

# NOTIFICATION OF ADDENDUM

## ADDENDUM NO. 1

**DATED 6/16/2022**

<b>Control</b>	<b>0218-04-119</b>
<b>Project</b>	<b>C 218-4-119</b>
<b>Highway</b>	<b>US 59</b>
<b>County</b>	<b>CASS</b>

Ladies/Gentlemen:

Attached please find an addendum on the above captioned project. Included in the attachment is an addendum notification which details the changes and the respective proposal pages which were added and/or changed.

Except for new bid insert pages, it is unnecessary to return any of the pages attached.

Bid insert pages must be returned with the bid proposal submitted to the Department, unless your firm is submitting a bid using a computer print out. The computer print out must be changed to reflect the new bid item information.

Contractors and material suppliers, etc. who have previously been furnished informational proposals are not being furnished a copy of the addendum. If you have a subcontractor on the above project, please advise them of this addendum. Acknowledgment of this addendum is not requested if your company has been issued a proposal stamped "This Proposal Issued for Informational Purposes."

You are required to acknowledge receipt of this addendum on the Addendum Acknowledgement form contained in your bid proposal by placing a mark in the box next to the respective addendum.

Failure to Acknowledge receipt of this addendum in your bid proposal will result in your bid not being read.

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: C 218-4-119

CONTROL: 0218-04-119

COUNTY: CASS

LETTING: 06/29/2022

REFERENCE NO: 0608

**PROPOSAL ADDENDUMS**

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- PROPOSAL COVER
- BID INSERTS (SH. NO.:
- GENERAL NOTES (SH. NO.: F

- SPEC LIST (SH. NO.:
- SPECIAL PROVISIONS:
- ADDED:

DELETED:

- SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

X OTHER: PLAN SHEET: 004B

DESCRIPTION OF ABOVE CHANGES  
(INCLUDING PLANS SHEET CHANGES)

\*\*\*\*\*GENERAL NOTES \*\*\*\*\*

SHEET F: ITEM 354 MODIFIED NOTES

\*\*\*\*\*PLAN SHEETS\*\*\*\*\*

SHEET 004B: GENERAL NOTES - Modified Item 354 General Notes.

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**County: CASS**

**Highway: US 59**

**Sheet:**

## **GENERAL NOTES:**

### **General Requirements and Covenants:**

An inspection to determine the presence of asbestos was performed on the bridge structure(s) with the following results:

A: None found

Contractor questions on this project are to be addressed to the following individuals:

*Thomas Bruce P.E.* – Area Engineer

Tommy.Bruce@Txdot.gov

*Dana Moore* – Assistant Area Engineer

Dana.Moore@Txdot.gov

Contractor questions will be accepted through email, phone, and in person by the above individuals.

All contractor questions will be reviewed by the Engineer. Once a response is developed, it will be posted to TxDOT's Public FTP at the following Address:

<https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting%20Responses/>

All questions submitted that generate a response will be posted through this site. The site is organized by District, Project Type Construction (Construction or Maintenance), Letting Date, CCSJ/Project Name.

All roadside signs, mailbox supports, delineators, and object markers located within the project limits shall be plumbed as part of the final cleanup. This work will not be paid for separately but will be considered subsidiary to the various bid items.

**ITEM 5 – Control of the Work:**

Prior to contract letting, bidders may request a free electronic copy of the files that contain the surface model, cross slope and proposed profile information from the District Office in Atlanta. If printed copies of the actual cross-sections in addition to, or instead of, the electronic files are requested, prospective bidders may purchase prints of the cross sections from the District Office in Atlanta.

Place construction points, stakes, and marks at intervals of no more than 100 ft. for the work areas per phase, or as directed. Place stakes and marks so as not to interfere with normal maintenance operations.

It is the Contractor's responsibility to verify the accuracy of any department provided control points prior to use.

It is the intent of the plans to plane the existing roadway to 7 inches below the proposed profile grade line (PGL), place 5 inches of SP-C and 2 inches of SMA-D to the proposed lines and grades shown in the plans.

The intent of the Phase 2 and 2A variable depth planing to 2 inches below the proposed PGL as shown on Sequence of Work is to ensure that each pass of the subsequent 5-inch planing and 5-inch placement of the SP-C will match the adjacent planed surface. This will eliminate a pavement drop off between proposed and existing lanes during the Intermediate Term Stationary TCP phases and allow a uniform surface prior to placement of the final 2-inch SMA-D surface.

The following is the verification process to be used on this project to check elevations and cross slope for each phase of the pavement structure operation. The proposed elevations and cross slopes shall be measured at a minimum frequency of one measurement every 100 feet and for each phase of the pavement structure operation. The number of measurements may be reduced by demonstrating consistently acceptable results, with the approval of the Engineer. Furnish a digital measuring device approved by the Engineer for the measurement of cross slope and elevations. Make this measuring device available at the jobsite for the Engineer's use. Report the cross slope to the nearest 0.01% and elevations to the nearest 0.01 feet. Record all measurements on an approved form signed and dated certifying correct and submit to the Engineer the next working day for documentation. The Engineer will determine the number of verification measurements.

Tolerance

Elevation: Plus or minus 0.03ft

Cross slope: Plus or Minus 0.25%

All corrections to the elevations or cross slopes that do not meet the tolerance's shown above shall be corrected as approved by Engineer prior to beginning the next phase of construction.

When Phase 2 and 2A variable depth planing is complete, verify roadway elevations and cross slopes match the proposed cross sections using the verification process described above and all planed surfaces match the adjacent planed surface.

Once Plane Asph Conc Pav (5”) is completed in subsequent phases the same measurements as described above will be repeated and verified.

After placement of each lift of the 5 inch SP-C, verify roadway elevations and cross slope as described above.

After placement of the 2 inch SMA-D, verify roadway elevations and cross slope as described above.

### **ITEM 7 – Legal Relations and Responsibilities:**

This project is considered a maintenance activity and is exempt from the Construction General Permit (CGP) coverage.

The Contractor will not remove active nests from bridges and other structures during nesting season of the birds associated with the nests.

RAP material generated may be used for ingress and egress to drives and intersections or construction exits. When removed, stockpile this material separately from other RAP material.

No significant traffic generator events.

### **ITEM 8 – Prosecution and Progress:**

Working days will be charged in accordance with Section 8.3.1.4, “**Standard Workweek**”.

Refer to SP 008---003 for additional information regarding beginning of working day charges. The 90-day delay for this project is to allow for warmer weather for placement of the SMA surface course.

The road-user cost liquidated damages are \$10,826.00 per day.

### **ITEM 132 – Embankment:**

Furnish material with an organic content less than 1.0%. The Engineer will test using UV-VIS equipment and procedure determined by TxDOT. Allow two weeks for testing.

Test borrow sources and furnish results to the Engineer.

Remove deleterious material, organic matter, and sediment, etc., from all ponds, lakes, sloughs, channels, and existing roadway ditches prior to placement of embankment. This work will be subsidiary to this item.

**ITEM 134 – Backfilling Pavement Edges:**

After the application of fertilizer apply an emulsified asphalt treatment, consisting of SS-1 asphalt, at a rate of 0.3 gal. per sq. yd.

**ITEM 164 – Seeding for Erosion Control:**

**PERMANENT PLANTING MIXTURE**

Species and Rates

(lb. PLS/ac.)

(Season: February 1 to May 15)

Green Sprangletop	0.4
Bermudagrass	2.4
Sand Lovegrass	1.0
Lance-Leaf Coreopsis	1.25

(Season: September 1 to November 30)

Bermuda (Unhulled)	12
Crimson Clover	10

**TEMPORARY SEEDING FOR EROSION CONTROL**

Warm Season

(Season: May 15 to August 31)

Bermudagrass	6
Foxtail Millet	34

Cool Season

(Season: September 1 to November 30)

Tall Fescue	4.5
Oats	24
Wheat	34

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Adjust the seeding mixture and rates if directed.

Inoculate crimson clover seed with a legume inoculant. Sow inoculated seed dry, with either hand operated or mechanical equipment, after the fertilizer is placed.

Do not use Bahia grass.

Use crimper immediately after spreading mulch. Apply ballast to machine to achieve an anchoring depth of 2 to 3 inches to form soil-binding mulch and to prevent loss or bunching of the mulch by wind. Anchor the machine to prevent the formation of ridges and ruts. Use coulters at least ten inches in diameter. Traverse slopes horizontally. The number of passes needed, not to exceed three, will be as directed. In areas where an anchoring machine cannot be used, the Department will require a tacking agent be used in the mulch as directed.

Use broadcast seeding for temporary erosion control, when and as directed. This will not be paid for directly but is subsidiary to the various bid items.

Use additional temporary seeding if permanent seeding is placed outside the optimum growing season shown for this item, if directed.

Finish slopes with a tracked vehicle running vertically up and down the slope.

After the application of fertilizer, apply an emulsified asphalt treatment, consisting of SS-1 asphalt, at a rate of 0.3 gal. per sq. yd.

Mow tall growing vegetation as directed, to provide optimum growing conditions for temporary or permanent seeded areas in accordance with Item 730 "Roadside Mowing" except for measurement and payment. This work will be subsidiary to pertinent bid items.

### **ITEM 166 - Fertilizer:**

When seeding between September 1 and January 1, place one-half of the amount of fertilizer specified for seeding with the seeds and place the remainder the following spring unless otherwise directed. When seeding is placed between January 1 and June 1, place one-half the amount of fertilizer specified for seeding with the seeds and place the remainder 30 days later unless otherwise directed.

Apply fertilizer (13-13-13) at a rate of 300 lbs. /5000 sq. yds.

### **ITEM 301 – Asphalt Antistripping Agents:**

Add hydrated lime to the aggregate by the following method only: mix in an approved pug mill mixer with damp aggregate containing water at least 2% above saturated surface dry conditions.

**ITEM 320 – Equipment for Asphalt Concrete Pavement:**

Provide a Material Transfer Device (MTD) with remixing capability.

**ITEM 354 – Planing and Texturing Pavement:**

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The Department shall retain ownership of 12,000CY of the material removed under this Item to be stockpiled at the following location: On the North side of FM 1841, 0.3 miles west of SH 43. LAT. 33° 1' 5.27" N, LONG. 94° 12' 16.51"W.

Approximately 1,289 CY of planned material will be retained for use for BACKFILL PAVEMENT EDGES TY B.

Contractor shall retain the remaining quantity of the planed ACP.

**ITEM 421 – Hydraulic Cement Concrete:**

The Department will furnish and maintain concrete compressive strength testing equipment.

**ITEM 427 – Surface Finishes for Concrete:**

Provide a brushed finish for surface area III.

**ITEM 432 - Riprap:**

Provide ½” expansion joint material with an area equal to the area of contact between the two concrete surfaces. The joint material will be visually inspected for approval.

**ITEM 440 – Reinforcement for Concrete:**

The following bridge elements require epoxy-coated reinforcement: Bridge Railing

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REVISED NOTE



**ITEM 502 – Barricades, Signs, and Traffic Handling:**

The Contractor Force Account “Safety Contingency” that has been established for this project is intended to be utilized for work zone enhancements, to improve the effectiveness of the Traffic Control Plan, that could not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor’s Responsible Person based on weekly or more frequent traffic management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

Install temporary rumble strips in accordance with WZ(RS) whenever short duration or short-term stationary lane closures are in place and workers are present.

The Contractor's responsible person (CRP) will be responsible for ensuring that the signs and traffic control devices are in place and functioning properly.

The CRP will inspect and ensure any deficiencies are corrected each and every day throughout the duration of this contract. Notify the Engineer in writing of the name, address, and telephone number of this employee or these employees.

No partial lane widths are to remain unplanned at the end of each day’s planning operations. Plan only a length of roadway that can be completed a full lane width by the end of the working day.

Begin ACP laydown operations after the planing operations as soon as it is feasible. The distance that the planing operation is ahead of the ACP laydown operation may be adjusted by the Engineer.

Length of lane closures will be as directed based on the demonstrated ability to prosecute the work within the closed section.

Plan and coordinate ACP surface placements so that traffic lanes will not be left with open longitudinal joints for more than 2 days placement.

Maintenance of driveways and intersections will not be paid for directly but is subsidiary to the pertinent bid items.

Restrict the movement of equipment across traffic lanes to an absolute minimum.

Use strobe lights or rotating beacons on all motorized equipment, operating on or adjacent to the road surface.

Place and maintain U.S. mailboxes within project limits in such a manner as to ensure continuous mail service. See BC Standard for more information.

**ITEM 506 – Temporary Erosion, Sedimentation, and Environmental Controls:**

Sprinkle water for dust control. Meet the requirements of Item 204, “Sprinkling” except for measurement and payment. Sprinkling will be considered subsidiary to this Item.

Provide the following Item(s), as directed, to be used for erosion and water pollution control measures and any additional erosion or water pollution control measure deemed necessary by the Engineer:

Temporary sediment control fence

Provide and install additional erosion or water pollution control measures deemed necessary by the Engineer as prescribed by this item and in accordance with the appropriate specification. Payment for erosion control measures for which applicable pay items are not included in the Contract shall be made in accordance with Article 9.7, “Payment for Extra Work and Force Account Method”.

**ITEM 512 – Portable Traffic Barrier:**

Replace any traffic barrier which, in the opinion of the engineer, is damaged to the extent that it is no longer serviceable. This work will be measured and paid for in accordance with item 512, “Portable Concrete Traffic Barrier.”

**ITEM 540 – Metal Beam Guard Fence:**

Furnish round timber posts unless otherwise shown.

Place sufficient dry batch concrete mix in holes to ensure minimum of 2-inch embedment of tubes and posts.

**ITEM 544 – Guardrail End Treatments:**

Place sufficient dry batch concrete mix in holes to ensure minimum of 2-inch embedment of tubes and posts.

**ITEM 585 – Ride Quality for Pavement Surfaces:**

Use surface test Type B pay adjustment schedule 1 to evaluate ride quality of the travel lanes in accordance with this Item.

Before placing the final lift of ACP, profile the roadway for approval or corrective action, if necessary, at no cost to the Department.

**ITEM 658 – Delineator and Object Marker Assemblies:**

Install only round posts meeting the requirements of DMS-4400 or as directed.

**ITEM 662 – Work Zone Pavement Markings:**

Non-removable pavement markings may be paint and beads.

**ITEM 666 - Reflectorized Pavement Markings:**

Furnish and place a double drop of Type II and Type III drop-on glass beads.

Place pavement markings only after the surface treatment has cured to the satisfaction of the Engineer.

Place pavement markings within 14 days after completion of the final surface.

Mark the lateral locations of pavement markings with pilot lines. Obtain approval of the location and alignment of the pilot lines before application of permanent markings.

A mobile unit will be required to take reflectivity readings, readings will be taken on all lines in both directions. The mobile reflectivity readings will not be paid for separately but will be subsidiary to this bid item. Strict compliance with report output will be exercised in accordance to this general note. Information for each road must be together in the same file and submitted on a USB thumb drive. Submit a table of contents for each USB thumb drive. Each thumb drive will contain a customer interactive report that generates a color-coded map where the user can verify passing and failing sections of roadway. The color-coded map should match the color-coded graphs generated by the data in the computer. The graphs should have a color-coded portion or shaded area representing failing and passing. The map should be standard Google earth maps or equal. Reports need to be in numerical order by reference number, concurrent with direction, labeled and separated by color, and include the posting date. The format will require prior acceptance by the Engineer.

**ITEM 677 – Eliminating Existing Pavement Markings and Markers:**

Furnish a high-pressure water blasting system for removing paint, thermoplastic, epoxy, and preformed tape materials from the following surfaces without causing any grooves or trenching of that surface, including asphalt, concrete, friction coarse asphalt, grooved asphalt, and grooved concrete.

Use a high-pressure water blasting system that consist of a vacuum recovery system that must provide for a nearly dry surface eliminating the possibility of uncontained run-off blasting water and debris.

All components required for the complete operation of the water blasting system – Ultra High Pressure (UHP) pump, vacuum system, clean water supply, vacuum recovery storage, blasting components will be mounted and transported on a single, fully self-contained and supporting truck chassis, thereby eliminating the need for any additional water, vacuum, or other transport vehicles.

**ITEM 3077 - Superpave Mixtures:**

Use field sand with a sand equivalent value of at least 35 when sampled and tested in accordance with Tex-203-F.

The plant is the designated aggregate sampling location, unless otherwise approved by the Engineer.

Construct longitudinal joints in the surface course as shown in the plans. Construct longitudinal joints in all other courses by tapering the bituminous mat as shown in the plans or providing a 6-inch minimum offset from lift to lift. Extend the tapered portion of the mat beyond the normal lane width. Construct the tapered portion of the mat using an approved strike-off device that will provide a uniform slope and will not restrict the main screed. Apply tack coat to the in-place taper before the adjacent mat is placed. Final density requirements for the entire pavement, including the taper area will not change. Compaction of the initial taper section will be required to be as near to final density as possible. Use a small static roller (approximately 200 lbs.) located immediately behind the paver for pre-compaction of the notched wedge joint.

Tack between all layers of ACP lifts (rate-approximately 0.1 gal/sy)

The Engineer will determine the correction when the total thickness of the ACP at any location, is deficient by more than ¼". Correct by adjusting the profile grade or removing and replacing the pavement structure to the correct grade, lines and thickness as shown on the plans. Correction

of defective work will be in accordance with Section 5.3.2, "Correction of Defective or Unauthorized Work".

Furnish clean 5-gallon plastic buckets with lids and wire handles for sampling, transporting, and shipping aggregate and base to the District Lab.

For hot-mix items, in place of typical tack material shown in Table 18 under Item 300, use a tracking resistant asphalt interlayer (TRAIL) material as a tack coat. Approved TRAIL products are found on TxDOT's Material Producer List under Asphalt Interlayer (Tracking Resistant) through <http://www.txdot.gov/business/resources/materials.html>.

There should be little to no evidence of tracking or pickup of the tack coat on the wheels of the equipment as determined by the Engineer. Use approved release agents or misters on equipment tires as necessary.

Construct longitudinal joints so that the hot side overlaps the cold side by 0.5 inch minimum at the joint.

### **ITEM 3080– Stone-Matrix Asphalt:**

Furnish clean 5-gallon plastic buckets with lids and wire handles for sampling, transporting, and shipping aggregate and base to the District Lab.

The Plant is the designated aggregate sampling location, unless otherwise approved by the Engineer.

Construct longitudinal joints in the surface course as shown in the plans. Construct longitudinal joints in all other courses by tapering the bituminous mat as shown in the plans or providing a 6 in. minimum offset from lift to lift. Extend the tapered portion of the mat beyond the normal lane width. Construct the tapered portion of the mat using an approved strike-off device that will provide a uniform slope and will not restrict the main screed. Apply tack coat to the in-place taper before the adjacent mat is placed. Final density requirements for the entire pavement, including the taper area will not change. Compaction of the initial taper section will be required to be as near to final density as possible. Use a small static roller (approximately 200 lbs) located immediately behind the paver for pre-compaction of the notched wedge joint.

For hot-mix items, in place of typical tack material shown in Table 18 under Item 300, use a tracking resistant asphalt interlayer (TRAIL) material as a tack coat. Approved TRAIL products are found on TxDOT's Material Producer List under Asphalt Interlayer (Tracking Resistant) through <http://www.txdot.gov/business/resources/materials.html>.

There should be little to no evidence of tracking or pickup of the tack coat on the wheels of the equipment as determined by the Engineer. Use approved release agents or misters on equipment tires as necessary.

Construct longitudinal joints so that the hot side overlaps the cold side by 0.5 inch minimum at the joint.

### **ITEM 6001 – Portable Changeable Message Sign:**

Portable Changeable Message signs will be used on this contract. The Portable Changeable Message Signs will be used in advance of signal work where changing conditions may warrant the use of message boards. They may also be required at other locations as directed by the Engineer. The Engineer will provide the Contractor with the location and the messages to be displayed for each specific event. The Engineer or his representative will inspect each location once the Contractor has placed the message boards to verify that the placement and message is correct. The Contractor will change the message board location and modify the message being displayed as directed before leaving the location to the satisfaction of the Engineer or his representative. The Portable Changeable Message Signs will be paid for by the day after installed and fully operational. All locations that the Contractor will be called upon to use the Portable Changeable Message Signs will be for a minimum of 10 days. The Engineer will notify the Contractor when the Portable Changeable Message Signs are needed, and the Contractor will have the Portable Changeable Message Signs on location and fully operational in 5 working days. In cases of emergency the Contractor will have the Portable Changeable Message Signs on location and fully operational in 3 working days. Refer to traffic control plan sheets for typical temporary portable changeable message sign layout.

### **Item 6056 – Preformed In-Lane (Transversers)/Centerline Rumble Strips:**

Supply all equipment and materials necessary for placement of In-Lane or Transverse Rumble Strips.

Use transverse rumble strips as centerline rumble strips. The rumble strips will be black in color.

Place rumble strips as 12-inch segments centered on 4-foot spacings.

Ensure strict placement for centering and aligning all centerline transverse rumble strips. Placement of material will be strictly enforced. Irregular bars not centered or aligned properly will not be accepted.

Do not place pavement markings until rumble strips are accepted by written acceptance.

Provide a 90-day performance period that begins the day following written acceptance for each separate location. The written acceptance does not constitute final acceptance.

Replacement of all In-Lane or Transverse Rumble Strips within in a separate location will be required when 30% loss of an individual rumble strips exists on 20% of the length of a location or when 500 mil thickness is not maintained. Visual evaluation will be used for these determinations. Upon request, the Engineer will allow a Contractor representative to accompany the Engineer on these evaluations.

Replace all In-Lane or Transverse Rumble Strips identified during the performance period within 30 days after notification. The end of the performance period does not relieve the Contractor from the performance deficiencies requiring corrective action identified during the performance period.

No additional payment will be made for replacement of In-Lane or Transverse Rumble Strips failing to meet the performance requirements.

### **ITEM 6149 – All-Weather Thermoplastic Pavement Markings:**

A mobile unit will be required to take reflectivity readings, readings will be taken on all lines in both directions. The mobile reflectivity readings will not be paid for separately but will be subsidiary to this bid item. Strict compliance with report output will be exercised in accordance to this general note. Information for each road must be together in the same file and submitted on a USB thumb drive. Submit a table of contents for each USB thumb drive. Each thumb drive will contain a customer interactive report that generates a color-coded map where the user can verify passing and failing sections of roadway. The color-coded map should match the color-coded graphs generated by the data in the computer. The graphs should have a color-coded portion or shaded area representing failing and passing. The map should be standard Google earth maps or equal. Reports need to be in numerical order by reference number, concurrent with direction, labeled and separated by color, and include the posting date. The format will require prior acceptance by the Engineer.

Use a mobile retroreflectometer that is prequalified at the Texas A&M Transportation Institute test facility. The prequalification is at the contractor's expense.

The required values of wet and dry readings will be strictly measured within this contract as per manufacturer's recommendations.

Install a seal coat RPM cover or any other method approved on any line having Raised Pavement Markers. Remove and dispose of the covers after the stripe is complete.

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Placement of markings in proper alignment will be strictly enforced. Irregular lines placed on both sides of the existing markings or pilot line will not be accepted.

**ITEM 6185–Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA):**

The shadow vehicle with truck mounted attenuator (TMA) will not be optional but will be required as shown on the appropriate traffic control plan sheets.

A total of one (1) shadow vehicle with TMA will be required for work. The contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMA’s needed for the project.

A total of two (2) shadow vehicles with TMA will be required for Pavement Marking Operations.

**SPECIFICATION DATA  
TEST TO BE IN ACCORDANCE WITH DEPARTMENT OF  
TRANSPORTATION TEST METHODS**

ITEM	DESCRIPTION	GRADING REQUIREMENTS				SOIL CONSTANTS		
		PERCENT RETAINED - SIEVES				L.L.	P.I.	
		2-1/2"	1-3/4"	No. 4	No. 40	MAX.	MAX.	MIN.
132	Embankment (Type C)					50	25	4