



**JEFFERSON COUNTY, TEXAS
PURCHASING DEPARTMENT**

1149 Pearl Street – First Floor
Beaumont, Texas 77701
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ADDENDUM TO RFQ

RFQ Number: RFQ 21-040/JW
RFQ Title: Professional Engineering Services for Drainage Improvements
at the Jack Brooks Regional Airport
RFQ Due: **11:00 am CT, Wednesday, July 28, 2021**
Addendum No.: 1
Issued (Date): July 22, 2021

TO RESPONDENT: This Addendum is an integral part of the RFQ package under consideration by you as a Respondent in connection with the subject matter herein identified. Jefferson County deems all sealed proposals to have been proffered in recognition and consideration of the entire RFQ package – **including all addenda**. For purposes of clarification, **receipt of this present Addendum by a Respondent should be evidenced by returning it (signed) as part of the Respondent’s sealed proposal**. If the Proposal has already been received by the Jefferson County Purchasing Department, Respondent should return this addendum in a separate sealed envelope, clearly marked with the RFQ Title, RFQ Number, and Opening Date and Time, as stated above.

Reason for Issuance of this addendum: Additional Project Information

The information included herein is hereby incorporated into the documents of this present Bid matter and supersedes any conflicting documents or portion thereof previously issued.

Receipt of this Addendum is hereby acknowledged by the undersigned Respondent:

ATTEST:

Witness

Witness

Approved by ____ Date: _____

Authorized Signature (Respondent)

Title of Person Signing Above

Typed Name of Business or Individual

Address

Additional Project Information

Drainage Improvements:

Drainage has been a key issue for Southeast Texas, particularly in the past few years with historic flooding of Harvey and Imelda. This project would address drainage improvements by repairing the underground RCP where failures are evident, and re-grading the airfield surface areas.

We (County/Airport) think the underground reinforced concrete pipe was installed when the airfield was originally constructed in the late 1940s, with various improvements since then. Over time, it appears that either the RCP joints have failed or various pieces of pipe have eroded or broken. This is causing visible sinkholes in the airfield and leads to sediment building within the pipes causing blockages.

Removing the airfield trees and re-grading the airfield areas will allow water to drain away more efficiently and address areas where ponding water makes mowing difficult. The areas shaded in white below are tree areas that we have removed in the past three years. The reddish-brown and blue shaded areas are the remaining tree areas on the airfield.

The red lines are the approximate locations of the underground RCP.

Once the trees are removed and the RCP is repaired/replaced, we will then regrade the airfield to sheet flow water away from the runways.

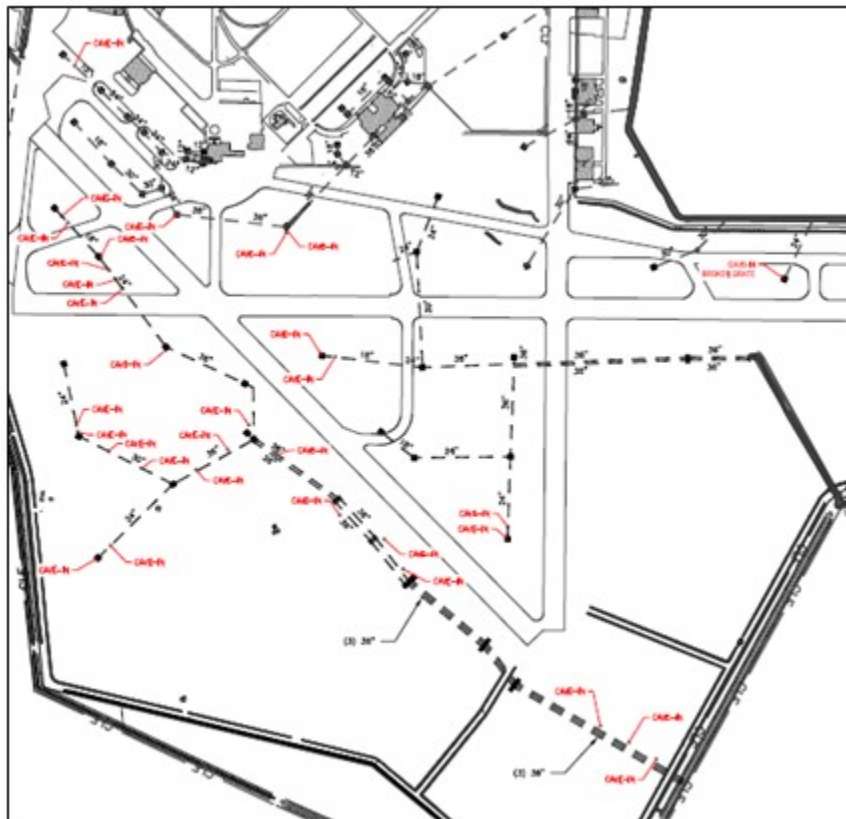


We also intend to rehab our drainage ditch that borders the western boundary of the airfield (yellow line in above picture). This ditch flows into Drainage District #7 C-10 ditch and they will be heavily involved in this project.

The picture (below) is a what a typical cross section of the ditch looks like now. It is difficult to tell from the photo, but the ditch has silted up and most of the culverts are silted in. We do not intend to alter the shape, size, or location of the ditch, only return it to the condition it was originally designed to be.



In 2007, we identified the underground pipe failure, see map below. The cave-ins are locations where we believe the underground pipe has either failed or separated. Anytime we have an airfield construction project near a known failure, we include that repair in the project.



We would also like to improve the landside drainage. Currently, the bulk of the landside water drains to the highway frontage ditch and then into the adjacent Drainage District C-11 ditch (thin blue line).

Currently there is a ditch that alleviates some of the frontage drainage (light blue, dog-legged shape). This ditch takes some water off the new entrance road and water from adjacent fields and drains into C-11.

What we would like extend the frontage ditch parallel with the highway in order to capture and re-direct more of the landside drainage and design and construct a dry detention basin (orange area) that would receive the bulk of the landside water and a portion of the airfield water. The goal is to improve the overall airfield and landside drainage especially during major weather events.



We've already been in discussions with TxDOT, City of Nederland, and the Drainage District regarding this project.

County and Drainage District engineers have been consulted on the viability of this project and all agree that with the proper engineering, these improvements would not only improve the Airport's drainage, but have the potential to alleviate pressure on the surrounding drainage system by better controlling and metering the flow of airport water into that system.