



11111 Katy Freeway  
 Suite 910  
 Houston, TX 77079

TEL 713.491.8333  
 FAX 713.973.5777

www.GarverUSA.com

July 18, 2012

**Bid Title: RSA Grading and Runway Marking Replacement at Jack Brooks Regional Airport**  
**Bid Number: IFB 12-024/KJS**  
**Addendum No. 1**  
**To Plans, Contract Documents and Specifications**

**To Bidder:** This Addendum is an integral part of the bid package under consideration by you as a Bidder in connection with the subject matter herein identified. Jefferson County deems all sealed bids to have been proffered in recognition and consideration of the entire bid package – **including all addenda**. For purposes of clarification, **receipt of this Addendum by a Bidder should be acknowledged on Page C-4 in the Bidder's sealed bid proposal**. If the Bid Proposal has already been received by the Jefferson County Purchasing Department, Bidder should acknowledge this addendum on a copy of page C-4 in a separate sealed envelope, clearly marked with the Bid Title, Bid Number, and Opening Date and Time, as stated above.

**Modifications to the Bidding Requirements:**

1. There are **NO** changes to the bidding due date, time, or location bids are due.

**Modifications to the Contract:**

1. All references to Contract Time within this contract are changed to 30 Calendar Days.
2. Sign-in sheet from Pre-Bid Meeting of July 12, 2012 is added to this contract.
3. Contractors Questions and Answers are added to this contract.

**Modifications to the Specifications:**

1. Discrepancies between the units of payment described in the Technical Specifications and in the Bid Form will be resolved in favor of the Bid Form.
2. Replace Page 2 of Item SS-120 with the attached.
3. Replace Page 1 of Modification to Item T-901 with the attached.

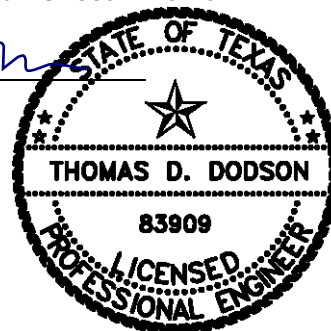
**Modifications to Plan Sheets:**

1. Replace Plan Sheet G-301 with the attached Plan Sheet G-301.
2. Replace Plan Sheet G-302 with the attached Plan Sheet G-302.
3. Replace Plan Sheet G-303 with the attached Plan Sheet G-303.
4. Replace Plan Sheet C-201 with the attached Plan Sheet C-201.
5. Replace Plan Sheet RW12-01 with the attached Plan Sheet RW12-01.
6. Replace Plan Sheet RW12-02 with the attached Plan Sheet RW12-02.
7. Replace Plan Sheet RW34-01 with the attached Plan Sheet RW34-01.

By: Thomas D. Dodson

**Attachments:**

Sign-in Sheet from July 12, 2012 Pre-Bid Meeting: 1 page  
 Response to Bidder Questions: 4 pages  
 Specifications: 2 pages  
 Plan Sheets : 7 pages



RSA Grading and Runway Marking Replacement  
Jack Brooks Regional Airport

Pre-Bid Meeting  
10:00 a.m., Thursday 7/12/12

Name	Company	Phone #	Email
MK Clifton	Bruce's Gen Cont	86666245	
Dwaine Affolter	AFFOLTER Cont.		DAFFOLTER1@Yahoo.com
M.J. Braxton	E&C LTD		
Karl Cooper	Exc. & Const	912-2677	Fax 409-962-2771
Archie Tucker	APAC-TX, Inc.	409-866-1444	Awtucker@APAC.com
Alex Rupp	JBRA	719.4900	aruppe@co.jefferson.tx.us
Duke Youmans	JBRA	719-4961	Dyuman@co.jefferson.tx.us
Karen S. Smith-Stewart	Jeff City Purch.	835-8693	ksmith@co.jefferson.tx.us
Shane Hammond	FAA	832-746-4844	Shane.Hammond@FAA.gov
MIKE FUSBIER	J.C. ENV. DEPT.	835-9584	MIKRF@CO.JEFFERSON.TX.US
TOM DODSON	GARVER	713-491-9333	tdodson@garverusa.com





11111 Katy Freeway  
Suite 910  
Houston, TX 77079

TEL 713.491.8333  
FAX 713.973.5777

[www.GarverUSA.com](http://www.GarverUSA.com)

## MEMORANDUM

**To:** Potential Bidders **Date:** July 18, 2012  
**From:** Thomas D Dodson, PE  
**RE:** Jack Brooks Regional Airport – RSA Grading and Runway Marking Replacement  
Bid Number 12-024/KJS  
Bidder Questions

See below for responses to Bidder questions regarding the RSA Grading and Runway Marking Replacement project at Jack Brooks Regional Airport.

**Question 1:** Will the 25' grid be required both prior to and upon completion of dirt work?

**Answer:** As noted in P-152, areas of excavation are to be measured before excavation begins, and upon completion of exaction activities.

**Question 2:** Is the 25' grid layout required to be set by a licensed surveyor?

**Answer:** There is no requirement for the surveys to be conducted by a RPLS. However, bidders are to note that Section 50-06 requires grading work that is not in accordance with the plans and specifications shall be replaced without additional cost to the Owner.

**Question 3:** Are there load limits on travel-ways to be used?

**Answer:** Load limits that are in effect on streets and highways outside the airport are also in effect within the airport boundary.

**Question 4:** Will there be a need for escorts (Airport) for movement with-in the secure area?

**Answer:** Airport will provide escorts across active airfield pavements.

**Question 5:** Cables shown on Plan Page C-101, if depth is within depths of construction will they be lowered by others? Who pays for repairs if not lowered?

**Answer:** FAA Cables are expected to be below proposed grades in this project. Contractor is to probe cables and determine depth of cables prior to beginning earth-moving activities.

**Question 6:** Will personnel go through background check?

**Answer:** Badging and background checks of Contractor's general superintendent and striping superintendent will be required. Cost of a background check is \$50 per applicant, and is to be paid by the Contractor but is to be included in the Site Preparation cost. Background checks of other personnel will not be required for this project, but the airport reserves the right to conduct background checks as necessary to meet security requirements for the airport.

**Question 7:** What is AC 150/5370-2 and can the publication be provided?

**Answer:** This is an FAA document. A copy of the latest version of this AC has been placed on the ftp site for Bidder's convenience.

**Question 8:** Explain how delays due to inclement weather are considered for time extensions.

**Answer:** Rain days will be evaluated monthly. Comparison of affected days versus typical rain days will be made by the Engineer. Days too wet to work that are considered above typical days too wet to work will be added to the Contract Time.

**Question 9:** For this plan will the Contractor be required to have a test lab to perform Proctor curves and on site tests?

**Answer:** Density requirements for acceptance will be based on Owner's laboratory conducting proctor tests for optimum moisture / density relations. Contractor is welcome to conduct his own proctor tests at his own expense as a part of his quality control procedures.

**Question 10:** Excess or unsuitable soil disposal areas are not shown. Will this material have requirements to strip top soil, spread & compact, etc.?

**Answer:** All excess (and unsuitable) excavation from Runway 12 grading area will be stockpiled as directed by the airport on the south side of the airport, where it will be spread and leveled. There will be no requirement for topsoil removal at the stockpile site or compaction requirements of the stockpiled material, but it is to be evenly spread with large clods broken up and smoothed. It is not anticipated that unsuitable material will be found at the Runway 34 grading area.

**Question 11:** Verify that the cost for fill or embankment is incidental to excavation.

**Answer:** Yes: only excavation (unclassified or borrow) will be measured for payment. There is no separate payment for fill or embankment under these specifications. Contractor is to include his cost for fill and embankment in his unit price for excavation (unclassified or borrow). See Item P-152 for more information.

**Question 12:** Assuming material will be suitable for fill and compaction requirements, and that the surface areas of brush and weeds are not usable, can this material be bunched up and left at location?

**Answer:** Removal of vegetation to expose soil suitable for borrow from the borrow location will not be paid separately but is to be included in the borrow excavation price bid. The stripped vegetation may be stockpiled at the borrow location, but shall be spread and smoothed upon completion of the project.

**Question 13:** If material is found to unsuitable and has to be imported will payment quantity be calculated by cross-section and paid for as a cubic yard of fill?

**Answer:** There is no requirement to import material for this project. The borrow site is located adjacent to the commercial terminal ramp, outside the airfield (AOA) fence. Borrow will be paid for under the unit price bid for borrow excavation.

**Question 14:** Will the material stripped as shown meet material requirements as to roots?

**Answer:** Specification T-905 calls for topsoil to be reasonably free of roots. Herbaceous growth is to be intermixed into the soil. We expect the topsoil from the two runway grading areas to meet this requirement.

**Question 15:** Will Contractor be given keys or be required to provide locks?

**Answer:** Gates intended for Contractor's access are automatic security gates. Contractor will be required to man the gate when it is open for Contractor's use, and ensure the gate is secure and back in regular working order prior to ending his use of the gate each day.

**Question 16:** What are the radio requirements, model and capabilities?

**Answer:** Radios must be two-way, that can be tuned to frequency used by airport staff and FAA staff in the tower. Example radio is ICOM America A-14S handheld. Contractor is to provide 4 radios – they will become property of the Contractor upon completion of the project.

**Question 17:** What is the length of training time and, do all personnel attend?

**Answer:** The training video is approximately 45 minutes. All personnel that will be regularly working on the airfield, as well as drivers that will be traversing the airfield (even those with escort) will be required to watch the video. Delivery drivers and those not entering the airfield will not be required to watch the video.

**Question 18:** Will haul routes hold up to loaded trucks?

**Answer:** Haul routes should be capable of handling road-legal weight trucks. Contractor is to note that perimeter road is narrow and two-way traffic may be limited to prevent trucks from rutting the dirt off the road. Such ruts will need to be smoothed prior to completing the project (at no separate pay).

**Question 19:** Will the existing gravel roadway meet requirement for replacement?

**Answer:** The FAA approach lighting gravel road is to be stripped and stockpiled. While there is no material requirement for the gravel road, Contractor is to take care to not intermix too much soil into the stripped gravel. Upon completion of grading, the stockpiled material is to be placed back in the original location and rolled to compact it. There will be no density requirement for compaction of the gravel road.

**Question 20:** Will cross section surveys be allowed prior to notice to proceed?

**Answer:** Contractor will not be allowed onto the airfield until the contract is executed, and possibly not until after a notice-to-proceed has been issued.

**Question 21:** What is turn-around time for survey approvals?

**Answer:** Contractor is to provide cross section data in a format (preferably printed cross-sections) that can be reviewed quickly. Review time will be dependent upon clarity of information. Timing will be discussed at the pre-construction conference.

**Question 22:** Will a list of potential bidders be provided?

**Answer:** No. However, a list of attendees at the pre-bid meeting will be included in Addendum No. 1.

**Question 23:** Project Manual Page B-5 lists items required for bidding. Will having 4 copies be sufficient, with 4 copies of documents provided upon Notice of Award?

**Answer:** Jefferson County Purchasing Department requires 1 original and 3 copies of the bid documents be provided. Upon award additional copies are required.

**Question 24:** Chart shows species for planting between January 15 and May 15. Does this remain the same if planted earlier?

**Answer:** See addendum No. 1 for a revised seed mix table.

**Question 25:** While watering of the area will barricade and runway closure markings be required as shown for Phase I and II?

**Answer:** No. Once the runway is re-opened, it is anticipated that watering can be carried out using a temporary runway closure by the airport, rather than being shut down. This activity will require 1-

day advance request to airport staff, who will escort the truck(s) to the area(s) to be watered. Since the runway will not be shut down, it should be anticipated that some standby time will be required to schedule with the air traffic needs of the runway.

**Question 26:** While watering of the area, will Flagman with radio contact be sufficient?

**Answer:** Not only radios. If watering is required on a runway that has been re-opened, the water truck(s) will be escorted by the airport. Flagmen will only be required as show for runway closure phases for grading work and marking replacement (Phases).

**Question 27:** Will watering of both RSA areas be allowed on same day?

**Answer:** Yes. Advance coordination will be required with the airport, but watering can be accommodated for both RSA's. Since the runway(s) will not be shut down, it should be anticipated that some standby time will be required to fit with the air traffic needs of the runway(s).

**Question 28:** How will contract time be affected by water only?

**Answer:** This will be considered during construction. See Section 50-14 of the General Provisions. However, partial acceptance will not relieve the Contractor of meeting the specification for growth of vegetation as required by T-901.3.4.

**Question 29:** Will water be available for use on this project?

**Answer:** Contractor will be required to make his own arrangements for water. For potable water, contact the City of Nederland to use a hydrant meter. For non-potable sources, the Lower Neches Valley Authority or Jefferson County Drainage District 7 must grant approval to Contractor to draw water from nearby canals.

**Pages(incl.):** 4

120-2.5 CONTRACTOR'S STAGING AREAS. The areas designated in the plans or by the Engineer as the Contractor's staging area shall be cleared and graded by the Contractor as needed for use by the Contractor in constructing the work on this project. All areas used or otherwise occupied by the Contractor for his operations shall be cleaned, regraded, and seeded, as directed by the Engineer, prior to the final acceptance of the project by the Airport. All work involved in the preparation and restoration of areas used or occupied by the Contractor, including clearing, grubbing, regrading, seeding, and installing and removing fence, will not be measured for separate payment but will be considered subsidiary to the bid item "Site Preparation."

120-2.6 LOCKOUT / TAGOUT PROGRAM. The Contractor shall submit a complete copy of an electrical energy source Lockout/Tagout Program in accordance with Part 1910 – Occupational Safety and Health Standards (OSHA) Subpart S – Electrical, that meets the requirements of 29 CFR 1910.147, The Control of Hazardous Energy (Lockout/Tagout), including requirements listed in 1910.331 through 1910.335. Implementation of the Lockout/Tagout Program and the related safety requirements are the sole responsibility of the Contractor. All work involved in the preparation and implementation of the Lockout/Tagout Program will not be measured for separate payment, but will be considered subsidiary to the bid item "Site Preparation."

120-2.7 AIRPORT SECURITY REQUIREMENTS. The Contractor shall abide by the Airport Security requirements that are outlined in the Construction Safety and Phasing Plan (CSPP) of the plans. Any costs associated with the Airport Security requirements will not be measured for separate payment but will be considered subsidiary to the bid item "Site Preparation."

120-2.8 AIRPORT SAFETY REQUIREMENTS. The Contractor shall abide by the Airport Safety requirements that are outlined in the Construction Safety and Phasing Plan (CSPP) of the plans. All costs associated with the Airport Safety requirements will not be measured for separate payment but will be considered subsidiary to the bid item "Site Preparation." **This includes Flagmen.**

120-2.9 INSTRUMENT CONTROL. The Contractor will be furnished survey baselines and benchmarks to control the work as shown on the Plans. The Contractor shall be responsible for the additional instrument control necessary to layout and construct the work. The Contractor shall provide the instrument control as provided for in Section 50 of the General Provisions. The Contractor's instrument control of the work shall not be measured for separate payment, but will be considered subsidiary to the bid item "Site Preparation".

120-2.10 REMOVAL AND DISPOSAL OF STRUCTURES. This work shall consist of the removal and satisfactory disposal of utility poles; signs, sign supports, sign foundations; curb and curb and gutter; fence; driveways; guardrail; retaining walls; sidewalks; Portland cement concrete or asphalt concrete pavements; manholes; drainage structures (including reinforced concrete channels, headwalls, and wingwalls); concrete or masonry foundations (including foundations of poles or signs to be removed) or slabs; concrete ducts and pipe culverts, all of which are not designated or permitted to remain. The Contractor shall make his own estimate of the work required for the removal of structures which conflict with the proposed construction. All structures required to be removed may not be designated as such in the plans.

The provisions of this section shall not apply to underground petroleum storage tanks.

The attention of the bidder is directed to the necessity for careful examination of the entire site to determine, at the time of bid preparation, the full extent of work to be accomplished. The entire site shall be cleared of all man-made obstructions and debris, of whatever nature, and prepared in all respects for the construction.

The Contractor shall not unnecessarily interfere with the use of any adjacent sidewalks, streets, or roads.

Materials removed will become the property of the Contractor and shall be removed from the job site, unless specifically designated otherwise.

ITEM T-901 SEEDING is hereby amended with respect to the paragraphs and sections cited below.

**Add the following to Section 901-2.1:**

**For seeding during the period May 16 to January 14 inclusive, add 30 pounds per acre pure live seed of Winter Rye, unless otherwise approved by the Engineer.**

**Add the following to Section 901-3.4:**

***Watering of the seeded areas shall be coordinated with the Owner and Airport Operations. Contractor will not be permitted to enter the airport secure areas to water without advance approval. Closure of the runway will be required to water the seeded areas.***

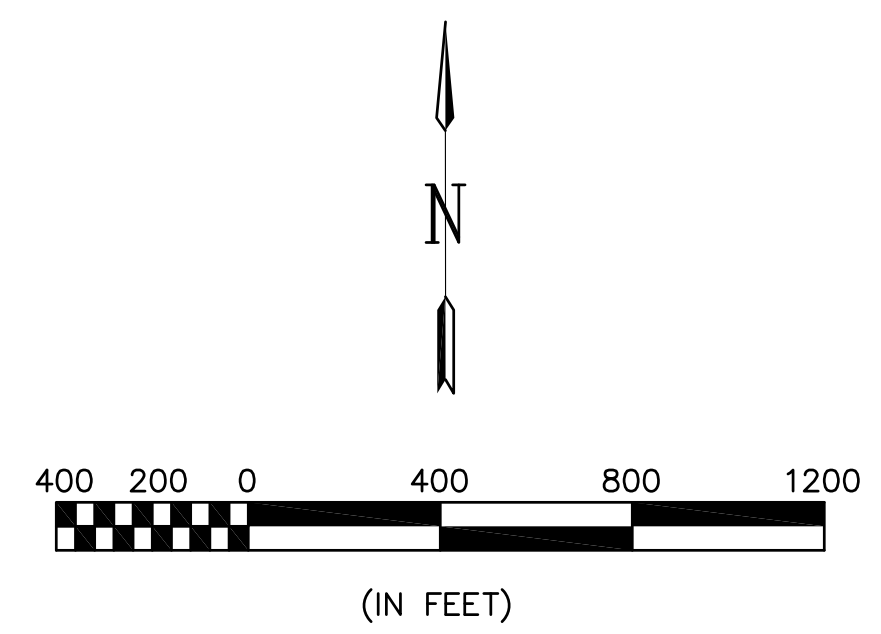
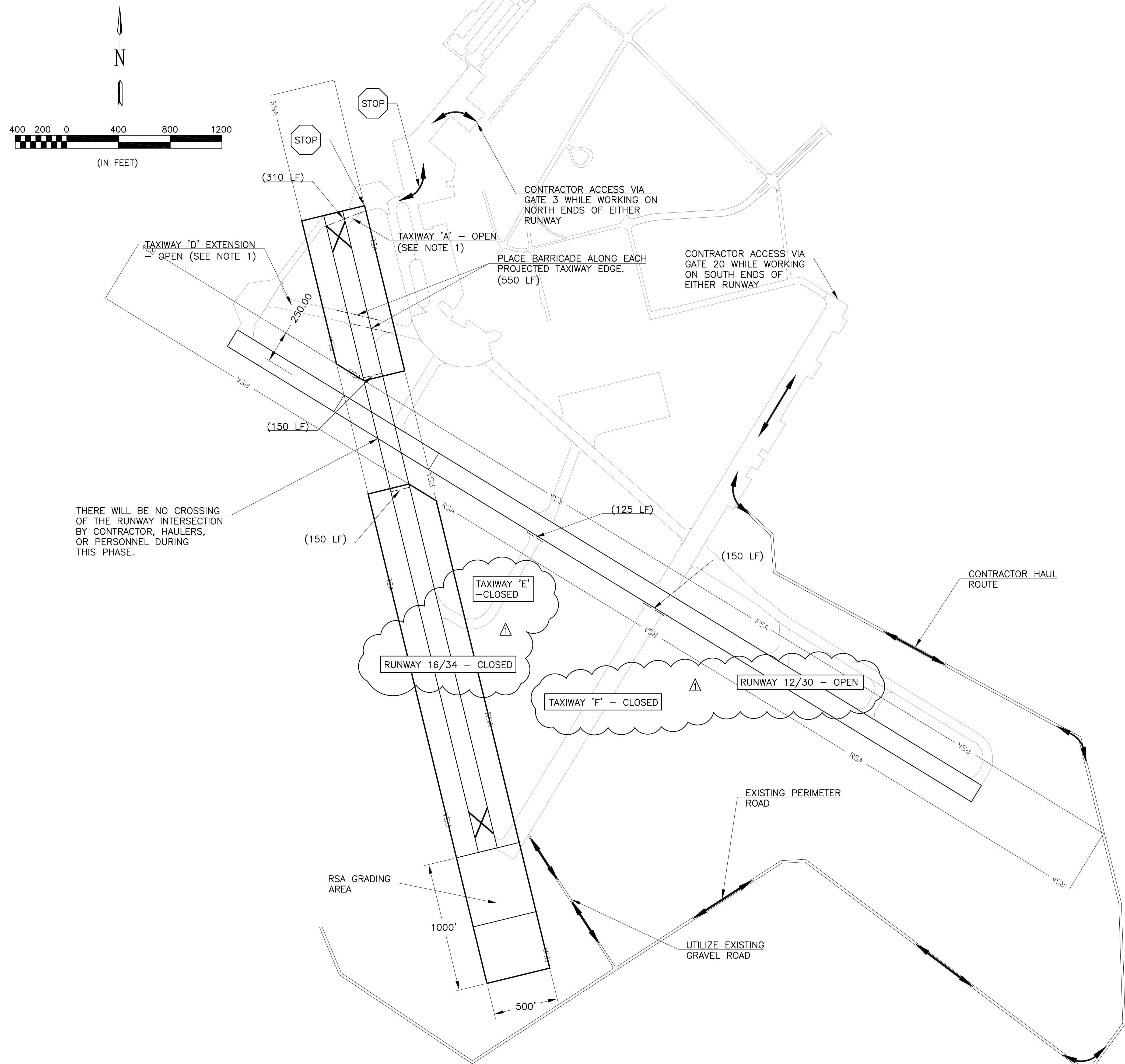
**Replace Section 901-4.1 as noted:**

The quantity of seeding to be paid for shall be the number of units **acres (square meters)** measured on the ground surface, completed and accepted. ***Seeding shall be measured to the nearest tenth (0.1) of an acre. Fertilizer and watering will not be measured for separate payment but will be considered subsidiary to seeding.***

END OF MOD T-901



File: L:\2012\12121710 - BPT RSA Grading & Revegetation\Drawings\BPT\_RSA\_G301-PHS.dwg - Last Saved: 7/17/2012 2:17 PM Last saved by: TEGonzalez  
 Last plotted by: Gonzalez, Tirso E. Plot Style: Conner Standard Half.ctb Plot Scale: 1:2 Plot Date: 7/17/2012 3:22 PM Plotted using: \\gtyvdc02\conon.ir\C4080\_PS



**NOTES:**

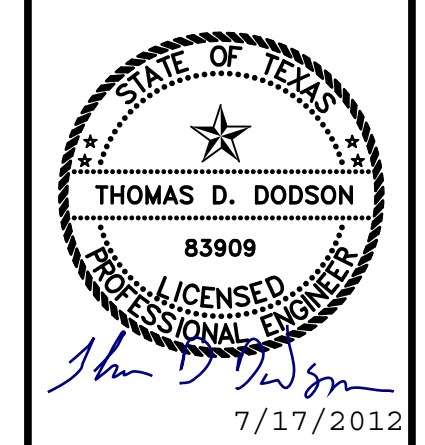
1. WORK AREA IS CROSSED BY TAXIWAYS 'A' AND 'D'-EXTENSION'. ONE OF THESE TWO TAXIWAYS MUST REMAIN OPEN DURING THIS PHASE OF THE WORK. COORDINATE WITH AIRPORT OPERATIONS AND ATC FOR DAILY CLOSURES OF CROSSINGS TO COMPLETE THE WORK IN THE PHASE.
2. LIGHTED RUNWAY CLOSURE MARKER TO MEET THE REQUIREMENTS OF AC150/5340-55, LATEST EDITION. CLOSURE MARKERS TO BE IN-PLACE AND OPERATING CONTINUOUSLY FOR THE DURATION OF THE RUNWAY CLOSURE

**LEGEND**

---	TYPE II BARRICADES (XXX) LF
STOP	FLAGMAN LOCATION
↔	CONTRACTOR HAUL ROUTE
X	LIGHTED RUNWAY CLOSURE MARKER



REGISTRATION NO.  
F-5713



REV.	DATE	DESCRIPTION	BY
1	7/18/12	ADDENDUM NO. 1	TDD

**JACK BROOKS REGIONAL AIRPORT**  
 JEFFERSON COUNTY, TX  
**RSA GRADING AND RUNWAY MARKING REPLACEMENT**

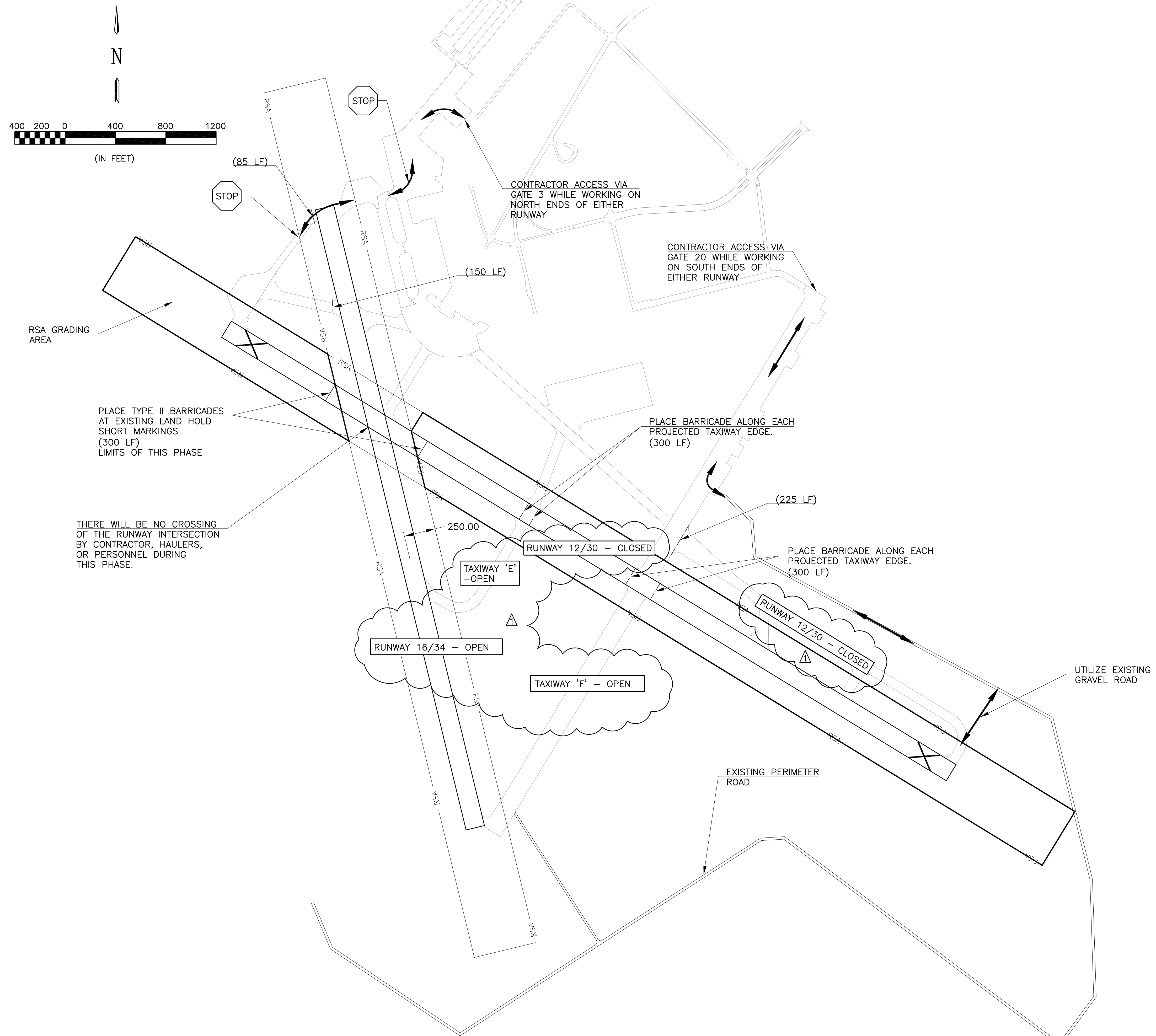
SAFETY & ACCESS  
PLAN - PHASE I

JOB NO.: 12121710  
DATE: Jul, 2012  
DESIGNED BY: TDD  
DRAWN BY: TEG

BAR IS ONE INCH ON ORIGINAL DRAWING  
0 1"  
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

SHEET NUMBER  
**G-301**

File: L:\2012\12121710 - BPT RSA Grading & Revegetation\Drawings\BPT\_RSA\_G302-PHS.dwg Last Saved: 7/17/2012 2:13 PM Last saved by: TEGonzalez  
 Last plotted by: Gonzalez, Tirso E. Plot Style: Conner Standard Half.ctb Plot Scale: 1:2 Plot Date: 7/17/2012 3:22 PM Plotter used: \\gfyvdc02\Conon IR C4080.PS



**NOTES:**

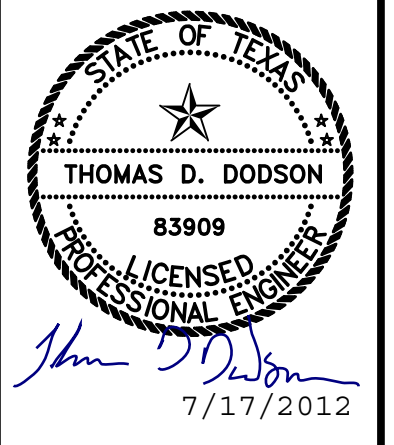
1. WORK AREA IS CROSSED BY TAXIWAYS 'A', 'E' AND 'F'. TWO OF THESE THREE TAXIWAYS MUST REMAIN OPEN DURING THIS PHASE OF THE WORK. COORDINATE WITH AIRPORT OPERATIONS AND ATC FOR DAILY CLOSURES OF CROSSINGS TO COMPLETE THE WORK IN THE PHASE.
2. LIGHTED RUNWAY CLOSURE MARKER TO MEET THE REQUIREMENTS OF AC150/5340-55, LATEST EDITION. CLOSURE MARKERS TO BE IN-PLACE AND OPERATING CONTINUOUSLY FOR THE DURATION OF THE RUNWAY CLOSURE.

**LEGEND**

---	TYPE II BARRICADES (XXX) LF
STOP	FLAGMAN LOCATION
↔	CONTRACTOR HAUL ROUTE
X	LIGHTED RUNWAY CLOSURE MARKER



REGISTRATION NO.  
F-5713



REV.	DATE	DESCRIPTION	BY
1	7/18/12	ADDENDUM NO. 1	TDD

JACK BROOKS REGIONAL AIRPORT  
 JEFFERSON COUNTY, TX  
 RSA GRADING AND RUNWAY MARKING REPLACEMENT

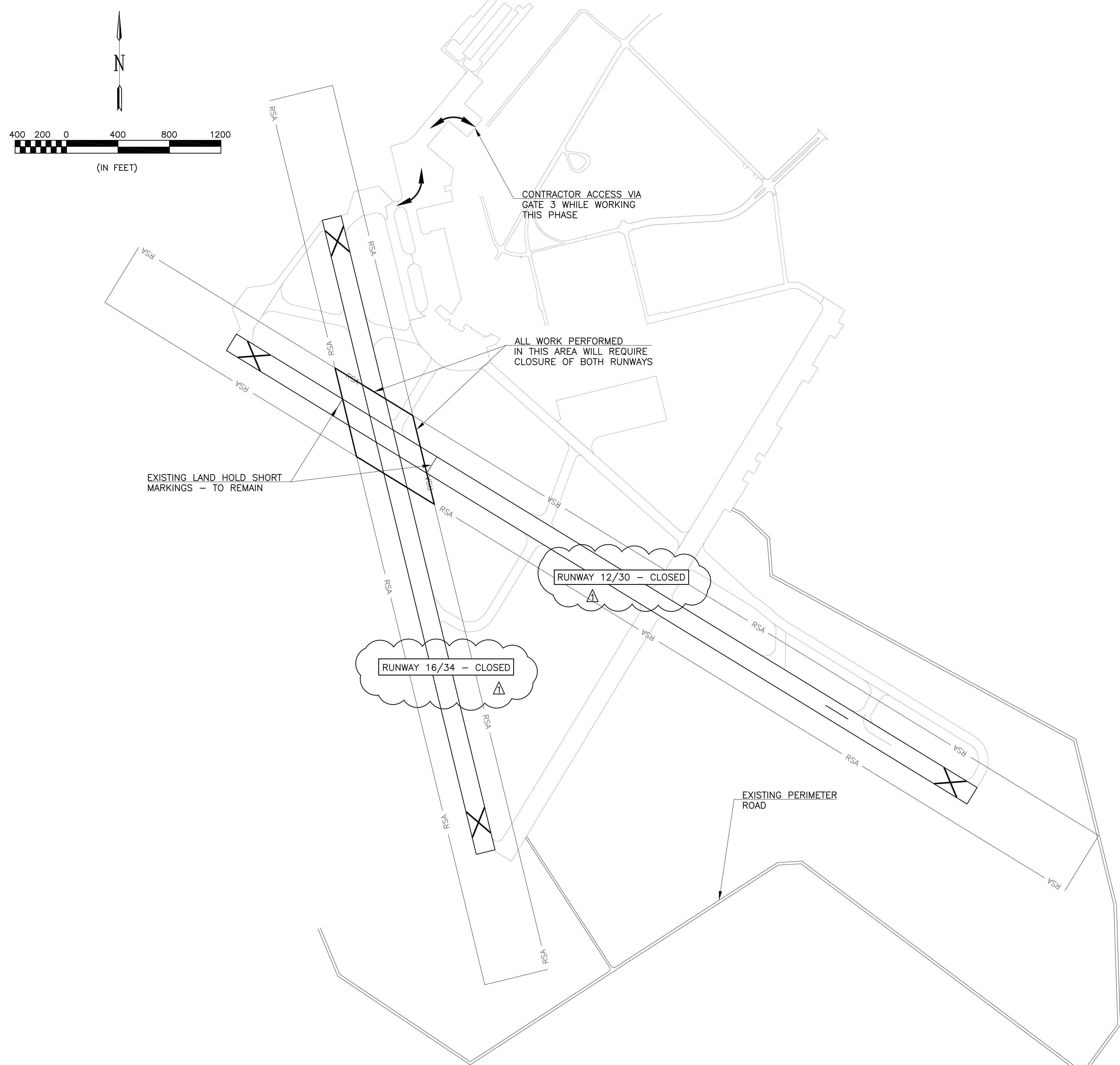
SAFETY & ACCESS  
PLAN - PHASE II

JOB NO.: 12121710  
 DATE: Jul, 2012  
 DESIGNED BY: TDD  
 DRAWN BY: TEG

BAR IS ONE INCH ON ORIGINAL DRAWING  
 0 1"  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

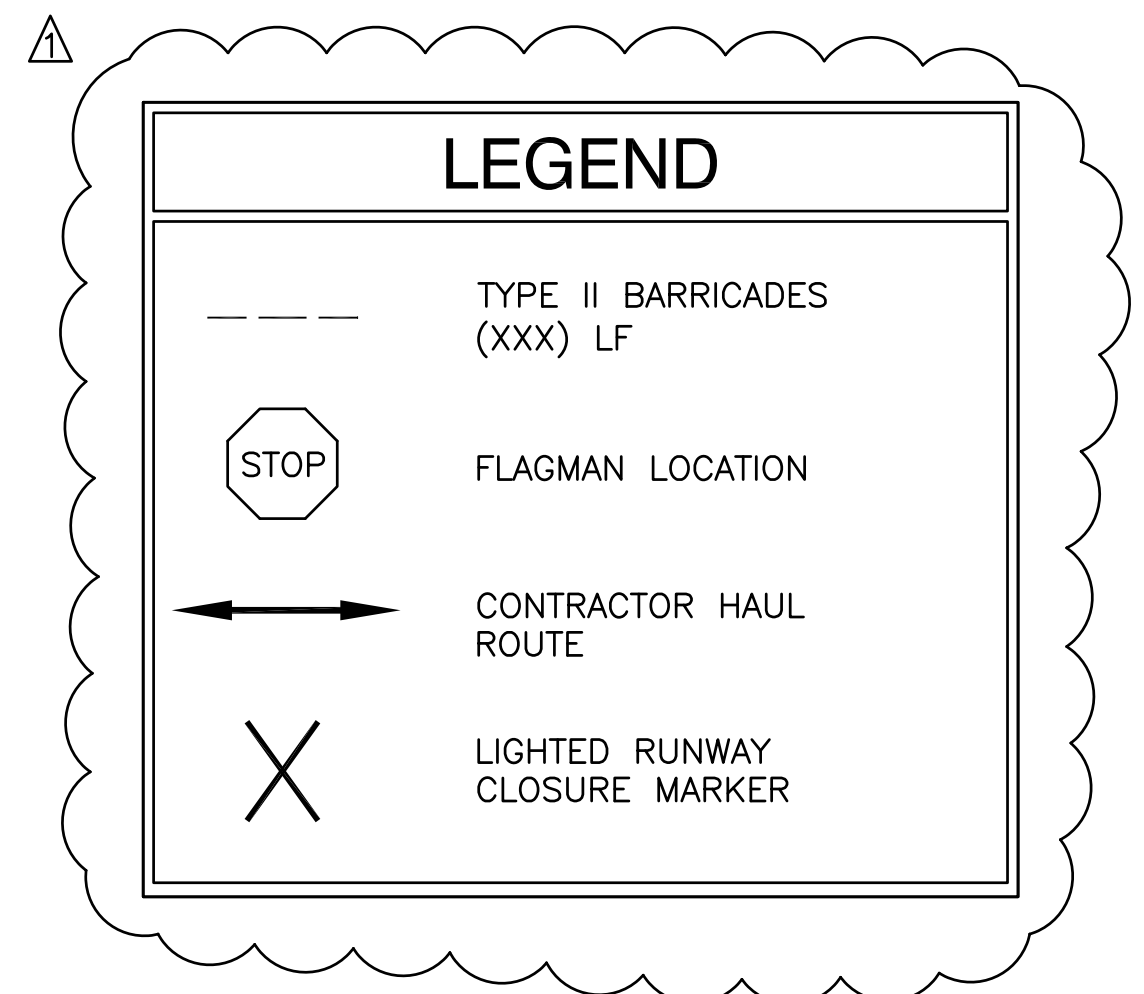
SHEET NUMBER  
**G-302**

File: L:\2012\12121710 - BPT RSA Grading & Revegetation\Drawings\BPT\_RSA\_G303-PHS.dwg - Last Saved: 7/17/2012 2:20 PM Last saved by: TEGonzalez  
 Last plotted by: Gonzalez, Tirso E. Plot Style: Conner Standard Half.ctb Plot Scale: 1:2 Plot Date: 7/17/2012 3:22 PM Plotter used: \\gtyvdc02\Conon IR C4080.PS

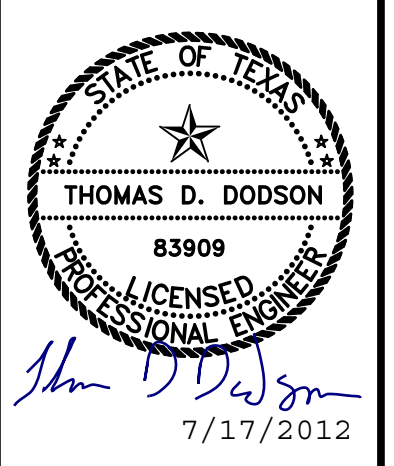


**NOTES:**

1. WORK IN THIS PHASE IS TO BE CARRIED OUT DURING THE OVERNIGHT HOURS (2300 - 0500 HRS) ON WEEKNIGHTS (SUNDAY NIGHT- THURSDAY NIGHT) ONLY. INTERSECTION IS TO BE CLEANED AND INSPECTED BY AIRPORT OPERATIONS BEFORE CONTRACTOR IS RELEASED FROM THE SITE NIGHTLY.
2. EACH RUNWAY END IS TO HAVE A LIGHTED RUNWAY CLOSURE MARKER (4 TOTAL) IN THIS PHASE. EACH MARKER IS TO BE REMOVED PRIOR TO RE-OPENING THE RUNWAYS.
3. LIGHTED RUNWAY CLOSURE MARKER TO MEET THE REQUIREMENTS OF AC150/5340-55, LATEST EDITION. CLOSURE MARKERS TO BE IN-PLACE AND OPERATING CONTINUOUSLY FOR THE DURATION OF THE RUNWAY CLOSURE.



REGISTRATION NO. F-5713



REV.	DATE	DESCRIPTION	BY
1	7/18/12	ADDENDUM NO. 1	TDD

JACK BROOKS REGIONAL AIRPORT  
 JEFFERSON COUNTY, TX  
 RSA GRADING AND RUNWAY MARKING REPLACEMENT

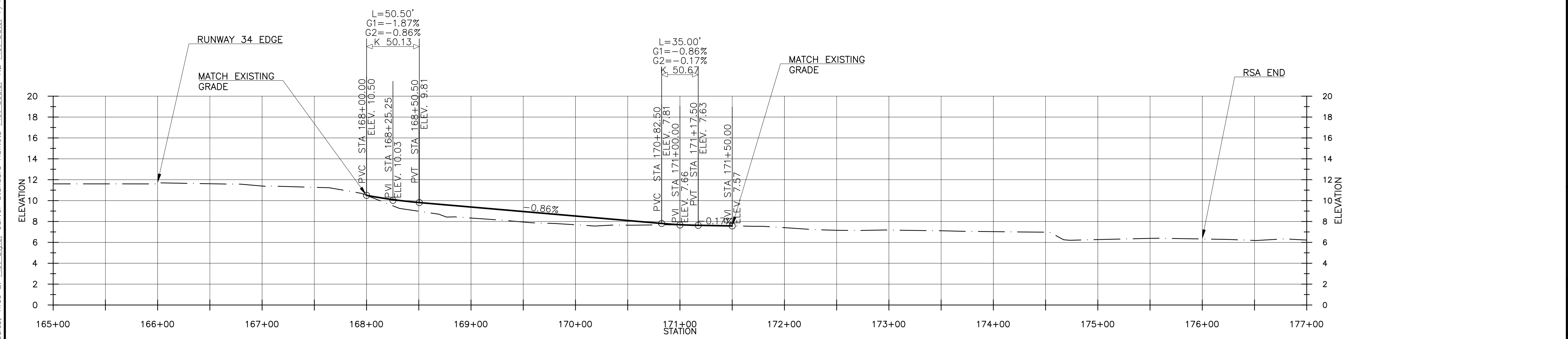
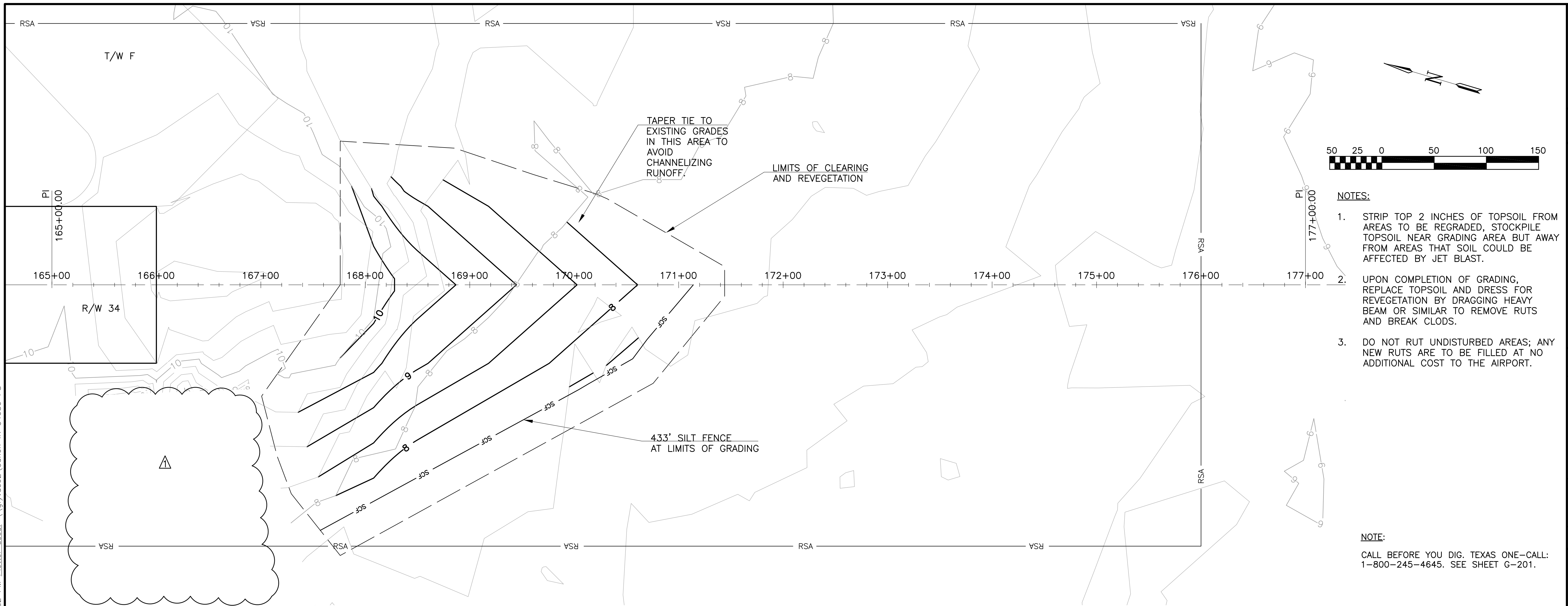
SAFETY & ACCESS PLAN - PHASE III (NIGHTS ONLY)

JOB NO.: 12121710  
 DATE: Jul, 2012  
 DESIGNED BY: TDD  
 DRAWN BY: TEG

BAR IS ONE INCH ON ORIGINAL DRAWING  
 0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

SHEET NUMBER  
**G-303**

File: L:\2012\12121710 - BPT RSA Grading & Revegetation\Drawings\BPT\_RSA\_C201-PP.dwg Last Save: 7/17/2012 3:06 PM Last saved by: TE Gonzalez  
 Last plotted by: Gonzalez, Triso E. Plot Style: Conner Standard Half.ctb Plot Scale: 1:2 Plot Date: 7/17/2012 3:22 PM Plotted using: \\gfyvdc02\conner.ir C:\4080\_PS

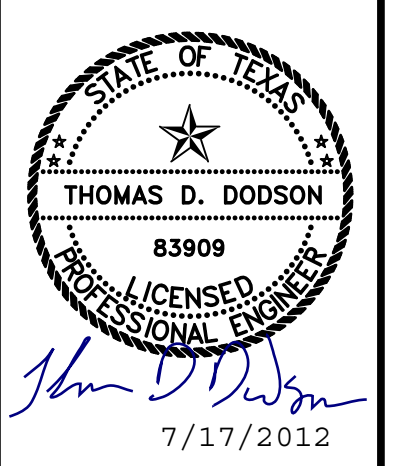


- NOTES:**
1. STRIP TOP 2 INCHES OF TOPSOIL FROM AREAS TO BE REGRADED, STOCKPILE TOPSOIL NEAR GRADING AREA BUT AWAY FROM AREAS THAT SOIL COULD BE AFFECTED BY JET BLAST.
  2. UPON COMPLETION OF GRADING, REPLACE TOPSOIL AND DRESS FOR REVEGETATION BY DRAGGING HEAVY BEAM OR SIMILAR TO REMOVE RUTS AND BREAK CLODS.
  3. DO NOT RUT UNDISTURBED AREAS; ANY NEW RUTS ARE TO BE FILLED AT NO ADDITIONAL COST TO THE AIRPORT.

**NOTE:**  
 CALL BEFORE YOU DIG. TEXAS ONE-CALL: 1-800-245-4645. SEE SHEET G-201.



REGISTRATION NO.  
F-5713



REV.	DATE	DESCRIPTION	BY
1	7/18/12	ADDENDUM NO. 1	TDD

JACK BROOKS REGIONAL AIRPORT  
 JEFFERSON COUNTY, TX  
 RSA GRADING AND RUNWAY MARKING REPLACEMENT

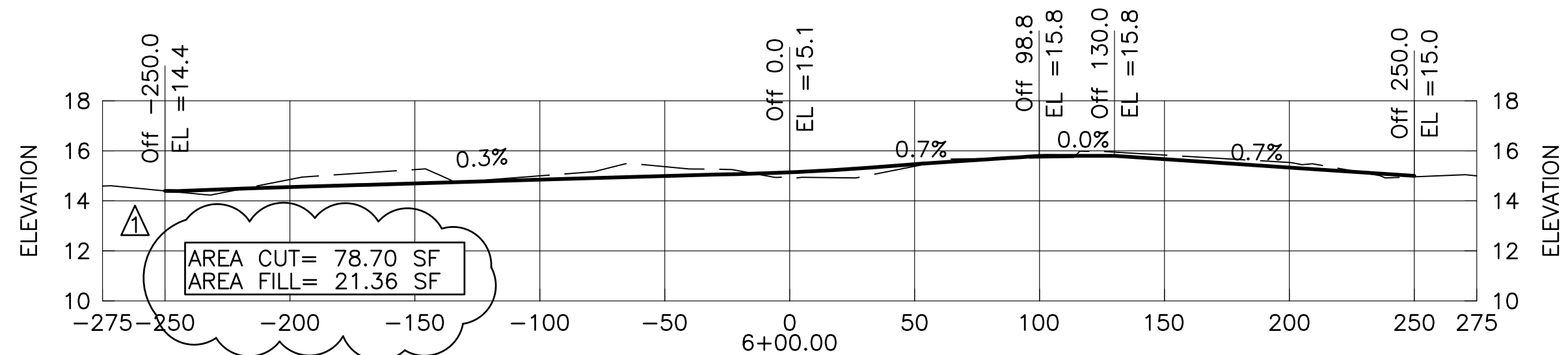
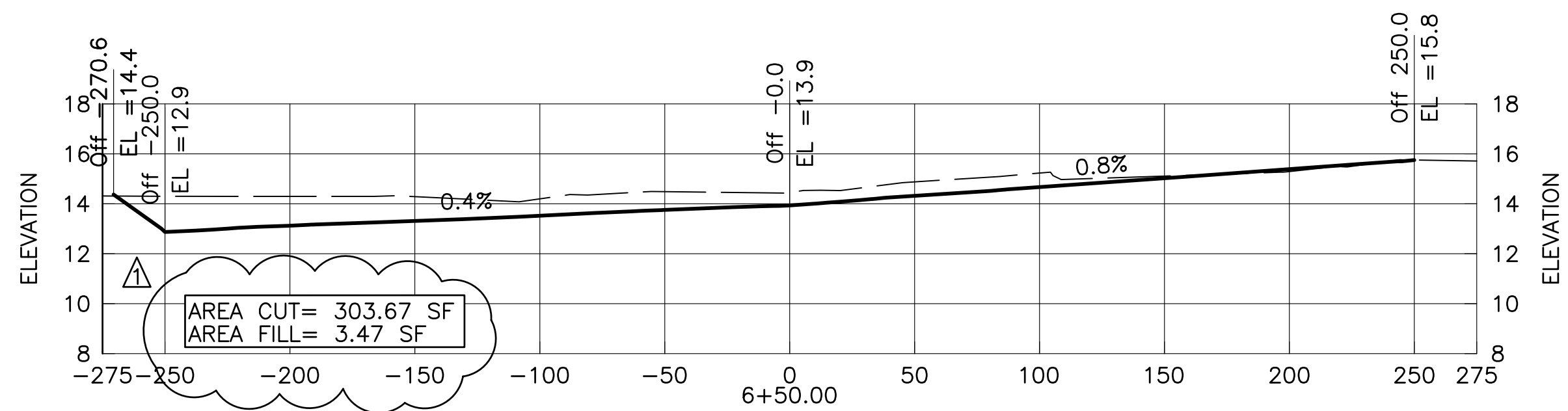
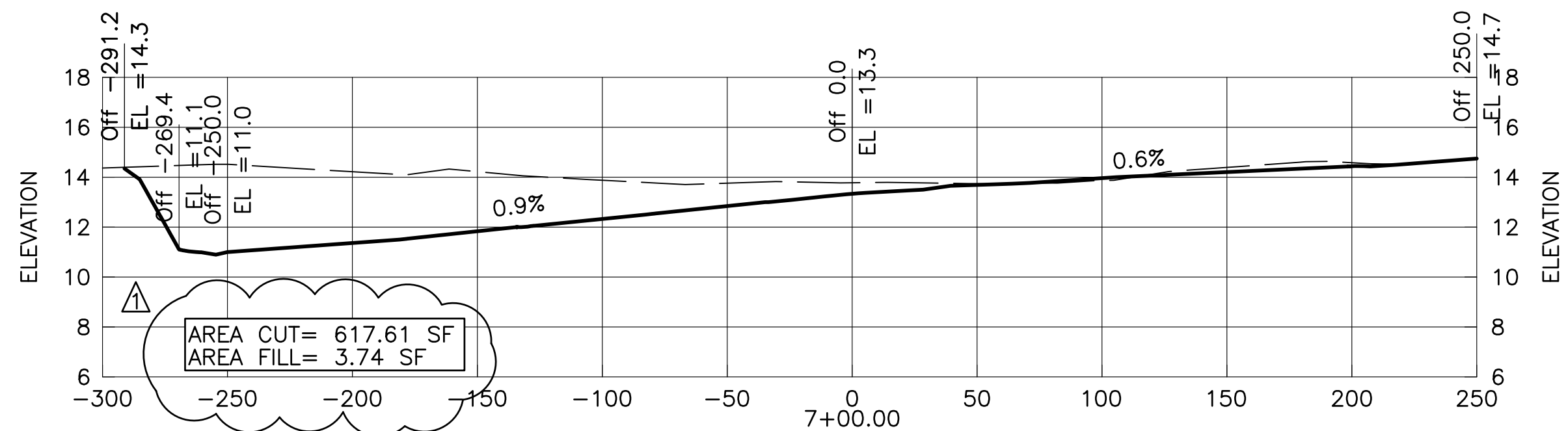
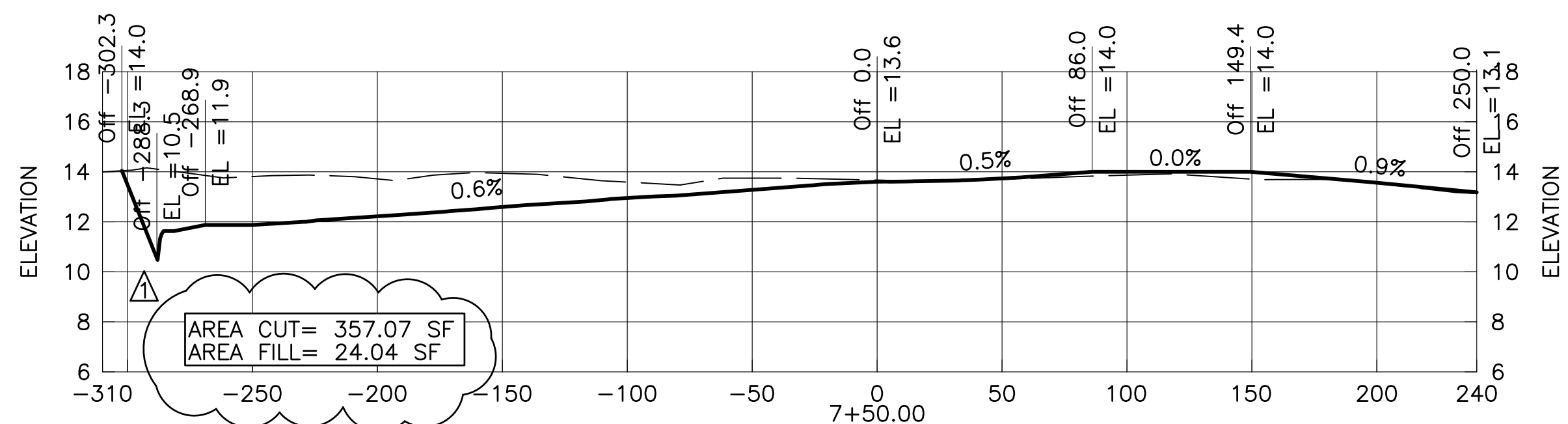
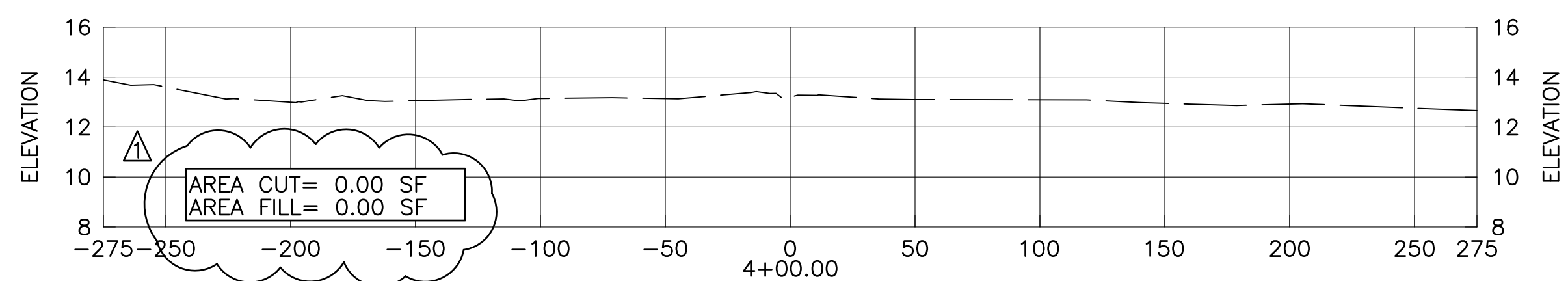
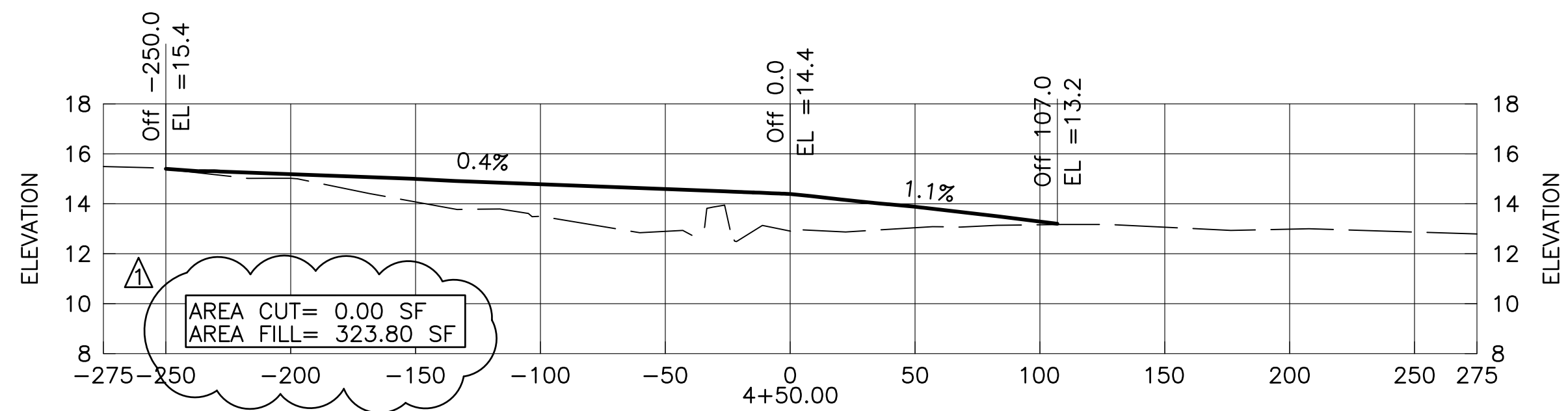
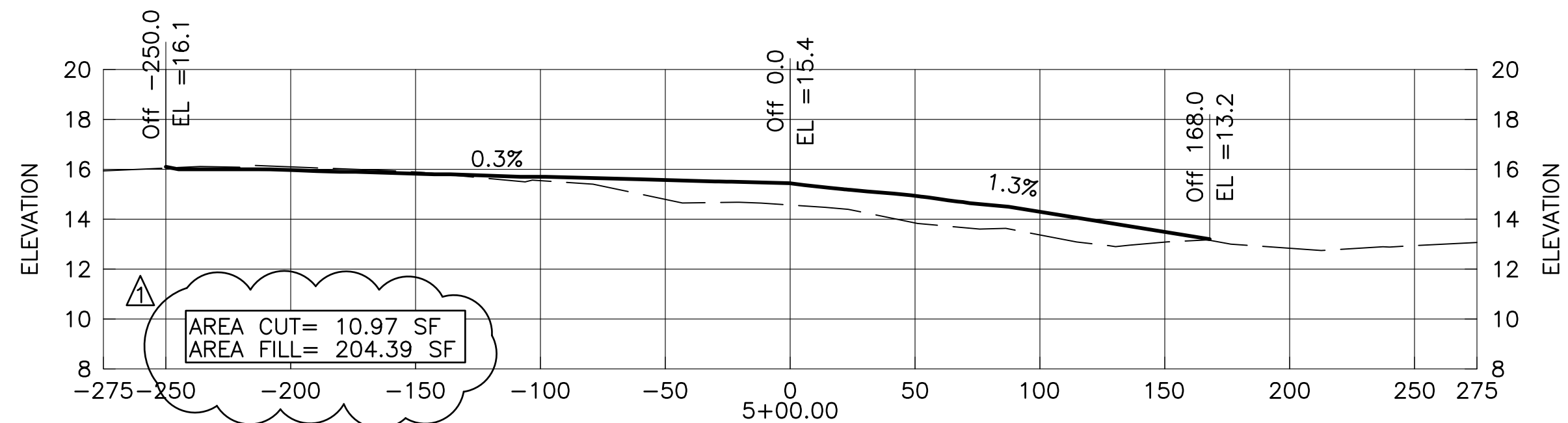
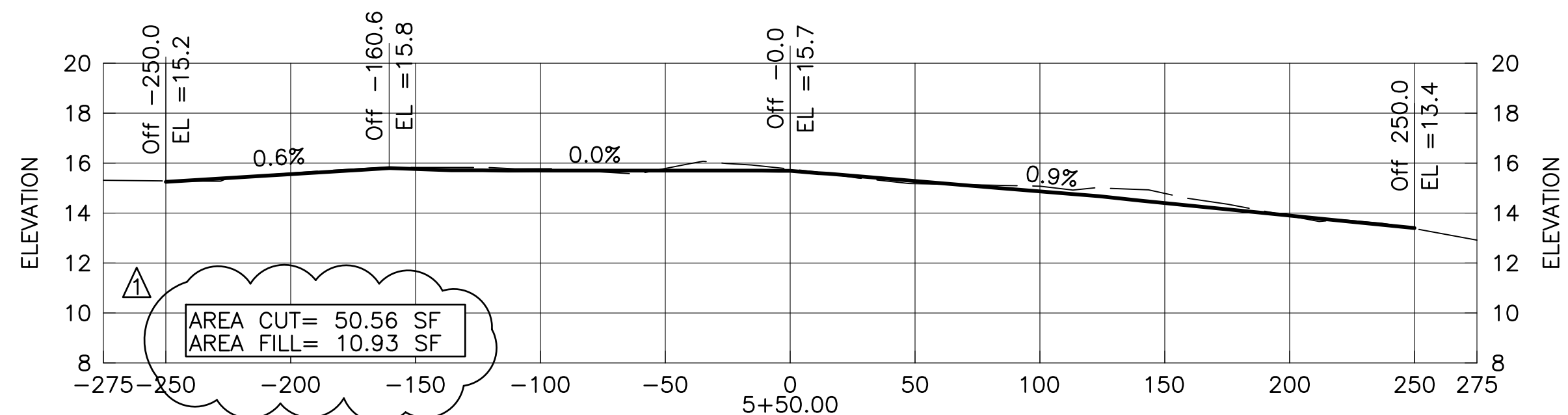
RUNWAY 34 - PLAN & PROFILE I

JOB NO.: 12121710  
 DATE: Jul, 2012  
 DESIGNED BY: TDD  
 DRAWN BY: TEG

BAR IS ONE INCH ON ORIGINAL DRAWING  
 0 1"  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

SHEET NUMBER  
**C-201**

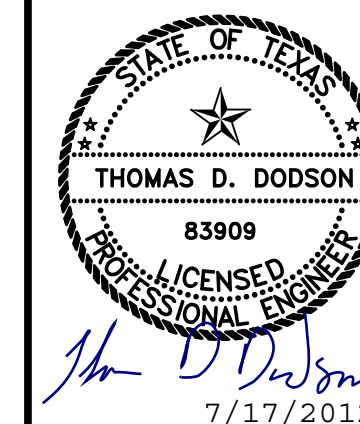
File: L:\2012\12121710 - BPT RSA Grading & Revegetation\Drawings\BPT\_RSA\_RW12-01-02-XX.dwg Last Saved: 7/17/2012 3:12 PM Last saved by: TEConzalez  
 Last plotted by: Conzalez, Tirso E. Plot Style: Conner Standard Half.ctb Plot Scale: 1:2 Plot Date: 7/17/2012 3:22 PM Platter used: \\gfyvcd02\Conan\_IR\_C4080\_PS



STA. 400 TO STA. 750



REGISTRATION NO.  
F-5713



REV.	DATE	DESCRIPTION	BY
1	7/18/12	ADDENDUM NO. 1	TDD

JACK BROOKS REGIONAL AIRPORT  
JEFFERSON COUNTY, TX  
RSA GRADING AND RUNWAY  
MARKING REPLACEMENT

RUNWAY 12  
- CROSS  
SECTIONS

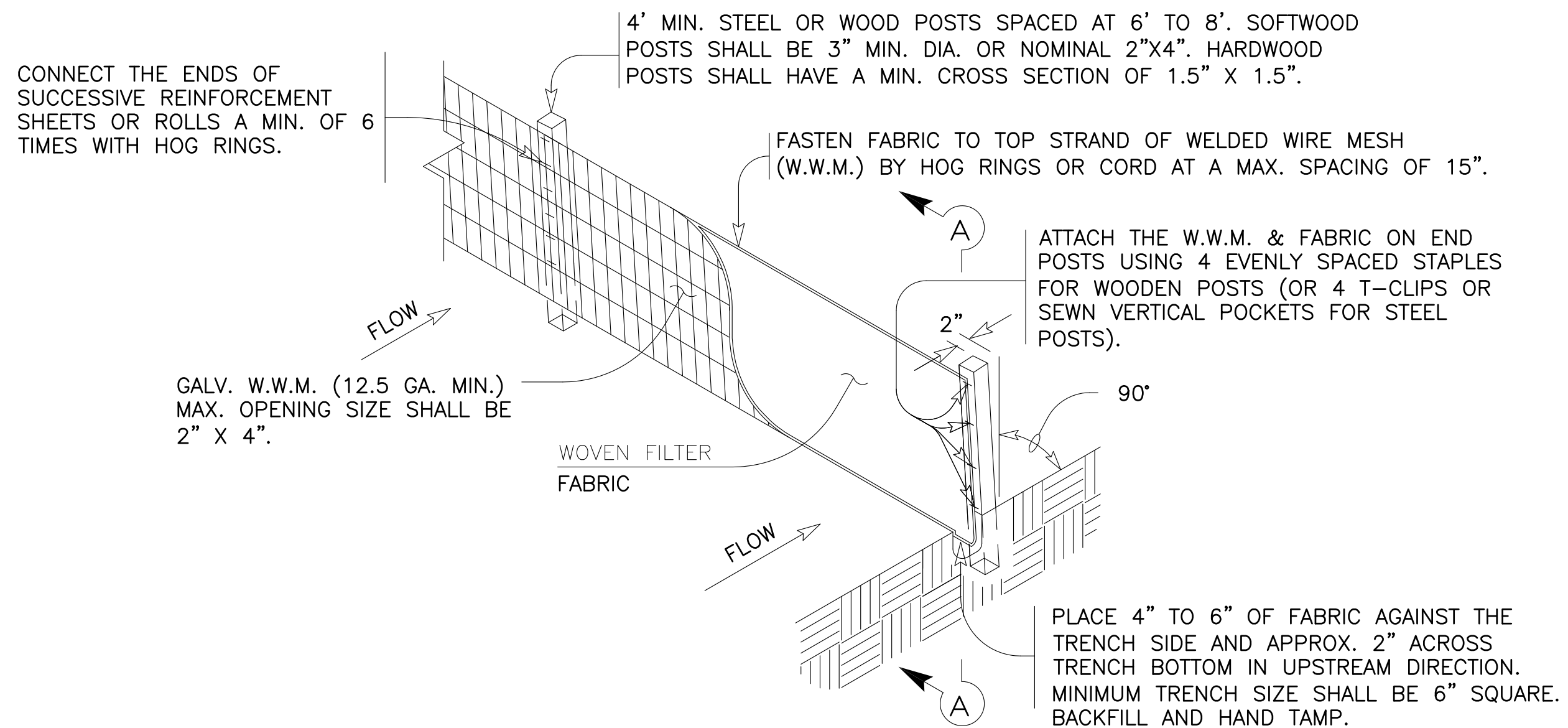
JOB NO.: 12121710  
DATE: Jul, 2012  
DESIGNED BY: TDD  
DRAWN BY: TEG

BAR IS ONE INCH ON  
ORIGINAL DRAWING  
0 1"  
IF NOT ONE INCH ON  
THIS SHEET, ADJUST  
SCALES ACCORDINGLY.

SHEET NUMBER

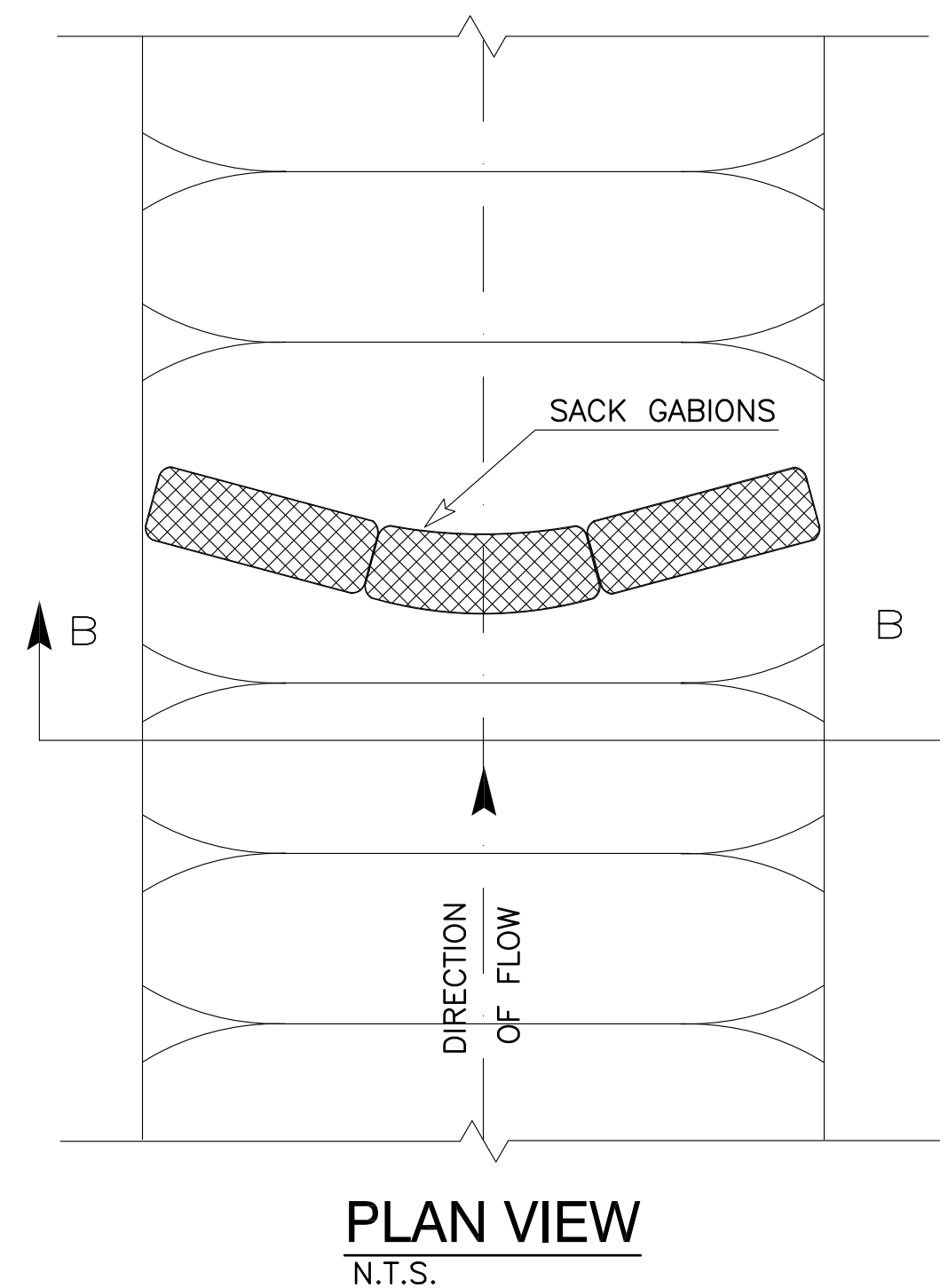
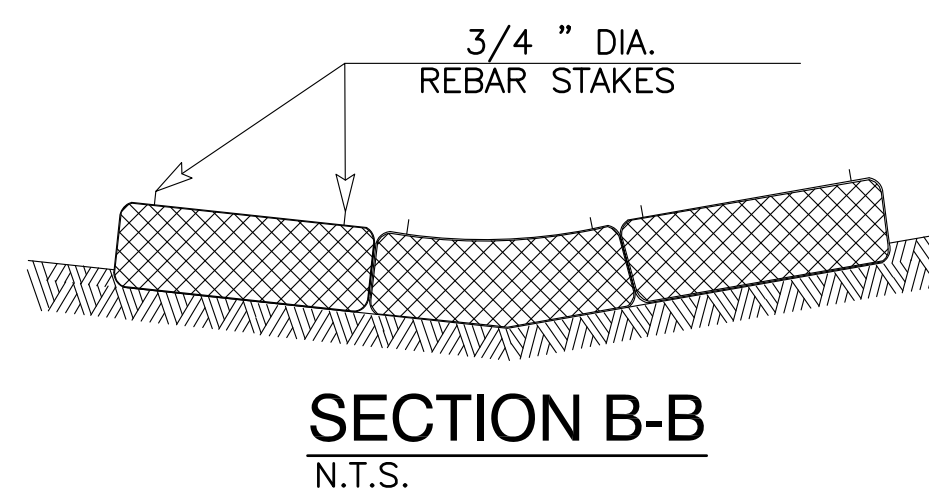
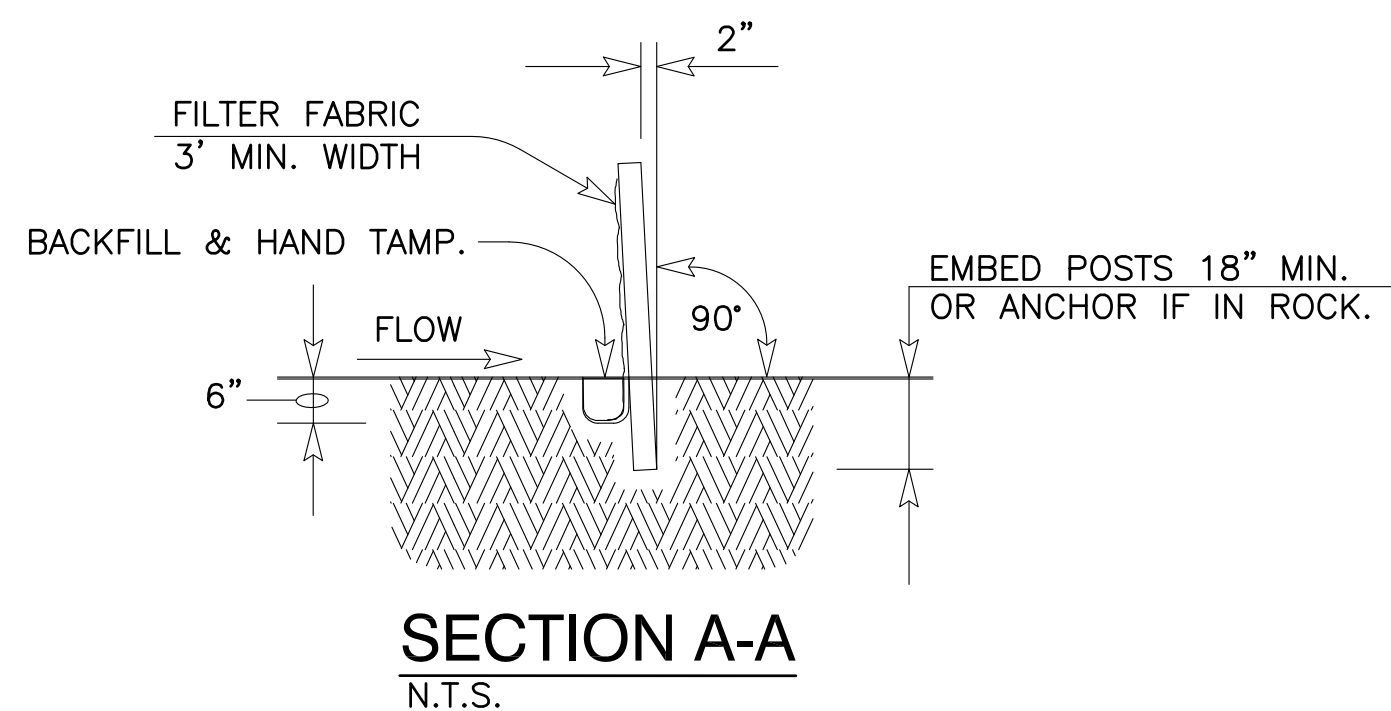
**RW12-01**

File: L:\2012\12121710 - BPT RSA Grading & Revegetation\Drawings\BPT\_RSA\_RW12-01-02-XX.dwg Last Saved: 7/17/2012 3:12 PM Last saved by: TEGonzalez  
 Last plotted by: Gonzalez, Triso E. Plot Style: Conner Standard Half.ctb Plot Scale: 1:2 Plot Date: 7/17/2012 3:22 PM Plotter used: \\gfydc02\Conner IR C4080 PS



### TEMPORARY SEDIMENT CONTROL FENCE

N.T.S.



### GENERAL NOTES:

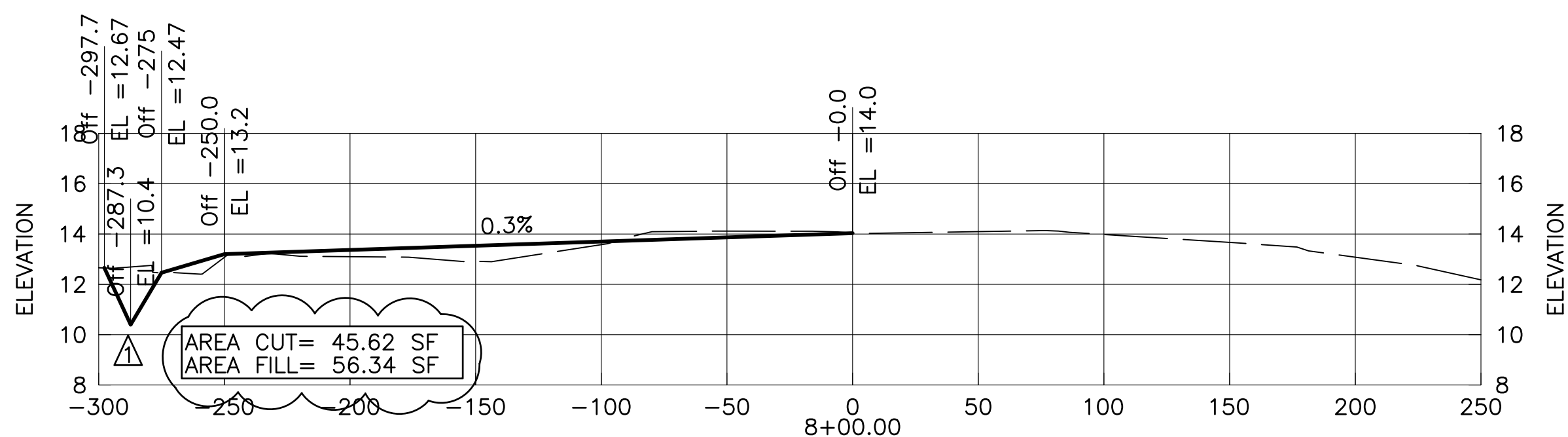
- IF SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, FILTER DAMS SHOULD BE PLACED NEAR THE TOE OF SLOPES WHERE EROSION IS ANTICIPATED, UPSTREAM AND/OR DOWNSTREAM AT DRAINAGE STRUCTURES, AND IN ROADWAY DITCHES AND CHANNELS TO COLLECT SEDIMENT.
- MATERIALS (AGGREGATE, WIRE MESH, SANDBAGS, ETC.) SHALL BE AS INDICATED BY THE NOTES BELOW.
- THE ROCK FILTER DAM DIMENSIONS SHALL BE AS INDICATED ON THE PLANS.
- SIDE SLOPES SHOULD BE 2:1 OR FLATTER. DAMS WITHIN THE SAFETY ZONE SHALL HAVE SIDE SLOPES OF 6:1 OR FLATTER.
- MAINTAIN A MINIMUM OF 1' BETWEEN TOP OF ROCK FILTER DAM WEIR AND TOP OF EMBANKMENT FOR FILTER DAMS AT SEDIMENT TRAPS.
- FILTER DAMS SHOULD BE EMBEDDED A MINIMUM OF 4" INTO EXISTING GROUND.
- THE SEDIMENT TRAP FOR PONDING OF SEDIMENT LADEN RUNOFF SHALL BE OF THE DIMENSIONS SHOWN ON THE PLANS.
- SACK GABIONS SHOULD BE STAKED DOWN WITH 3/4" DIA. REBAR STAKES.
- FLOW OUTLET SHOULD BE ONTO A STABILIZED AREA (VEGETATION, ROCK, ETC.).
- THE GUIDELINES SHOWN HERE ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

### SACK GABION NOTES:

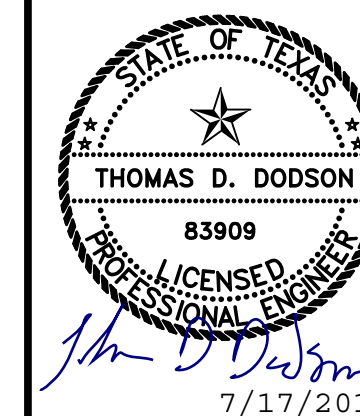
- AGGREGATE FOR SACK GABIONS TO BE WASHED, CLEAN DURABLE STONE, 3 TO 6 INCHES IN NOMINAL SIZE.
- WIRE FOR GABION MESH TO BE DOUBLE-TWISTED HEXAGONAL WEAVE WITH A NOMINAL OPENING OF 2-1/2 INCHES, NO LARGER THAN 3-1/4 INCHES. WIRE DIAMETER TO BE A MINIMUM OF 0.0866 INCHES FOR NETTING AND TIE WIRES, AND 0.1063 INCHES FORE SELVAGES AND CORNERS.
- REMOVE DEVICES UPON APPROVAL OR WHEN DIRECTED BY THE ENGINEER OR OWNER. SACK GABIONS TO BE REMOVED BY LIFTING GABIONS WITHOUT DISTURBING DITCH BOTTOM.
- CONTRACTOR SHALL RETAIN OWNERSHIP OF SACK GABIONS AND CAPTURED MATERIALS AND MUST REMOVE IT FROM THE AIRPORT UPON COMPLETION OF THE PROJECT.

### SEDIMENT CONTROL FENCE NOTES:

- FABRIC FOR SEDIMENT CONTROL FENCE TO BE WOVEN GEOTEXTILE FABRIC.
- FABRIC FOR SEDIMENT CONTROL FENCE TO HAVE A GRAB TENSILE (ASTM 4632) STRENGTH OF NO LESS THAN 100 LBS., WITH AN ELONGATION AT YEILD OF 10-40%, AND A TRAPEZOIDAL TEAR (ASTM 4533) STRENGTH OF NO LESS THAN 50 LBS. FABRIC IS TO HAVE AN APPARENT OPENING SIZE (ASTM D 4751) OF 20-50.
- FABRIC FOR SEDIMENT CONTROL FENCE TO BE RESISTANT TO ULTRAVIOLET. RESISTIVITY AFTER 500 HOURS EXPOSURE (ASTM 4633) TO BE NO LESS THAN 70% OF ORIGINAL STRENGTH RETAINED.
- REMOVE DEVICES UPON APPROVAL OR WHEN DIRECTED BY THE ENGINEER OR OWNER. SEDIMENT CONTROL FENCE TO BE REMOVED WITH MINIMAL DISTURBANCE OF SURROUNDING GRADES. RUTS LEFT FROM FENCE REMOVAL TO BE FILLED (NO SEPARATE PAY).
- CONTRACTOR SHALL RETAIN OWNERSHIP OF SEDIMENT CONTROL FENCE AND CAPTURED MATERIALS AND MUST REMOVE IT FROM THE AIRPORT UPON COMPLETION OF THE PROJECT.



REGISTRATION NO.  
F-5713



REV.	DATE	DESCRIPTION	BY
1	7/18/12	ADDENDUM NO. 1	TDD

JACK BROOKS REGIONAL AIRPORT  
JEFFERSON COUNTY, TX

RSA GRADING AND RUNWAY  
MARKING REPLACEMENT

RUNWAY 12 -  
CROSS  
SECTIONS &  
EROSION  
CONTROL  
DETAILS

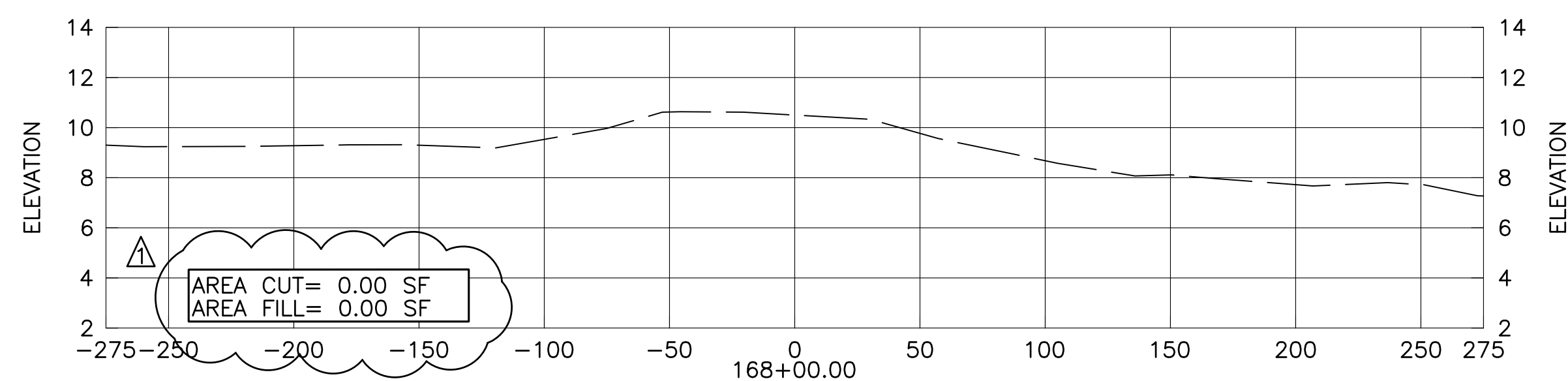
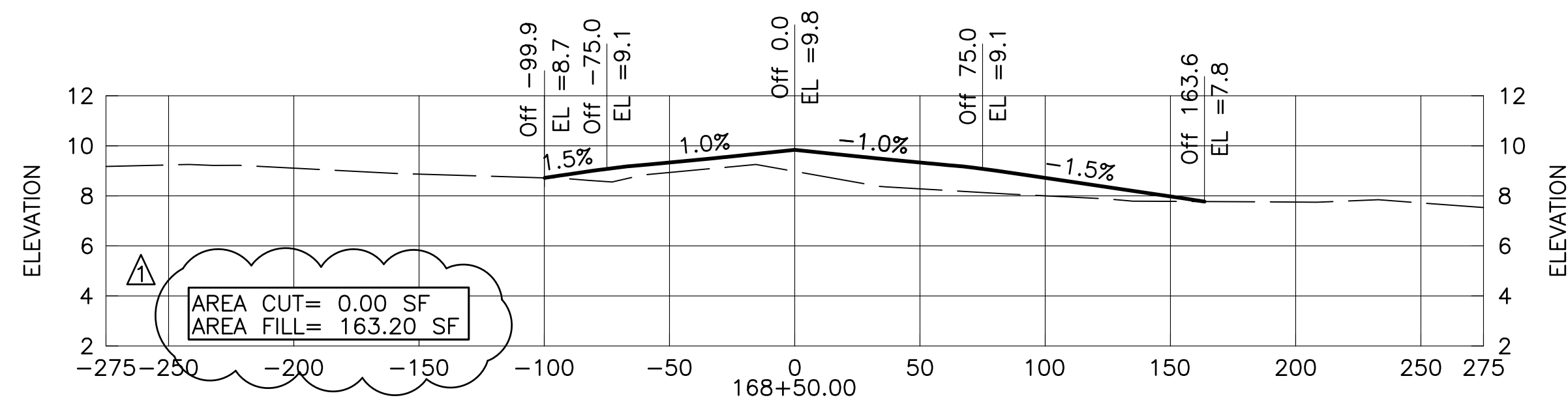
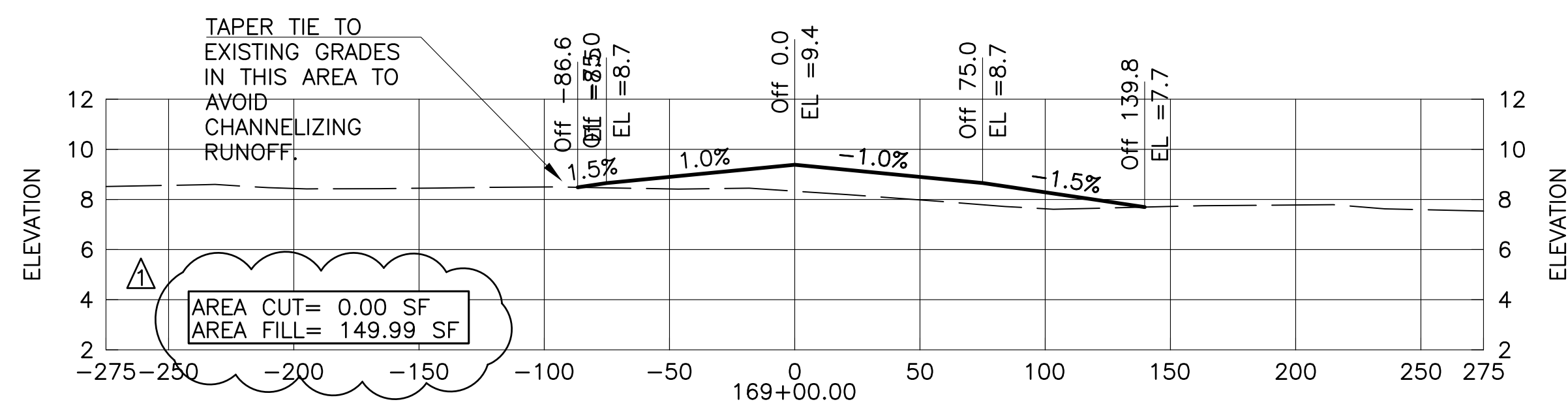
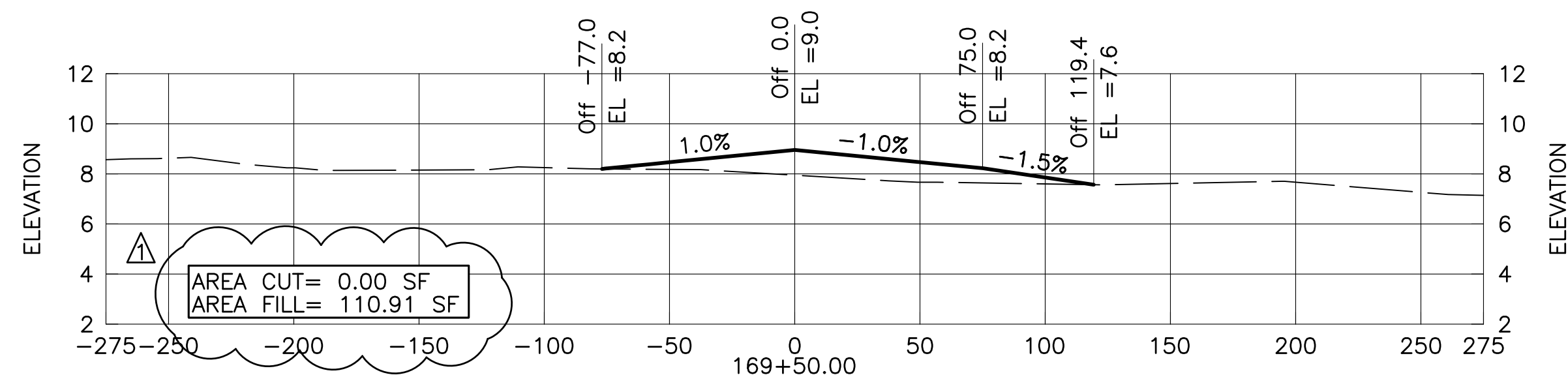
JOB NO.: 12121710  
DATE: Jul, 2012  
DESIGNED BY: TDD  
DRAWN BY: TEG

BAR IS ONE INCH ON  
ORIGINAL DRAWING  
0 1"  
IF NOT ONE INCH ON  
THIS SHEET, ADJUST  
SCALES ACCORDINGLY.

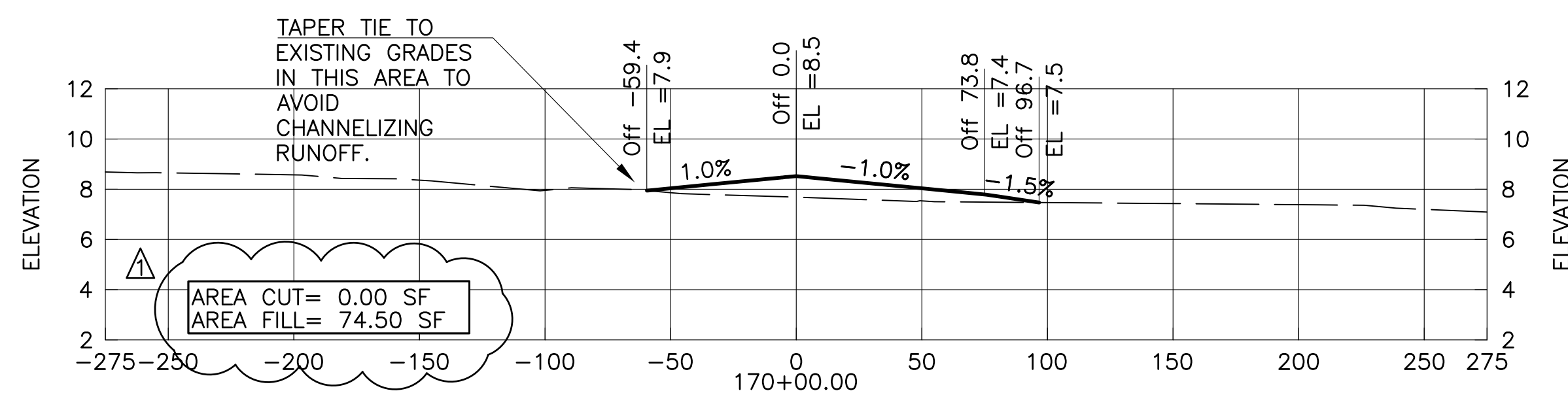
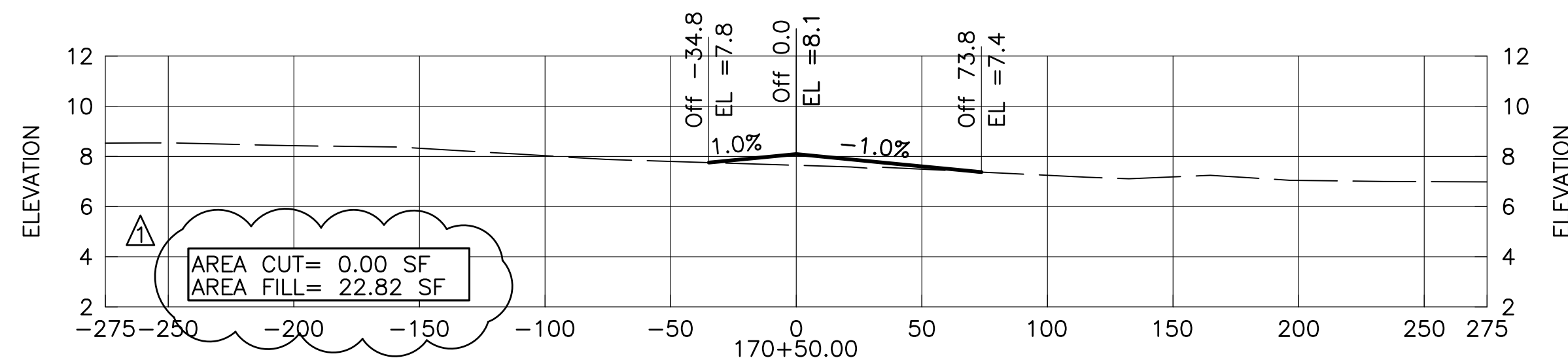
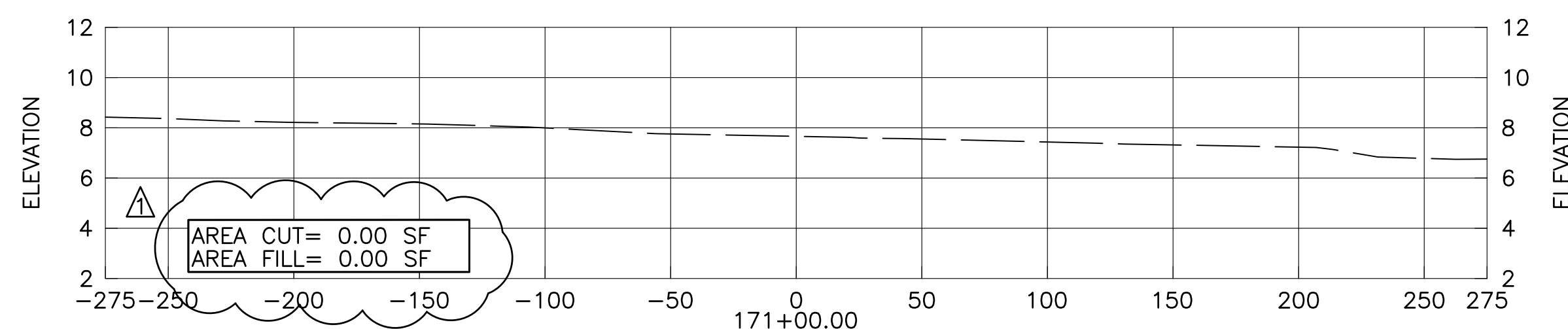
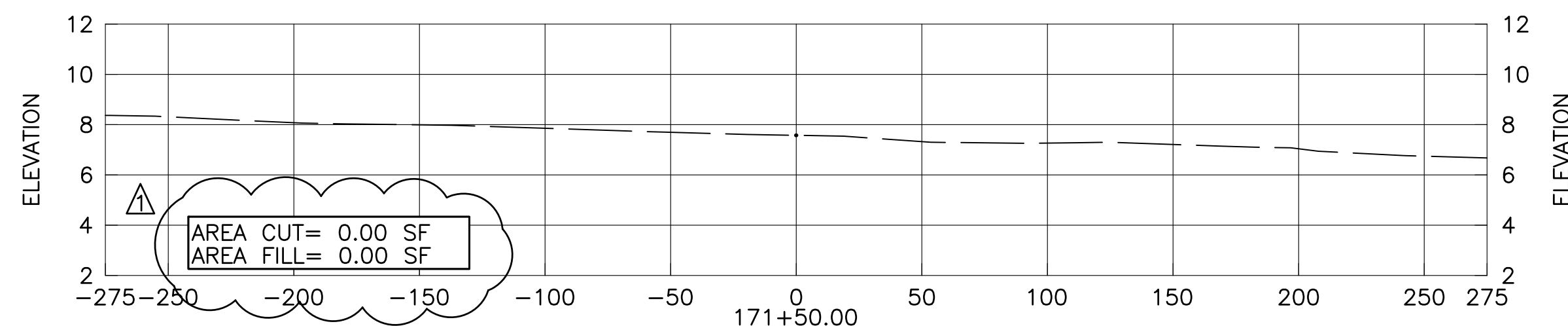
SHEET NUMBER

**RW12-02**

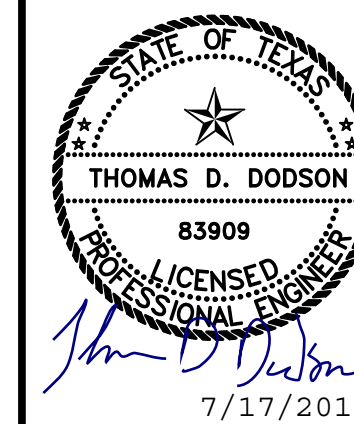
File: L:\2012\12121710 - BPT RSA Grading & Revegetation\Drawings\BPT\_RSA\_RW34-01-XX.dwg Last Save: 7/17/2012 3:16 PM Last saved by: TEConzalez  
 Last plotted by: Conzalez, Tirso E. Plot Style: Conner Standard Half.ctb Plot Scale: 1:2 Plot Date: 7/17/2012 3:23 PM Plotted user: \\gtyvcc02\Conon IR: C4080\_PS



STA. 16800 TO STA. 17150



REGISTRATION NO.  
F-5713



REV.	DATE	DESCRIPTION	BY
1	7/18/12	ADDENDUM NO. 1	TDD

JACK BROOKS REGIONAL AIRPORT  
JEFFERSON COUNTY, TX  
RSA GRADING AND RUNWAY MARKING REPLACEMENT

RUNWAY  
34 - CROSS  
SECTIONS

JOB NO.: 12121710  
DATE: Jul, 2012  
DESIGNED BY: TDD  
DRAWN BY: TEG

BAR IS ONE INCH ON ORIGINAL DRAWING  
0 1"  
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

SHEET NUMBER

**RW34-01**