSTRUCTION SAFETY AND PHASING PLAN

B0.3

Runway 14-32 Safety Dimensions	
Runway Safety Area (RSA):	8,000' x 500'
Runway Object Free Area (R-OFA):	8,000' x 800'
Runway Obstacle Free Zone (R-OFZ):	6,400' x 400'
Runway 18-36 Safety Dimensions	
Runway Safety Area (RSA):	6,601' x 150'
Runway Object Free Area (R-OFA):	6,601' x 500'
Runway Obstacle Free Zone (R-OFZ):	6,401' x 400'
Existing Taxiway Safety Dimensions (ADG-II)	
Taxiway Safety Area (TSA):	79' Wide
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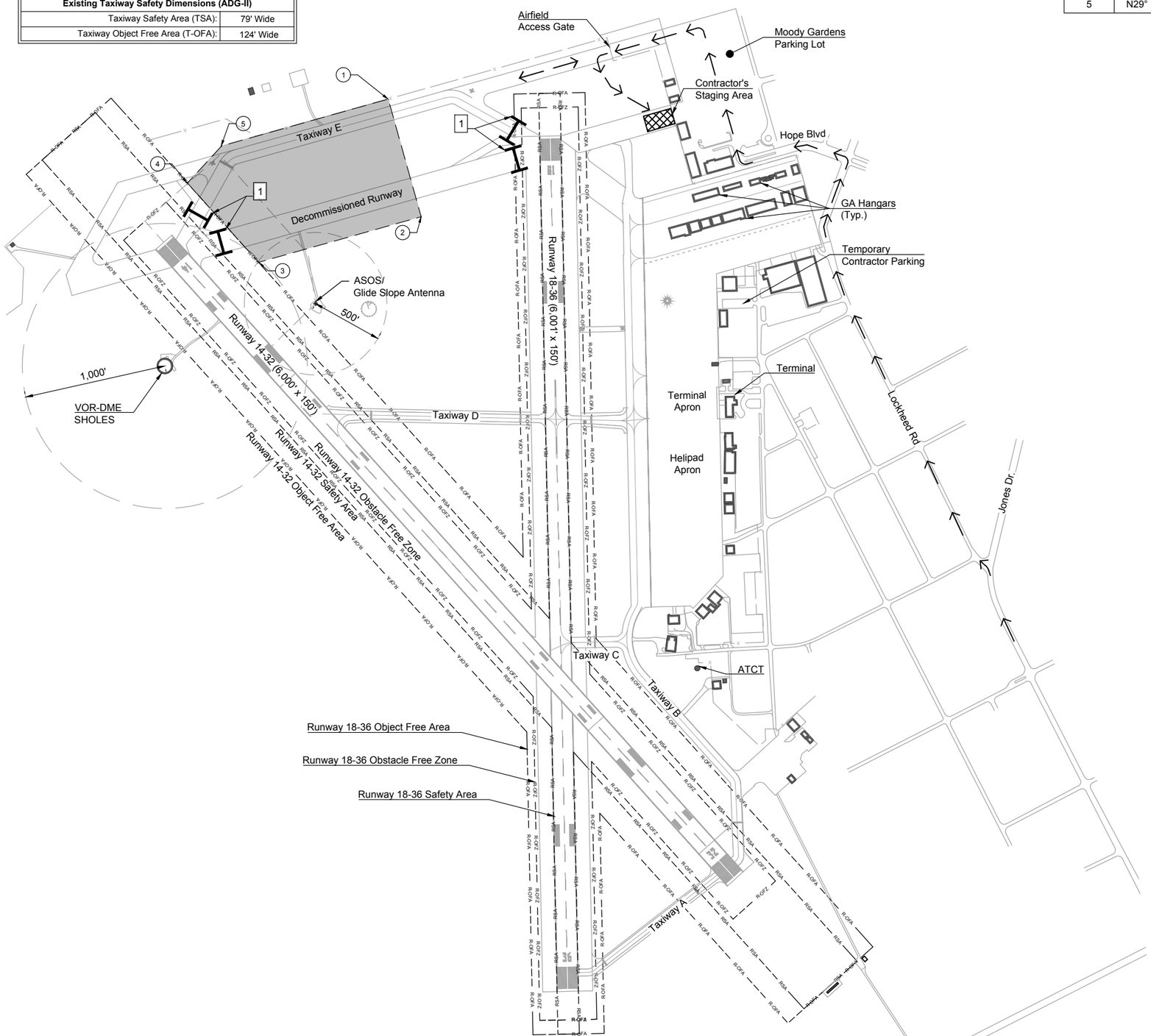

PHASE 2-2 Construction Limits						
Point Number	**Latitude**	**Longitude**	**Site Elevation (ft)**	**Obstruction Height (ft)**	**Obstruction Elevation (ft)**	**Description**
1	N29° 16' 27.57"	W94° 51' 45.38"	5	25	30	Construction Limits
2	N29° 16' 19.33"	W94° 51' 43.10"	5	25	30	Construction Limits
3	N29° 16' 16.59"	W94° 51' 56.16"	4	25	29	Construction Limits
4	N29° 16' 22.21"	W94° 52' 01.52"	5	25	30	Construction Limits
5	N29° 16' 24.73"	W94° 51' 58.71"	4	26	30	Construction Limits

TAXIWAY E (West) if Add Alt. 1 awarded, include this portion. (1)

PHASE 2-2 CONSTRUCTION SCHEDULE (40 CALENDAR DAYS OR LESS)

1. The Scholes International Airport will be OPEN for the duration of the project.
2. Portion of Taxiway E, west of Runway 18-36, shall be closed during this phase.
3. Closed Runway Markings and Low Profile Barricades shall be placed as shown on this sheet.
4. The following work shall be completed within the construction limits:
   - 4.1. Complete pavement markings removal
   - 4.2. Complete taxiway lighting removal
   - 4.3. Clean and Seal concrete pavement joints.
   - 4.4. Complete paving construction including subgrade modification, HMA base, and concrete paving.
   - 4.5. Complete all permanent pavement marking
   - 4.6. Install new taxiway edge lights
5. At the completion of the items above, coordinate with Airport Manager, Engineer and RPR to open the work areas as described in the steps below:
   - 5.1. Clean all Airport Surfaces
   - 5.2. Remove all equipment, materials, temporary marking and barricades from the wok area.

N

400 0 400 800
Scale in Feet

CSPP KEYNOTES:

[1] INSTALL Low Profile Barricades See CSPP Details.

[2] INSTALL Closed Runway Marking See CSPP Details.

LEGEND

- Contractor Haul Route
- Low Profile Barricade (Symbol Does Not Denote they Number of Barricade Required)
- Closed Runway Marking
- Contractor Staging Area
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TAXIWAY E CONSTRUCTION SAFETY AND PHASING PLAN

B0.4