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ADDENDUM NO. 2

Date: **August 26, 2021**
Project Name: **Airfield Marking Rehabilitation for the Jack Brooks Regional Airport**
Owner: **Jefferson County, Texas**
Owner Project No.: **IFB 21-052/JW**
Garver Project No. **20A12502**

This addendum shall be a part of the Plans, Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans, Contract Documents, and Specifications with which it might conflict. This addendum, including all attachments, shall become part of the Contract and all provisions of the Contract shall apply thereto, with exception of the items listed under "Other Project Information" at the end of this Addendum No. 2, which are supplements provided for the Contractor's convenience. The time provided for completion of the Contract has not been changed as noted in this addendum. Acknowledgement of receipt of this addendum must be noted in the appropriate section of the Bid Form and included with the Contract Documents.

A. Prospective Bidder Questions:

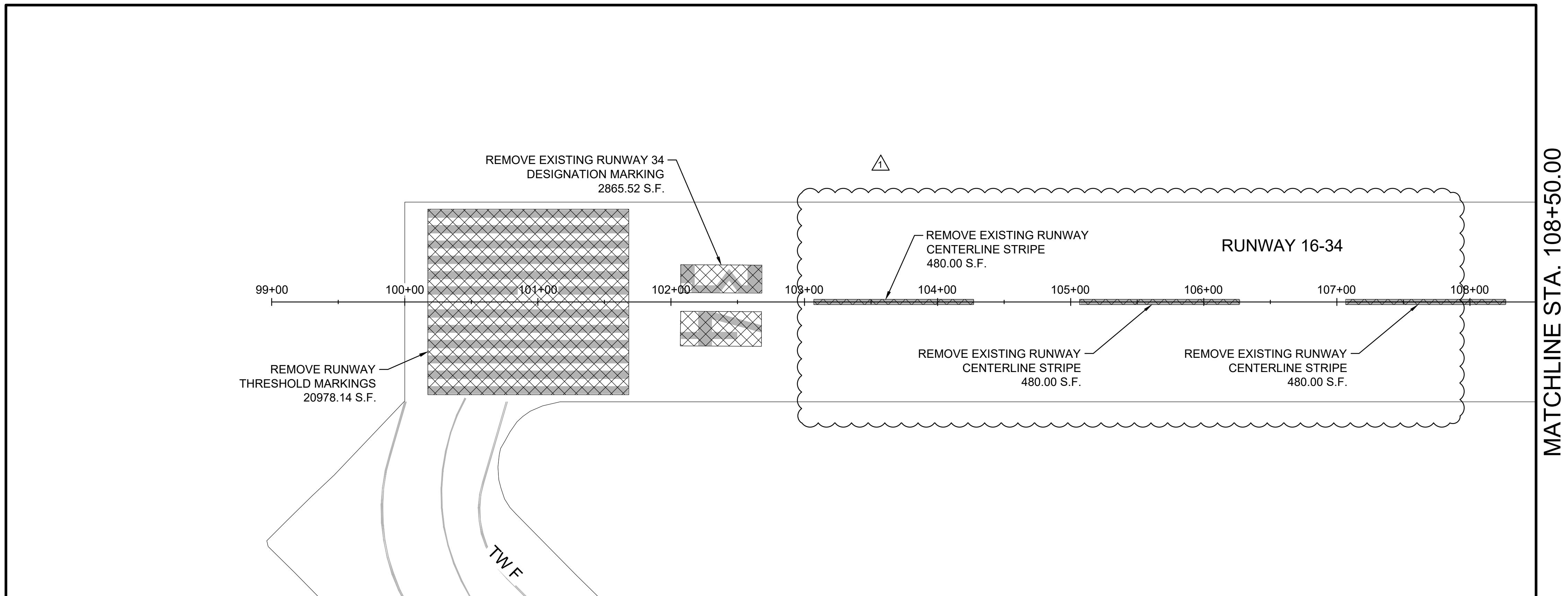
1. Below are the response to questions received by prospective bidders:
 - a. The Construction/Phasing plan sheets state that work within the runway RSA's will occur in the overnight hours. What will these hours be?
 - i. 10 pm - 6 am
 - b. What will be the available work hours outside the RSA's?
 - i. 8 am – 6 pm
 - c. Is water available on-site and will it free of charge?
 - i. The contractor shall coordinate with the airport for water access. The airport shall provide water as needed.
 - d. Since the site visit was cancelled, how many years of paint build-up can we expect?
 - i. According to the airport, the contractor should expect 3-5 years of paint build-up.
 - e. What is the process for the disposal of liquid waste from the paint removal process?
 - i. The contractor shall operate a vacuum truck at all times during marking removal, or any operation producing liquid waste, and shall dispose of it adequately and in accordance with local and national codes.

- f. According to Google Earth, the runway centerlines are 120 ft by 3ft for the white. On the plan sheets it says 120 ft by 18". What are the current centerlines measured at?
 - i. The existing runway centerlines are 120 ft by 3 ft. The proposed runway centerlines will be 120 ft by 1.5 ft white paint with 0.5 ft black outline. The removal quantity for the existing markings has been updated (see section B below) in this addendum.
- g. How did you determine the square feet measurement of 433.55 on the centerlines? What measurements did you use?
 - i. The removal quantity for the existing runway centerline markings has been corrected (see section B below) to 480 SF in this addendum. This accounts for the 120 ft by 3 ft of white markings with the 0.5 ft black outline.
- h. How did you determine the square feet measurement of 9359.52 on the aiming point? What measurements did you use?
 - i. The removal quantity for the existing aiming point markings has been corrected (see section B below) to 9362 SF in this addendum. This accounts for the 150 ft by 31 ft of white markings with the 0.5 ft black outline for the pair of markings.

B. DRAWINGS

1. Remove the following drawings in their entirety, and replace with the same, attached hereto:
 - a. M-101 RUNWAY 16-34 MARKING REMOVAL PLAN I
 - b. M-102 RUNWAY 16-34 MARKING REMOVAL PLAN II
 - c. M-103 RUNWAY 16-34 MARKING REMOVAL PLAN III

END OF ADDENDUM NO. 2



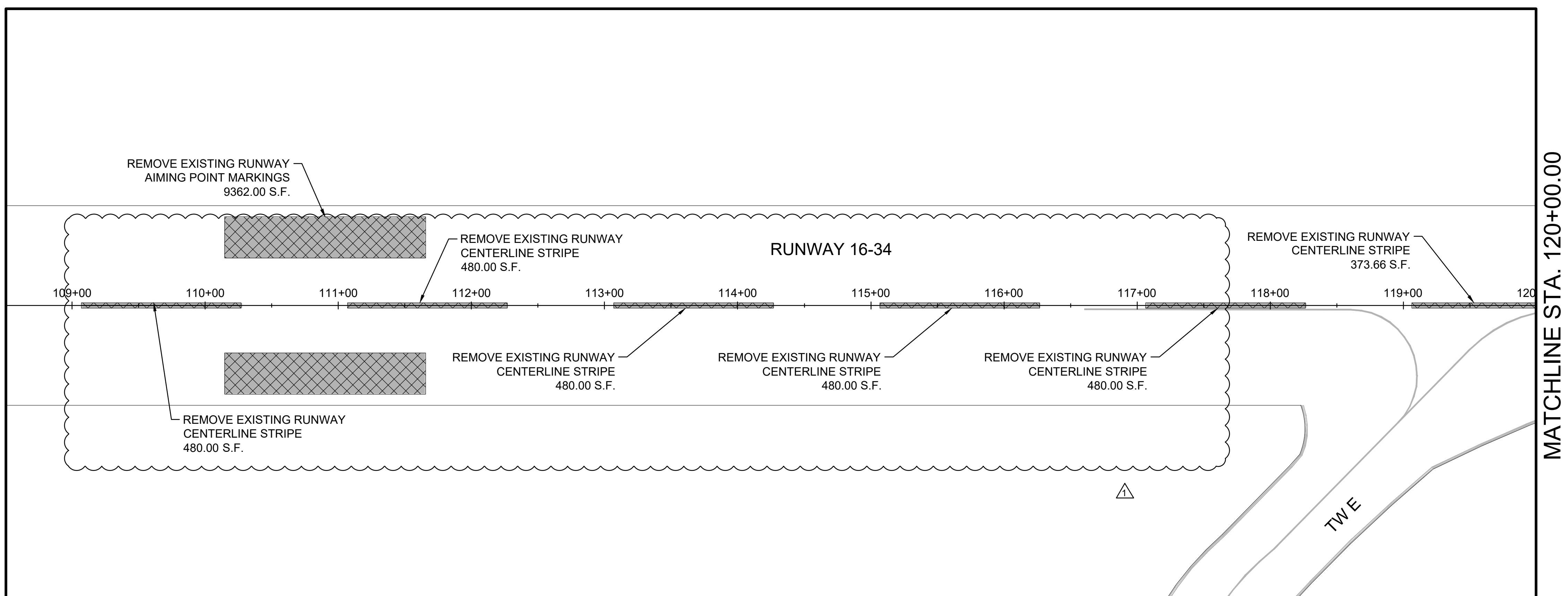
0 25' 50' 100' 150' (IN FEET)

LEGEND

The diagram consists of three entries, each with a symbol on the left and text on the right. The first entry has a box with a diagonal hatching pattern and the text 'PAVEMENT MARKING REMOVAL'. The second entry has a horizontal line and the text 'EXISTING PAVEMENT MARKINGS'. The third entry has a horizontal line with 'XXXXXX' written on it and the text 'TAXIWAY LEAD-IN MARKING TO BE REMOVED'.

NOTES:

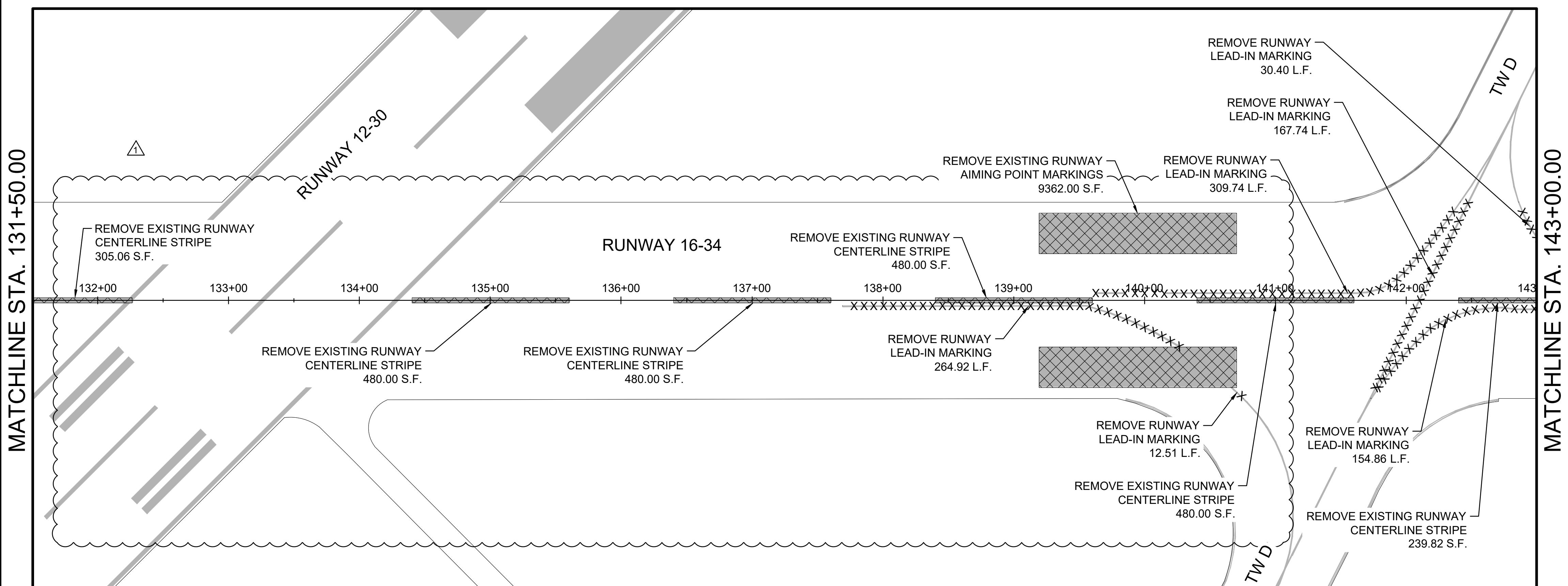
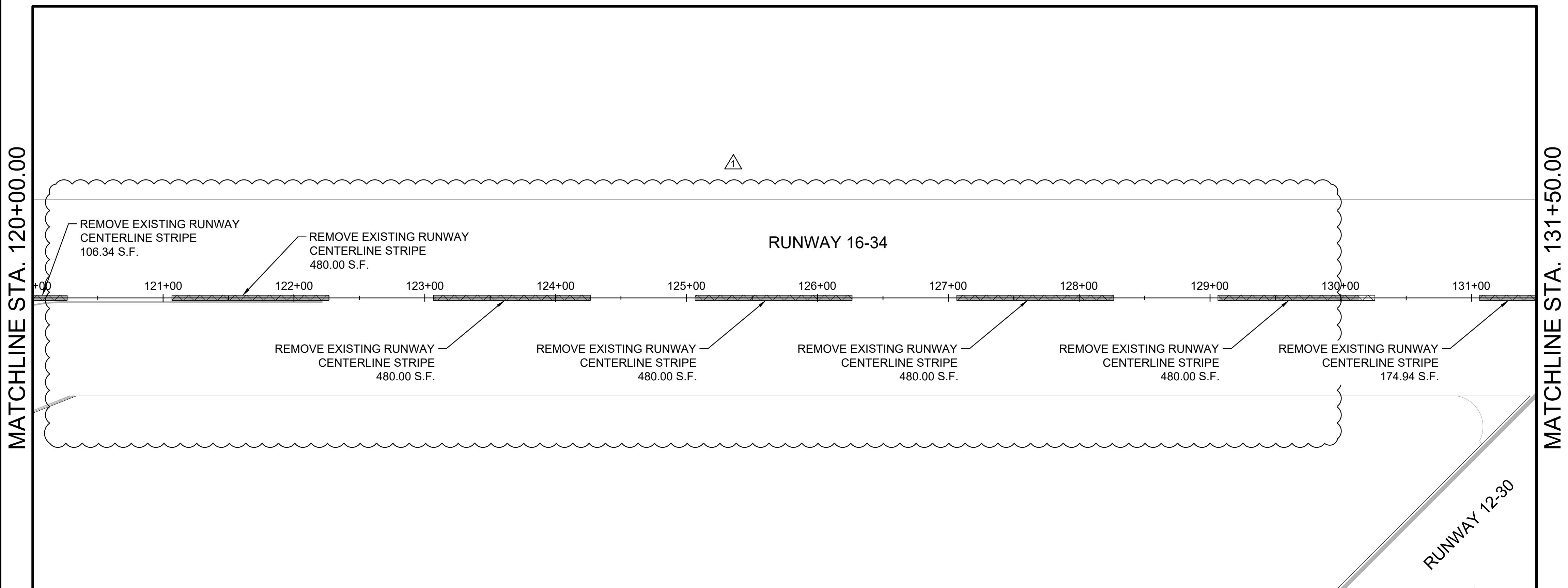
1. QUANTITIES REFERENCE THE CONSTRUCTION AREA INCLUDED ON THIS SHEET ONLY, UNLESS OTHERWISE NOTED.
2. PAVEMENT MARKING REMOVAL METHOD SHALL NOT DAMAGE THE EXISTING CONCRETE SURFACE.
3. ALL 6" BLACK OUTLINES ON EXISTING PAVEMENT MARKINGS SHALL BE REMOVED AS PART OF PAVEMENT MARKING REMOVAL.
4. REMOVE MARKINGS IN BLOCKS AS SHOWN TO HELP ENSURE THE MARKING REMOVAL AREA IS OBSCURED



KEYMAP

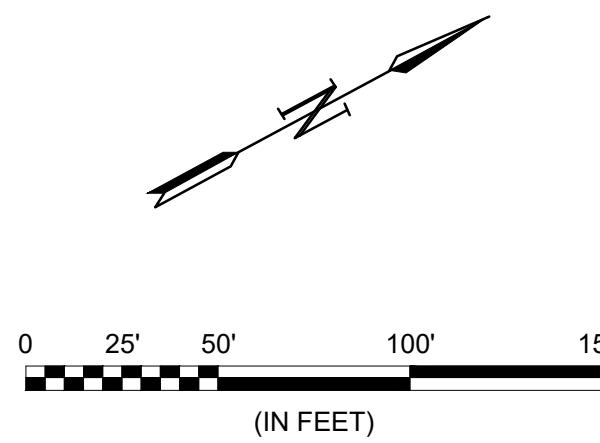
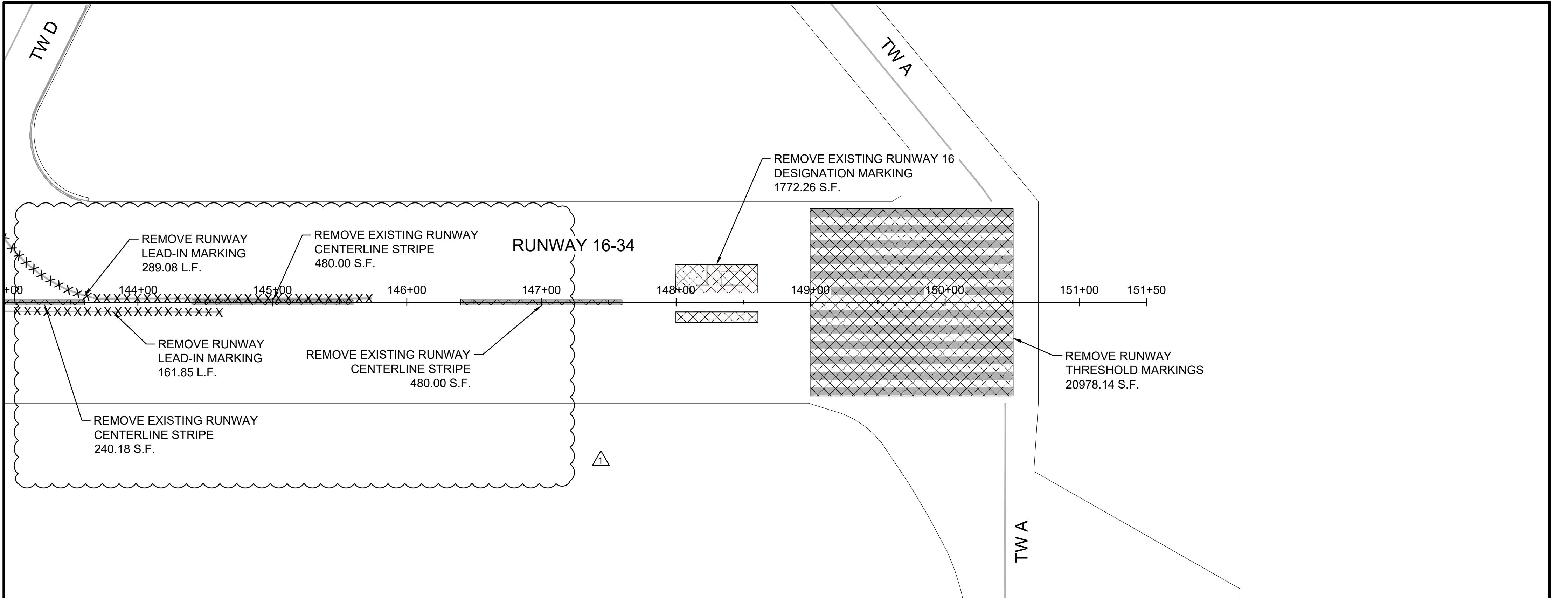


Digitally Signed 08/26/2021



	JACK BROOKS REGIONAL AIRPORT JEFFERSON COUNTY, TEXAS		
	RUNWAY 16-34 MARKING REMOVAL PLAN II	AIRFIELD MARKING REHABILITATION	
JOB NO.: 20A12502	DATE: JUL 2021	DESIGNED BY: JAH	DRAWN BY: JAH
BAR IS ONE INCH OR ORIGINAL DRAWING 0 1"			
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.			
DRAWING NUMBER M-102			
SHEET NUMBER 17			

MATCHLINE STA. 143+00.00



0 25' 50' 100' 150'
(IN FEET)

LEGEND	
	PAVEMENT MARKING REMOVAL
	EXISTING PAVEMENT MARKINGS
	TAXIWAY LEAD-IN MARKING TO BE REMOVED



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4. REMOVE MARKINGS IN BLOCKS AS SHOWN TO HELP ENSURE THE MARKING REMOVAL AREA IS OBSCURED.



JACK BROOKS REGIONAL AIRPORT JEFFERSON COUNTY, TEXAS	AIRFIELD MARKING REHABILITATION
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RUNWAY 16-34
MARKING REMOVAL
PLAN III

JOB NO.: 20A12502
DATE: JUL 2021
DESIGNED BY: JAH
DRAWN BY: JAH

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

DRAWING NUMBER
M-103

SHEET
NUMBER
18

