

# NOTIFICATION OF ADDENDUM

## ADDENDUM NO. 1

**DATED 6/27/2022**

<b>Control</b>	<b>0346-06-052</b>
<b>Project</b>	<b>BR 2022(719)</b>
<b>Highway</b>	<b>SH 111</b>
<b>County</b>	<b>LAVACA</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: BR 2022(719)

CONTROL: 0346-06-052

COUNTY: LAVACA

LETTING: 06/30/2022

REFERENCE NO: 0623

**PROPOSAL ADDENDUMS**

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

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

DELETED:

- SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

X OTHER: PLAN SHEET AND OTHER CHANGES

DESCRIPTION OF ABOVE CHANGES  
(INCLUDING PLANS SHEET CHANGES)

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

SHEET E: ADDED NOTES TO CLARIFY THE CONTRACT TIME AND ALLOW THE CONTRACTORS TO BID APPROPRIATELY.

\*\*\*\*\* PLAN SHEET \*\*\*\*\*

SHEET 6B(GENERAL NOTES); ADDED NOTE TO CLARIFY THE CONTRACT TIME AND ALLOW THE CONTRACTORS TO BID APPROPRIATELY.

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**GENERAL NOTES:**

**GENERAL:**

The Contractor is to take note that working days will be charged as shown in the plans and not as a “Standard Workweek.” See Item 8 below for details.

Contractor questions on this project are to be addressed to the following individual(s):

Clayton Harris [Clayton.Harris@txdot.gov](mailto:Clayton.Harris@txdot.gov)

Covey Morrow IV [Covey.Morrow@txdot.gov](mailto:Covey.Morrow@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 or Maintenance), Letting Date, CCSJ/Project Name.

Remove and dispose of existing raised pavement markers as directed. All work involved in the removal and disposal of these markers will not be paid for directly but shall be considered subsidiary to the various bid items involved.

Remove and replace right-of-way fences at particular work sites, where necessary, at contractor’s entire expense. Replace fences in a condition comparable to that at removal.

In the removal of the surface and base material on the existing pavement, exercise extreme care in providing a smooth and uniform edge adjacent to the existing travelway pavement which is to remain in place.

Do not work on the roadway before sunrise or after sunset unless otherwise approved.

The following standard detail sheets have been modified:

TCP (2-3)-18 (MOD)

Furnish a certified copy of the legal gross weight of each vehicle hauling materials by weight and certified measurements for all trucks hauling material by volume.

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Leave all intersecting roadways side streets and entrances open at night unless otherwise directed. Should the contractor desire to close a side street or entrance overnight, approval will be required 48 hours in advance and the contractor will be required to coordinate the closure satisfactorily with any affected business or resident.

Unless otherwise approved, maintain a minimum safety clearance from the edge of the travelway for material stockpiled in proximity of traffic lanes based on the current average traffic count of the particular highway as follows:

0 - 1500 = 16 feet

Over 1500 = 30 feet

In the event the above requirements cannot be met, make arrangements to stockpile material off the right of way.

Provide temporary pipe drains or culverts and take such other measures as directed to provide for continued drainage from all abutting property, the right of way and the roadway during construction operations. Labor and materials involved in this work will not be paid for directly, but will be considered subsidiary to the various bid items of the contract.

The Department will provide the cylinder testing machine for this project. Deliver the test specimens to the engineer's curing facilities as directed.

Do not clean out concrete trucks within the right of way.

The contractor shall field verify all existing pipe, box culvert, and safety end treatments sizes prior to fabrication of related items.

## **ITEM 2: INSTRUCTIONS TO BIDDERS**

The Contractor is to take note that this project is based off of A+B bid contracting (see Item 2 Article 11.5.2). Incentive/Disincentive provisions will apply to this project as per Special Provision to Item 8 (008---006) for both substantial completion of work and any milestone work. See notes under Item 8 below for the number of working days for the substantial completion of the project and any additional details.

## **ITEM 5: CONTROL OF THE WORK**

Where a precast or cast-in-place concrete bridge element is shown in the plans, Contractor may submit a precast concrete alternate in accordance with "Standard Operating Procedure for Alternate Precast Proposal Submission" found online at <https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/bridge.html#design>. Acceptance or denial of an alternate is at the sole discretion of the Department. Contractor is responsible for impacts to the project schedule and cost resulting from the denial or use of alternates.

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### **SPECIAL PROVISION TO ITEM 6:**

As reported by Burcham Environmental Services, L.L.C. in the NESHAP Asbestos /Lead Inspection Report dated January 17, 2019, the gray paint on the metal beams has a lead content ranging from 1.1% to 2.3%.

Remove the metal beams found to contain lead. Remove the beams by unbolting, do not use flame cutting or any other method that would cause existing paint to vaporize. Remove and dispose of beams in complete, existing length sections.

Provide for the safety and health of employees and abide by all OSHA standards and regulations when removing or disposing of painted steel. Obtain the Engineer's approval of the proposed removal process prior to removing steel elements.

### **ITEM 7: LEGAL RELATIONS AND RESPONSIBILITIES**

The Contractor's attention is directed to the fact that discharge of permanent or temporary fill material into the waters of the United States (U.S.) including jurisdictional wetlands, as necessary for construction, will require specific approval of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act.

The Department will obtain the appropriate permit(s), Nationwide or Individual, when necessary as dictated by the proposed actions for the project and its potential to affect USACE jurisdictional areas. The Contractor may review the permitted plans at the office of the Area Engineer in charge of construction. The Department will hold the Contractor responsible for following all conditions of the approved permit. If the Contractor cannot work within the limits of this permit(s), then it becomes the Contractor's entire responsibility to consult with the USACE pertaining to the need for changes or amendments to the conditions of the existing permit(s) as originally obtained by the Department.

Particular importance is stressed on the fact that any impacts to USACE jurisdictional waters of the U.S., including jurisdictional wetlands, be the minimum necessary to complete the proposed work. The Contractor shall maintain near normal flow of any jurisdictional waters of the U.S. at all times during construction. If the Contractor needs further explanation of the conditions of the permit, including means of compliance, they may contact the TXDOT Yoakum District Environmental Coordinator.

If the Contractor elects to work on a structure when the stream is flowing, near normal flow shall be maintained by a method approved by the Engineer. Labor and materials involved in this work will not be paid for directly, but will be considered subsidiary to the various bid items of the contract.

No significant traffic generator events identified.

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If the contractor proposes work beyond the TxDOT obtained permit limitations, the contractor is responsible for additional costs, delays, and obtaining new or revised permits prior to construction.

All temporary construction access work and materials will not be measured or paid for directly but will be subsidiary to pertinent items. Prior to the scheduling of a Pre-Construction Meeting, submit a Temporary Construction Access Plan to the Area Engineer and to District Environmental Staff for their approval. The Construction Plan should contain a description of the equipment, such as barges, structures, etc., which may occupy waters of the US including jurisdictional wetlands, and a detailed work schedule. No work of any kind will be allowed until the pre-construction meeting has been held.

Temporary construction waterway crossings have been environmental cleared/permitted within Right of Way. Restrict construction operations in any water body to the necessary areas as shown on the plans or applicable permit, or as directed. Use temporary bridges, timber mats, or other structurally sound and non-eroding material for stream crossings. All temporary construction access materials shall be completely removed as soon as possible once temporary access is no longer required and affected areas shall be returned to preconstruction elevations and contours and revegetated in accordance with the SW3P. All work must comply with the General Conditions of the appropriate USACE permit.

See EPIC sheet for additional restrictions for this project.

#### **ITEM 8: PROSECUTION AND PROGRESS**

Contract working days (including work during milestones) will be computed and charged as described in this paragraph. Working days will be charged Monday through Saturday, excluding national or state holidays, if weather or other conditions permit the performance of the principal unit of work underway, as determined by the Engineer, for a continuous period of at least 7 hr. between 7:00 A.M. and 6:00 P.M. The Contractor has the option of working on state holidays. Provide sufficient advance notice to the Engineer when scheduling work on state holidays. Work on Sundays and national holidays will not be permitted without written permission of the Engineer. If work requiring an Inspector to be present is performed on a Sunday or holiday, and weather or other conditions permit the performance of work for 7 hr. between 7:00 A.M. and 6:00 P.M., a working day will be charged.

The Department will supply bidders, upon written request, one electronic copy of the time determination schedule. The time determination schedule provided is for informational use only and is not intended for bidding or construction purposes.

The Department will not adjust the number of days for the project and milestones, if any, due to differences in opinion regarding any assumptions made in the preparation of the schedule or for errors, omissions, or discrepancies found in the time determination schedule.

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The Contract Time will be 222 working days (including work during milestones). The duration bids for the A+B milestones will be independent for the purpose of Milestone credits/penalties and not in addition to the total Contract Time.

Provide progress schedule as a Bar Chart.

### **Milestones and A+B Bidding**

Time charges for the purpose of Milestone credits/penalties related to A+B bidding will be computed and charged in accordance with **Article 8.3.1.2 Six-Day.**

The maximum number of days that will be accepted as a responsive bid for Milestone 1 (Phase IC) shall be **45** working days.

The maximum number of days that will be accepted as a responsive bid for Milestone 2 (Phase IIB) shall be **140** working days.

The normal contract administration liquidated damage rate will be assessed if both Milestones are not completed within the number of days bid for both Milestones, plus additional contract days for other construction phases.

### **Milestone 1 (Phase IC)**

Milestone 1 working day charges begin when traffic is shifted to the phase I configuration for Phase IC construction. Substantial completion of Milestone 1 is defined as when traffic is following the lane arrangement as shown on the plans for the constructed and/or existing roadway as specified in the TCP and/or the final lane configuration. All pavement construction, traffic control devices and safety devices shall be in their final position (as called for in the plans) at this time. The daily road user cost for substantial completion of Milestone 1 is **\$1,475** per day, which will be assessed if not completed within the number of days bid for substantial completion for Milestone 1.

The Contractor will receive a credit in the amount of **\$1,475** per day for substantially completing the Milestone 1 project in less than the number of days bid. The maximum number of days for computing the incentive credit is 10 days. The maximum amount of incentive is **\$14,750.**

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**Milestone 2 (Phase IIB)**

Milestone 2 working day charges begin when long term one-lane control TCP (2-8) is utilized for Phase IIB construction. Substantial completion of Milestone 2 is defined as when traffic is following the lane arrangement as shown on the plans for the constructed and/or existing roadway as specified in the TCP and/or the final lane configuration. All pavement construction, traffic control devices and safety devices shall be in their final position (as called for in the plans) at this time. The daily road user cost for substantial completion of Milestone 2 is **\$6,650** per day, which will be assessed if not completed within the number of days bid for substantial completion for Milestone 2.

The Contractor will receive a credit in the amount of **\$6,650** per day for substantially completing in less than the number of days bid. The maximum number of days for computing the incentive credit is 15 days. The maximum amount of incentive is **\$99,750**.

**ITEM 100: PREPARING RIGHT-OF-WAY**

Dispose of trees from the right-of-way within 24 hours of removal.

Avoid placing and driving heavy equipment near pipelines as much as possible. Construction matting to be used when working near pipeline crossings. Furnishing, placing and removal of construction matting is subsidiary to pertinent items.

**ITEMS 110 & 132: EXCAVATION AND EMBANKMENT**

Furnish Type C embankment consisting of suitable earth material such as loam, clay or other such material that will form a stable embankment and has a plasticity index of at least 15 but not more than 40. Requirements may vary for material excavated under Item 110, "Excavation", as directed.

Reworking of existing pavement is included in the excavation and embankment items.

**ITEM 150: BLADING**

Sprinkling and rolling which may be required during the operation of Item 150 will not be measured or paid for directly, but will be considered subsidiary to this item.

Remove existing vegetation, including roots and topsoil, within the grading limits to a depth of approximately 2 inches immediately before grading operations begin within any section. Place the material in a windrow on each side of the roadbed, and replace as directed on the completed slopes as soon as practicable. Measurement and payment will be in accordance with Item "Blading" for cut sections.

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**ITEM 247: FLEXIBLE BASE**

Unless otherwise approved, the delivered material's moisture content at most will be two percent above optimum moisture content, determined by TEX-113-E.

For Type E material, furnish crushed limestone produced and graded from oversize quarried aggregate that originates from a single, naturally occurring source. Do not use caliche, iron ore, gravel, or multiple sources.

Compact the Type E flex base to at least 98.0% of the maximum density determined by TEX-113-E.

**ITEMS 247 & 530: FLEXIBLE BASE & INTERSECTIONS,  
DRIVEWAYS AND TURNOUTS**

Density requirements for base in side road entrances and intersections may be waived provided the material is satisfactorily sprinkled and compacted.

**ITEM 260 & 275: LIME TREATMENT ROADMIXED), & CEMENT TREATMENT  
ROAD MIXED)**

Pulverize the existing bituminous surface so that 100% of the material passes a 2 inch sieve and incorporate it into the salvage base course. This work will not be paid for directly but will be subsidiary to this item. Provide equipment capable of thoroughly mixing the materials full depth in a single pass. This work will not be paid for directly but will be subsidiary to this item.

**ITEM 302: AGGREGATES FOR SURFACE TREATMENTS**

Furnish Type PE aggregate consisting of crushed slag, crushed stone or natural limestone rock asphalt.

Furnish precoated aggregate that has a residual bitumen coating target value of 1.0% by weight.

**ITEM 316: SEAL COAT**

Use an Emulsion instead of an Asphalt Cement as approved when the surface treatment is placed between September 15 and May 1.

The asphalt application rate shown in the plans is an average between an Asphalt Cement and an Emulsion. The type of asphalt and application rate to be used will be as directed. The approximate application rate for Asphalt Cement with a Grade 3 aggregate is 0.32 Gal/SY and with a Grade 4 aggregate is 0.27 Gal/SY. The approximate application rate for an Emulsion with a Grade 3 aggregate is 0.48 Gal/SY and with a Grade 4 aggregate is 0.40 Gal/SY.

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**ITEM 320: EQUIPMENT FOR ASPHALT CONCRETE PAVEMENT**

Provide a material transfer device capable of transferring mix from the haul trucks to the paver. Monitor its loading such that no damage is done to the existing pavement structures if a material transfer vehicle is used.

Securely attach a waterproof tarpaulin to the top of all trucks hauling ACP, to prevent air flow across the mix, for the duration of all ACP operations.

**ITEM 400: EXCAVATION AND BACKFILL FOR STRUCTURES**

Flexible base (Ty D) may be used for cement stabilized backfill aggregate, as approved.

**ITEM 420: CONCRETE SUBSTRUCTURES**

Concrete for pier and bent structure elements, when paid for by the cubic yard, will be measured for plans quantity payment in accordance with Article 420.5.2 of Item 420, "Concrete Substructures".

**ITEM 427: SURFACE FINISHES FOR CONCRETE**

Provide Surface Area II, railing, and culvert headwalls and wingwalls with a Slurry Coat Finish per 427.4.3.2 for cast-in-place concrete surfaces.

**ITEM 432: RIPRAP**

Broken concrete removed under this contract may be used for the common stone riprap item.

The dimension as shown in the stone protection bid item description is the stone size as described in the specification. The required thickness will be as shown elsewhere in the plans.

**ITEM 454: BRIDGE EXPANSION JOINTS**

The steel components of the sealed expansion joint shall be galvanized in accordance with Item 445 "Galvanizing."

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### **ITEM 462: CONCRETE BOX CULVERTS AND DRAINS**

When extending box culverts, if footings and interior walls are not broken back to expose reinforcement, embed steel dowels into the concrete to splice with the "F" bars of the proposed footing and wall extensions. Embed dowels a minimum of 12" into the new construction to meet the minimum splice requirements of Item 440. Match the number, size and grade of dowel bars to the proposed "F" bars. Epoxy for dowel bar embedment will be as approved. This work will not be paid for directly but will be subsidiary to pertinent items.

### **ITEM 467: SAFETY END TREATMENT**

Precast safety end treatment sections will not be allowed.

### **ITEM 496: REMOVING STRUCTURES**

Material removed under this item will not be deemed salvageable.

Prior to the scheduling of a Pre-Construction Meeting, submit removal methods to the Area Engineer and to District Environmental Staff for their approval. Provide for approval a removal method that prevents materials from falling into the water and/or traffic. The method used and work performed will not be measured or paid for directly, but will be subsidiary to pertinent items.

The removal of the existing concrete riprap or stone riprap protecting the existing bridge, is subsidiary to Item 496 Removing Structures, except as shown in the plans.

### **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.

Work zone speed limit signing will be utilized, and shall be used as directed by the Engineer.

Use WZ(RS)-22 in conjunction with TCP(2-2), TCP(2-3)(MOD) & TCP (2-8).

Use TCP(2-2b) for one-lane, two-way traffic control when needed outside of Phase IIB.

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When using TCP(2-2b), a pilot car is required to lead traffic through the workspace with or without channelizing devices on the center line unless otherwise approved.

When using TCP(2-2b), channelizing devices may be omitted during base, subgrade and seal coat operations unless otherwise directed. Flaggers will be required at public intersections when channelizing devices are omitted.

When using TCP(2-2b), arrow boards, displaying the caution mode, may be used to enhance the flagger stations. If used, place the arrow board in advance of the flagger station a distance of  $\frac{1}{2}X$ , the sign spacing distance shown on BC(2). Use arrow boards as shown on BC(7).

When using TCP(2-2b), the temporary 24" stop line and the CW16-2P plaques may be omitted. When using TCP(2-2b), an additional "Road Work Ahead" and "Be Prepared To Stop" signs will be required on each end of the lane closure unless otherwise approved.

Provide trail and lead vehicles when using TCP(3-1) or TCP(3-3).

Utilize TCP(3-3) for sweeping operations or for installing and removing tabs or raised pavement markers.

Provide suitable warning lights mounted high enough to be visible from all directions on all construction equipment, including pilot vehicles, and operate warning lights when the equipment is within the right of way. Equip other equipment such as trucks, trailers, autos, etc., with emergency flashers and use emergency flashers while within the work area.

All culvert work must be completed prior to performing excavation and embankment within the work area. The contractor will only be allowed to perform culvert work on one side of the roadway at a time, through completion, before starting on the opposite side unless otherwise approved.

No additional payment will be made for relocating existing sign assemblies to temporary mounts.

Provide a 3:1 slope or flatter from the pavement edge with drums in all work areas during non-working hours. If adequate width is not available to set the drums, the 3:1 edge build up shall be widened to accommodate drum placement. Labor and materials involved in this work will not be paid for directly, but shall be considered subsidiary to the various bid items of the contract. After placement of the prime, the 3:1 slope will not be required, but drums will still be required.

Signs warning of temporary conditions, such as "NO CENTER LINE," "LOOSE GRAVEL," etc., shall only be displayed when conditions are present. Remove or completely cover signs that do not apply to the roadway conditions. These signs may be installed prior to beginning work but shall remain completely covered until the signs are applicable.

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In accordance with Article 502.4.2, no payment will be made for the month if the contractor fails to provide or properly maintain signs in compliance with the contract requirements. Temporary warning signs that are visible when conditions do not apply will be considered improper maintenance of signs.

**ITEM 504: FIELD OFFICE AND LABORATORY**

Provide a Type D structure for the asphalt mix control laboratory for the engineer's exclusive use. Equip the structure with a 240 volt electrical entrance service. The service will consist of a minimum of four 120 volt circuits with 20 amp breakers and at most two grounded convenience outlets per circuit and provisions for a minimum of two 220 volt ovens. Space heaters for heating the structure are unacceptable. Portable structures will be support blocked for stability and will be tied down.

**ITEM 506: TEMPORARY EROSION, SEDIMENTATION,  
AND ENVIRONMENTAL CONTROLS**

1. See SW3P plan sheet for total disturbed acreage.
2. The disturbed area in this project, all project locations in the contract, and contractor project specific locations (PSLs), within one (1) mile of the project limits, for the contract will further establish the authorization requirements for storm water discharges.
3. The department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction activities shown on the plans.
4. Obtain any required authorization from the TCEQ for any contractor PSLs for construction activities on or off right-of-way (ROW).
5. When the total disturbed area for all projects in the contract and PSLs within one (1) mile of the project limits exceeds five (5) acres, provide a copy of the contractor NOI.
6. Provide a signed sketch detailing the location of any contractor's PSLs on ROW or within one (1) mile of the project.

**ITEM 510: ONE-WAY TRAFFIC CONTROL**

Use the portable traffic signal method for one-way traffic control as shown on the plans.

Program the traffic signal to "rest" in red for all approaches and to give a green indication to the first approach that is actuated.

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Submit the proposed signal timings to TxDOT for approval at least two weeks prior to implementing operation of the temporary traffic signal.

Contractor to furnish and install Horizontal Signal Driveway Assistance Devices (DAD) at each driveway or as directed by the Engineer. Device shall include a solid red lamp and two flashing arrow lamps to indicate direction of travel. Devices shall be integrated into main signal actuation. Driveway assistance devices will not be paid for separately and are considered subsidiary to Item 510.

**ITEM 540: METAL BEAM GUARD FENCE**

Furnish and install only one type of timber post at each location.

Furnish Type II rail elements at all locations.

**ITEMS 540 & 544: METAL BEAM GUARD FENCE AND GUARDRAIL END TREATMENTS**

No exposed bridge rail ends or guard fence ends will be allowed after normal working hours. Complete all work at each location during the normal working day.

**ITEM 545: CRASH CUSHION ATTENUATORS**

Use either the ABSORB-19 or SLED-19 crash cushion attenuators.

Crash cushion attenuators are not to be salvaged, but are to remain the property of the contractor.

**ITEM 552: WIRE FENCE**

The fencing twisted stays as shown on the applicable Wire Fence standards (WF) shall be replaced with standard line posts. The required fencing material shall be attached to these additional line posts as described for a typical line post. This work and materials are subsidiary to the pertinent bid items.

**ITEM 585: RIDE QUALITY FOR PAVEMENT SURFACES**

Pay adjustments for ride quality on travel lanes shall be determined by Schedule 1.

**ITEM 644: SMALL ROADSIDE SIGN SUPPORTS AND ASSEMBLIES**

Use Class B concrete for all small roadside sign assembly concrete footings.

Drill the holes in the signs carefully as to not damage the reflective sheeting of the signs.

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**ITEM 662: WORK ZONE PAVEMENT MARKINGS**

Use raised pavement markers for removable work zone pavement markings.

Remove the exposed portions of the temporary flexible reflective roadway marker tabs after raised pavement markers are installed. If the tabs are not in line with the markings, remove the tabs immediately after the centerline markings are installed.

**ITEM 677: ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS**

The method for eliminating rumble strip shall include planing to a minimum depth of 1-1/2” and at a minimum width necessary to remove the rumble strip. The removed material shall be replaced with asphaltic concrete pavement conforming to Item 3076, Dense Graded Hot-Mix Asphalt (Exempt), Type D, PG 64-22. A tack coat shall be applied prior to placement of ACP. All work and materials required to eliminate the rumble strip will be considered subsidiary to the item “Eliminating Existing Pavement Markings and Markers”.

**ITEM 3076: DENSE-GRADED HOT-MIX ASPHALT**

Quantities shown for asphaltic concrete level-up are based on the average amount of material needed to bring depressed areas up to a desired grade and are shown on an average square yard basis. Place the level-up courses as directed.

Tie HMA CP tapers to a vertical transition joint created by the milling operation at the beginning and ending transitions and at all exceptions, or as directed. Provide a temporary HMA CP taper at vertical joints until overlay operations begin. Milling and HMA CP work will not be paid for directly but will be considered subsidiary to this item.

Mixture designs, using the PG binder originally specified and without additives, failing to meet the requirements of Table 10 will require the addition of a minimum 1.0% of Type A hydrated lime based on dry weight of the total aggregate.

Use of RAS in the HMA CP surface course is not permitted.

Do not add additional quantity of RAP to stockpiles tested and approved. If additional RAP is added to a stockpile, a new design and trial batch will be required prior to placement on the roadway.

The extracted aggregate from contractor-owned RAP shall have a minimum of 85% two crushed faces when tested in accordance with TEX-460-A, Part I.

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**ITEM 6001: PORTABLE CHANGEABLE MESSAGE SIGN**

Provide Portable Changeable Message Signs (PCMS) for the duration of the project. Locations and messages or other miscellaneous uses of PCMS, shall be as approved or directed by the Engineer.

**ITEM 6185: TRUCK MOUNTED ATTENUATOR (TMA) AND TRAILER ATTENUATOR (TA)**

Shadow vehicle(s) with TMA are set up for stationary and/or mobile operations. The contractor will be responsible for determining if operations will be ongoing at the same time to determine the total number of TMAs needed for the project.