

Item P-101 Preparation/Removal of Existing Pavements – Modifications

Paragraphs within Item P-101 are amended as shown below. **Highlights** and **Strikethroughs** are used to identify modifications to original specification.

101-3.1 Removal of existing pavement.

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

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

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

Asphalt pavement removal. Asphalt pavement to be removed shall be cut to the full depth of the asphalt pavement around the perimeter of the area to be removed. ~~If the material is to be [—wasted on the airport site—] [—incorporated into embankment—], it shall be [—broken to a maximum size of [—] inches (mm).—] [—meet the following gradation: [—].—]~~

101-3.2 Preparation of joints and cracks prior to overlay/surface treatment.

Remove all vegetation and debris from cracks to a minimum depth of 1 inch (25 mm). If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the Engineer RPR. Fill all cracks greater than 1/4 inch (6 mm) wide) with a crack sealant per ASTM D6690. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch (3 mm), not to exceed 1/4 inch (6 mm). Any excess joint or crack sealer shall be removed from the pavement surface.

Wider cracks (over 1-1/2 inch wide (38 mm)), along with soft or sunken spots, indicate that the pavement or the pavement base should be repaired or replaced as stated below.

Cracks **over 1 inch in width** and joints **may shall** be filled with a mixture of emulsified asphalt and aggregate. The aggregate shall consist of limestone, volcanic ash, sand, or other material that will cure to form a hard substance. The combined gradation shall be as shown in the following table.

101-3.3 Removal of Foreign Substances/contaminates prior to overlay or seal-coat.

Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, at least 90% of paint, and other foreign substances from the surface of the pavement. **If paint removal is paid for elsewhere, as a standalone**

item, it shall not be included in this item. Areas that require removal are designated on the plans and as directed by the Engineer RPR in the field during construction.

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

Removal of foreign substances shall not proceed until approved by the Engineer RPR. Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense. No material shall be deposited on the pavement shoulders. All wastes shall be disposed of off site. ~~in areas indicated in this specification or shown on the plans.~~ Removal of existing markings, when paid for separately, shall be paid for under Item P-620 of the specifications.

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

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

101-3.5 Cold milling.

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

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

b. Profiling, grade correction, or surface correction. The milling machine shall have a minimum width of 7 feet, unless otherwise approved by the Engineer, and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch (+0 mm and -6mm) of the specified grade. The machine must cut vertical edges

and have a positive method of dust control. The machine must have the ability to windrow the millings or cuttings. All millings shall be removed and disposed of in areas designated on the plans.

101-3.8 Preparation of Joints in Rigid Pavement prior to resealing.

~~Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the Engineer and RPR that the method used cleans the joint and does not damage the joint.~~

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

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

~~**101-3.8.3 Joint sealant.** Joint material and installation will be in accordance with [Item P-605] [Item P-604].~~

Item P-101 Preparation/Removal of Existing Pavements

DESCRIPTION

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

EQUIPMENT AND MATERIALS

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

CONSTRUCTION

101-3.1 Removal of existing pavement.

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

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

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

~~b. Asphalt pavement removal. Asphalt pavement to be removed shall be cut to the full depth of the asphalt pavement around the perimeter of the area to be removed. If the material is to be [wasted on the airport site] [incorporated into embankment], it shall be [broken to a maximum size of [—] inches (mm)]. [meet the following gradation: [—]].~~

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

101-3.2 Preparation of joints and cracks prior to overlay/surface treatment. Remove all vegetation and debris from cracks to a minimum depth of 1 inch (25 mm). If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the ~~Engineer RPR~~. Fill

all cracks greater than 1/4 inch (6 mm) wide) with a crack sealant per ASTM D6690. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch (3 mm), not to exceed 1/4 inch (6 mm). Any excess joint or crack sealer shall be removed from the pavement surface.

Wider cracks (over 1-1/2 inch wide (38 mm)), along with soft or sunken spots, indicate that the pavement or the pavement base should be repaired or replaced as stated below.

Cracks over 1 inch in width and joints may shall be filled with a mixture of emulsified asphalt and aggregate. The aggregate shall consist of limestone, volcanic ash, sand, or other material that will cure to form a hard substance. The combined gradation shall be as shown in the following table.

Gradation

Sieve Size	Percent Passing
No. 4 (4.75 mm)	100
No. 8 (2.36 mm)	90-100
No. 16 (1.18 mm)	65-90
No. 30 (600 μm)	40-60
No. 50 (300 μm)	25-42
No. 100 (150 μm)	15-30
No. 200 (75 μm)	10-20

Up to 3% cement can be added to accelerate the set time. The mixture shall not contain more than 20% natural sand without approval in writing from the Engineer RPR.

The proportions of asphalt emulsion and aggregate shall be determined in the field and may be varied to facilitate construction requirements. Normally, these proportions will be approximately one part asphalt emulsion to five parts aggregate by volume. The material shall be poured or placed into the joints or cracks and compacted to form a voidless mass. The joint or crack shall be filled to within +0 to -1/8 inches (+0 to -3 mm) of the surface. Any material spilled outside the width of the joint shall be removed from the pavement surface prior to constructing the overlay. Where concrete overlays are to be constructed, only the excess joint material on the pavement surface and vegetation in the joints need to be removed.

101-3.3 Removal of Foreign Substances/contaminates prior to overlay or seal-coat. Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, at least 90% of paint, and other foreign substances from the surface of the pavement. If paint removal is paid for elsewhere, as a standalone item, it shall not be included in this item. Areas that require removal are designated on the plans and as directed by the Engineer RPR in the field during construction.

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

Removal of foreign substances shall not proceed until approved by the Engineer RPR. Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense. No material shall be deposited on the pavement shoulders. All wastes shall be disposed of off site, in areas indicated in this specification or shown on the plans. Removal of existing markings, when paid for separately, shall be paid for under Item P-620 of the specifications.

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

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

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

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

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

b. **Profiling, grade correction, or surface correction.** The milling machine shall have a minimum width of 7 feet, unless otherwise approved by the Engineer, and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch (+0 mm and -6mm) of the specified grade. The machine must cut vertical edges and have a positive method of dust control. The machine must have the ability to windrow the millings or cuttings. All millings shall be removed and disposed of in areas designated on the plans.

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

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

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

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

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

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

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

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

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

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

~~**101-3.8.3 Joint sealant.** Joint material and installation will be in accordance with [Item P-605] [Item P-604].~~

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

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

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

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

101-3.9.4 Removal of Pipe and other Buried Structures.

a. **Removal of Existing Pipe Material.** Not used.

b. **Removal of Inlets/Manholes.** Not used.

METHOD OF MEASUREMENT

101-4.1 Joint and crack repair. The unit of measurement for joint and crack repair shall be the linear foot of joint.

101-4.2 Removal of Foreign Substances/contaminates. The unit of measurement for foreign Substances/contaminates removal shall be the square foot.

101-4.3 Full depth pavement removal and replacement. The unit of measure for full depth pavement removal and replacement shall be square yard.

101-4.6 Cold milling. The unit of measure for cold milling shall be per square yard for the milling depth identified. The location and ~~average~~ depth of the cold milling shall be as shown on the plans.

BASIS OF PAYMENT

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

Item P 101-5.1	Full Depth Pavement Removal and Replacement - per square yard
Item P 101-5.2	Crack Repair (Less than 1" Wide) – per linear foot
Item P 101-5.3	Crack Repair (1" Wide and Greater) – per linear foot
Item P-101-5.4	Cold Milling (0" – 1") – per square yard
Item P-101-5.5	Cold Milling (0" – 1.5") – per square yard
Item P-101-5.6	Cold Milling (0" – 2") – per square yard
Item P-101-5.7	Cold Milling (0" – 3") – per square yard
Item P-101-5.8	Removal of Foreign Substances/contaminates – per square foot

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

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

ASTM International (ASTM)

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

END OF ITEM P-101

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Airport: A.L. Mangham Jr. Regional Airport

Organizer: KSA Engineers, Inc.

Date: Tuesday February 3, 2026

KSA Project No.: 102727

Project: Runway 18/36 and Taxiway Rehabilitation Project

Client Project No.: 2611NACOG

I. **Sign In Sheet**

II. **Introductions and Roles**

- A. Colin Smith – Airport Manager
- B. Ryan Hindman, TxDOT Aviation
- C. Kelle Chancey, TxDOT Aviation
- D. Chad Pennel, KSA
- E. Bob Thurber, KSA
- F. Jeremy Bostock, KSA

III. **Bidding Procedures**

- A. See Notice to Bidders and Instructions to Bidders sections in Contract Documents for bidding information.
- B. All bidders are encouraged to review all contract documents including Mandatory Federal Contract Provisions, TxDOT General Provisions, Special Provisions, and Project Specifications.
- C. Technical questions/comments should be submitted to Chad Pennel, (cpennel@ksaeng.com or 972.542.2995) or Jeremy Bostock, (jbostock@ksaeng.com 972.542.2995) by Friday, February 6, 2026 at 5:00 p.m. Questions must be in writing and received prior to date mentioned. Questions submitted after this may not be answered.
- D. For bid document questions or other information visit the TxDOT Aviation website or call TxDOT, Kelle Chancey at 512-633-0253.
- E. Sealed bids for the construction of airport improvements at the A.L. Mangham Jr. Regional Airport are to be delivered to Kelle Chancey, TxDOT Aviation Division, 6230 E. Stassney Lane, 2nd Floor, Austin, Texas 78744 by Tuesday February 17th, 2026, at 2:00 p.m. At that time, bids will be publicly opened and read aloud. Any bid received after closing time will be returned unopened.
- F. Bid Proposal
 - 1. Bidders must utilize the bid proposal form provided on TxDOT's website.
 - 2. Bidders must provide pricing for the Base Bid and All Additive Alternate Bids. The contract award will be based on the lowest qualified bid.
 - 3. **Contractors should confirm that they can access the form as soon as possible.**
 - 4. **If difficulties are encountered in opening the bid form, do the following:**
 - a. **Download the form and then try opening it.**
 - b. **Form may not work with all versions of Adobe Acrobat Reader. Try opening with another version of the software.**

c. **Call Kelle Chancey at the number above for assistance.**

- G. Each bid should be furnished with Bidder Qualifications as stated in the Contract Documents.
- H. Bidder shall reference the Aviation Division General Construction Contract Provisions.
 - 1. <http://txdot.gov/inside-txdot/division/aviation/general-provisions.html>
- I. Contract will be awarded within 60 calendar days from bid opening.
- J. Federally funded project
 - 1. The DBE Goal is 0%. Questions regarding DBE Goal and Good Faith Efforts should be directed to TxDOT, Eli Lopez at 512-416-4506.
 - 2. In accordance with 49 CFR Part 26.53 the bidder/offeror must submit an acceptable DBE plan and commitment or good faith effort no later than 5 calendar days after bid opening as a matter of responsibility.
 - 3. The EEO Goal is:
 - a. 22.5% for minority participation in each trade
 - b. 6.9% for female participation in each trade
 - 4. Wage rate requirements will be required as shown in the Contract Documents.
 - 5. Buy American – Steel and Manufactured Products for Construction Contracts.

IV. **Scope of Work**

- A. Major Items of Work
 - 1. Crack Repair
 - 2. Milling
 - 3. Placement of Pavement Interlayer
 - 4. HMAC Placement
 - 5. Pavement Marking
 - 6. Shoulder Grading
 - 7. Light Can Modifications
 - 8. P-629 Seal Coat (With acceptance of Additive Alternate No. 1)
- B. Base Bid and Alternates
 - 1. Base Bid – Overlay of Runway 18/36, Taxiway B, and Connecting Taxiways to the Hold Position Markings
 - 2. Additive Alternate No. 1 – Crack Seal and Seal Coat (P-629) of Parallel Taxiway and Connecting Taxiways East of the Hold Position Markings
 - 3. Additive Alternate No. 2 – Overlay of Area in Additive Alternate No. 1
- C. Site visit after the meeting.

V. **Site Access / Staging Areas**

- A. Primary site access will be from Hwy. 7 to the South (Phases 1 and 2) and Terry Crawford Dr. (Phase 3), as shown in plans.
- B. Staging/Stockpile Areas as shown in the plans.

VI. Construction Safety and Phasing Plan

- A. Contractor will be required to comply with FAA Advisory Circular 150/5370-2G, Operational Safety on Airports During Construction.
 - 1. Phase 1: Runway 18/36, Taxiway B, west end of connecting taxiways
 - 2. Phase 2: South end of parallel taxiway and associated east ends of connecting taxiways
 - 3. Phase 3: North end of parallel taxiway and associated east end of connecting taxiway
- B. A start date of May 18th is provided for the runway work because it is critical that the runway be opened, at most, 75 days from this start date due to a significant increase in operations after this date. While Taxiway B work can be performed concurrently, this is contingent upon maintaining the schedule to open the runway within 75 days.
- C. The contract will be in place to meet this start date and a Notice to Proceed will be issued to ensure that work is started on time.
- D. Other phasing will be considered after award, but must meet the intent of the existing phasing plans and must not significantly increase the impact to aircraft operations.
- E. Contract will be required to comply with the construction safety phasing plan on sheets G04 and G05 of the plans.
- F. Safety Plan Compliance Document will be required by the Contractor. SPCD is project specific. A template can be provided upon request once a contract is awarded.

VII. QA/QC Testing

- A. Quality Assurance Testing is by the owner
 - 1. Acceptance of materials is based solely on QA testing
- B. Quality Control Testing is by Contractor
 - 1. See technical specifications for specific requirements regarding QC testing.
 - 2. A Contractor Quality Control Program (CQCP) is required. See Item C-100 of the specifications.

VIII. Other Information

- A. Contract Time
 - 1. Base Bid – 85 Calendar Days, with 75 of these days for the runway closure
 - 2. Additive Alternate 1 – 45 Calendar Days
 - 3. Additive Alternate 2 – 60 Calendar Days
 - 4. Liquidated Damages are \$1,000 per calendar day.
- B. Protection of any existing utilities in the project area is the responsibility of the Contractor. Engineer has endeavored to show all known utilities within the Contract documents, but this shall not relieve the Contractor from full responsibility in anticipating all underground obstruction, whether or not shown on the plans; Contractor should call for utility locates and verify locations of all utilities prior to starting construction.
- C. No retainage on project. Payment will be made up to 95% of the contract amount or installed work items if over or under the current contract before final acceptance.
- D. Any addenda issued will be available on TxDOT's website.

Pre-Bid Notes:

Questions and Answers:

Q1: Is topsoil in areas of shoulder grading to be removed, stockpiled, and reused?

A1: Two options for shoulder grading are provided in the notes on Sheet C11. 1) Topsoil can be imported and placed per note 2.A. 2) If soil other than topsoil is imported, place per note 2.B. Also see Item KSA-210 of the specifications.

Q2: Does the City want to keep millings?

A2: Millings can be used on site by contractor, if needed, to maintain haul routes, etc. The City wants to maintain control of unused millings. Contractor shall stockpile millings as shown on updated Sheet C01.

Q3: Is P-401 HMA being used.

A3: Plans and specifications require the use of HMA per TxDOT Item 341. Plan sheet C13 identifies type of mix to be used. Modifications have been made to standard TxDOT Item 341. Contractors should familiarize themselves with modifications made to the standard.

Q4: Are joints to be offset?

A4: Per paragraph 4.7 of Item 341, joints of successive courses are to be offset by at least 6". This includes existing longitudinal joints in the pavement to be overlaid.

Q5: Is there a requirement to cut longitudinal joints to a vertical face before placing an adjacent lane?

A5: Item 341 does not contain this requirement.

Q5: What testing will be performed on the HMA?

A5: Testing will be per Item 341 of the specifications.

Q6: Has a PGL been established for the paving?

A6: A PGL has not been established. See typical section notes on Sheet C13 for grade control requirements.

Q7: Can order of phases be modified?

A7: Contractor shall assume runway work will commence on May 18, 2026, and that phasing will be as shown in the plans. Alternate phasing will be considered after contract award. Any alternate phasing must be approved by the Engineer and must not delay the date for re-opening of the runway.

Q8: Does the acquisition of materials count towards the requirement that the GEC perform 30% of the work?

A8: See SP-4 in the Special Provisions for items that define “perform work with own organization.”

A.L. MANGHAM JR. REGIONAL AIRPORT
RUNWAY 18/36 AND TAXIWAY REHABILITATION
TxDOT CSJ NO. 2611NACOG
PRE-BID CONFERENCE SIGN-IN SHEET
TUESDAY, FEBRUARY 3, 2026 @ 2:00 P.M.

NAME	COMPANY	PHONE	E-MAIL
1. Chad Pennel	KSA	972-542-2995	cpennel@ksaeng.com
2. Boby Shuber	"	936-671-9601	bshuber@ksaeng.com
3. Ryan Hindman	TxDOT	(512) 520-7467	ryan.hindman@txdot.gov
4. Robert Johnson	TxDOT	512-701-9702	robert.t.n.johnson@txdot.gov
5. Earl Spurlock	TxDOT	512-658-8270	earl.spurlock@txdot.gov
6. Jody Herrington	Tx Materials	936-465-7881	jody.herrington@txmaterials.com
7. Emily Frank	Texas Materials	936-635-3324	emily.frank@txmaterials.com
8. RYAN MALONE	CIVIL / CMST	409-504-6229	rmalone@cmst.com
9. Nick Moore	CMST	936-676-6144	nmoore@cmst.com
10. John Alan	Cone Wolf-Kantz	817-901-6712	John.A@Cone-Wolf-Kantz.com
11. MIKE MONTARLO	DREWERY CONST. INC	936-645-8633	MIKE.M@DREWERYINC.COM
12. Rodney Billion	Texas Materials	903-312-4464	Rodney.Billion@txmaterials.com
13. Jason Vickery	City of Nacogdoches	936-559-2518	vickeryj@nactx.us
14. Kyle Drewery	Drewery Construction Co Inc	936-554-4846	Kyle.d@dreweryinc.com
15. Michael New	City of Nacogdoches	936-559-2522	newm@nactx.us
16. Colin Smith	City of Nacogdoches	936 5609567	smithcm@nactx.us
17. Case Opperman	City of Nacogdoches	(936) 559-2515	oppermanc@nactx.us
18.			
19.			
20.			

NAME

COMPANY

PHONE

E-MAIL