

# NOTIFICATION OF ADDENDUM

## ADDENDUM NO. 1

**DATED 3/28/2014**

<b>Control</b>	<b>0231-16-030</b>
<b>Project</b>	<b>BR 2013(589)</b>
<b>Highway</b>	<b>FM 436</b>
<b>County</b>	<b>BELL</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 2013(589)

CONTROL: 0231-16-030

COUNTY: BELL

LETTING: 04/03/2014

REFERENCE NO: 0327

**PROPOSAL ADDENDUMS**

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- \_ PROPOSAL COVER
- X BID INSERTS (SH. NO.: 4 THRU 7 )
- X GENERAL NOTES (SH. NO.: SHEETS A THRU BB )

- \_ SPEC LIST (SH. NO.: )
- \_ SPECIAL PROVISIONS: )
- ADDED: )

DELETED:

- \_ SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

- \_ OTHER:

DESCRIPTION OF ABOVE CHANGES  
(INCLUDING PLANS SHEET CHANGES)

PLAN SHEETS:

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- SHEET 7: DELETED ITEMS 512-2050 & 512-2092
- SHEET 7: ADDED ITEMS 512-2014, 512-2023 & 512-2032
- SHEET 7A: ALL ITEMS MOVED DOWN 1 SPACE
- SHEET 9: REVISED SUMMARY
- SHEET 14: ADDED TEMPORARY DETOUR PAVEMENT DETAIL
- GENERAL NOTES:

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- SHEET 6 THRU 6M: REMOVED PROJECT NUMBER
- SHEET 6J: REVISED NOTE TO ITEM 512

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	100	2004	002	PREPARING ROW(TREE)(12" TO 24" DIA) DOLLARS and CENTS	EA	10.000	1
	104	2009		REMOVING CONC (RIPRAP) DOLLARS and CENTS	SY	330.000	2
	105	2058		REMOVING STAB BASE & ASPH PAV (10"-12") DOLLARS and CENTS	SY	6,020.000	3
	110	2001		EXCAVATION (ROADWAY) DOLLARS and CENTS	CY	1,321.000	4
	110	2002		EXCAVATION (CHANNEL) DOLLARS and CENTS	CY	650.000	5
	132	2004		EMBANKMENT (FINAL)(DENS CONT)(TY B) DOLLARS and CENTS	CY	7,072.000	6
	160	2003		FURNISHING AND PLACING TOPSOIL (4") DOLLARS and CENTS	SY	14,222.000	7
	164	2035	002	DRILL SEEDING (PERM) (RURAL) (CLAY) DOLLARS and CENTS	SY	14,222.000	8
	164	2041	002	DRILL SEEDING (TEMP) (WARM) DOLLARS and CENTS	SY	7,111.000	9
	164	2043	002	DRILL SEEDING (TEMP) (COOL) DOLLARS and CENTS	SY	7,111.000	10
	168	2001		VEGETATIVE WATERING DOLLARS and CENTS	MG	250.000	11

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	169	2003	002	SOIL RETENTION BLANKETS (CL 1) (TY C) DOLLARS and CENTS	SY	316.000	12
	247	2056	033	FL BS (CMP IN PLC)(TY D GR 4)(FNAL POS) DOLLARS and CENTS	CY	1,455.000	13
	310	2005		PRIME COAT (MC-30 OR AE-P) DOLLARS and CENTS	GAL	1,288.000	14
	316	2378	016	AGGR (TY-D GR-4 OR TY-L GR-4)(SAC-B) DOLLARS and CENTS	CY	52.000	15
	316	2616	016	ASPH(AC-15P,AC-20XP,AC10-2TR,AC-12-5TR) DOLLARS and CENTS	GAL	2,254.000	16
	400	2005		CEM STABIL BKFL DOLLARS and CENTS	CY	72.000	17
	403	2001		TEMPORARY SPL SHORING DOLLARS and CENTS	SF	3,405.000	18
	416	2004		DRILL SHAFT (36 IN) DOLLARS and CENTS	LF	624.000	19
	420	2003	002	CL C CONC (ABUT) DOLLARS and CENTS	CY	44.400	20
	420	2004	002	CL C CONC (BENT) DOLLARS and CENTS	CY	76.800	21
	420	2033	002	CL S CONC (APPR SLAB) DOLLARS and CENTS	CY	64.000	22

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	422	2001		REINF CONC SLAB  DOLLARS and CENTS	SF	11,424.000	23
	425	2064	001	PRESTR CONC GIRDER (TX28)  DOLLARS and CENTS	LF	834.240	24
	425	2068	001	PRESTR CONC GIRDER (TX54)  DOLLARS and CENTS	LF	789.240	25
	432	2019		RIPRAP (STONE PROTECTION)(12 IN)  DOLLARS and CENTS	CY	309.000	26
	432	2021		RIPRAP (STONE PROTECTION)(18 IN)  DOLLARS and CENTS	CY	527.000	27
	432	2039		RIPRAP (MOW STRIP)(4 IN)  DOLLARS and CENTS	CY	40.000	28
	450	2063	001	RAIL TYPE (TY T401)  DOLLARS and CENTS	LF	576.000	29
	454	2001		SEALED EXPANSION JOINT (4 IN)(SEJ-A)  DOLLARS and CENTS	LF	84.000	30
	464	2003	006	RC PIPE (CL III)(18 IN)  DOLLARS and CENTS	LF	93.000	31
	464	2009	006	RC PIPE (CL III)(36 IN)  DOLLARS and CENTS	LF	636.000	32
	467	2222		SET (TY II)(18 IN)(RCP)(4:1)(C)  DOLLARS and CENTS	EA	2.000	33

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	467	2292		SET (TY II)(36 IN)(RCP)(6:1)(P)  DOLLARS and CENTS	EA	2.000	34
	496	2010		REMOV STR (BRIDGE 100-499 FT LENGTH)  DOLLARS and CENTS	EA	1.000	35
	500	2001	011	MOBILIZATION  DOLLARS and CENTS	LS	1.000	36
	502	2001	033	BARRICADES, SIGNS AND TRAFFIC HAN- DLING  DOLLARS and CENTS	MO	10.000	37
	508	2002		CONSTRUCTING DETOURS  DOLLARS and CENTS	SY	267.000	38
	512	2014	002	PORT CTB (DES SOURCE)(SNGL SLP)(TY 2)  DOLLARS and CENTS	LF	1,590.000	39
	512	2023	002	PORT CTB (MOVE)(SNGL SLP) (TY 2)  DOLLARS and CENTS	LF	1,090.000	40
	512	2032	002	PORT CTB (STKPL)(SNGL SLP) (TY 2)  DOLLARS and CENTS	LF	1,590.000	41
	540	2002	031	MTL W-BEAM GD FEN (STEEL POST)  DOLLARS and CENTS	LF	700.000	42
	540	2011	031	MTL BEAM GD FEN TRANS (THRIE-BEAM)  DOLLARS and CENTS	EA	4.000	43

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	ITEM NO	DESC CODE	S.P. NO.				
	542	2001		REMOVING METAL BEAM GUARD FENCE DOLLARS and CENTS	LF	600.000	44
	544	2003	001	GUARDRAIL END TREATMENT (REMOVE) DOLLARS and CENTS	EA	4.000	45
	544	2013	001	GDRAIL END TRT(INSTALL)(HBA POST) DOLLARS and CENTS	EA	4.000	46
	545	2049		CRASH CUSH ATTEN (INSTL)(WORK ZONE) DOLLARS and CENTS	EA	2.000	47
	545	2050		CRASH CUSH ATTEN(MOV&RESET)(WORK ZONE) DOLLARS and CENTS	EA	2.000	48
	545	2051		CRASH CUSH ATTEN (REMOVE)(WORK ZONE) DOLLARS and CENTS	EA	2.000	49
	644	2065		RELOCATE SM RD SN SUP & AM TY TEMP DOLLARS and CENTS	EA	8.000	50
	644	2081		IN SM RD SN SUP&AM TYTWT(1)WS(P) DOLLARS and CENTS	EA	9.000	51
	644	2082		IN SM RD SN SUP&AM TYTWT(1)WS(T) DOLLARS and CENTS	EA	1.000	52
	658	2241		INSTL DEL ASSM (D-SW)SZ 1(FLX)GF2(BI) DOLLARS and CENTS	EA	20.000	53

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	658	2316		INSTL OM ASSM (OM-2Z)(FLX)GND DOLLARS and CENTS	EA	2.000	54
	662	2054		WK ZN PAV MRK REMOV (REFL) TY II-A-A DOLLARS and CENTS	EA	255.000	55
	662	2067		WK ZN PAV MRK REMOV (W) 4" (SLD) DOLLARS and CENTS	LF	10,382.000	56
	662	2079		WK ZN PAV MRK REMOV (W) 24" (SLD) DOLLARS and CENTS	LF	56.000	57
	662	2099		WK ZN PAV MRK REMOV (Y) 4" (SLD) DOLLARS and CENTS	LF	5,515.000	58
	662	2115		WK ZN PAV MRK SHT TERM (TAB) TY Y-2 DOLLARS and CENTS	EA	582.000	59
	672	2015	034	REFL PAV MRKR TY II-A-A DOLLARS and CENTS	EA	76.000	60
	677	2001		ELIM EXT PAV MRK & MRKS ( 4") DOLLARS and CENTS	LF	7,683.000	61
	681	2001	002	TEMP TRAF SIGNALS DOLLARS and CENTS	EA	1.000	62
	1122	2002	001	ROCK FILTER DAMS (INSTALL) (TY 2) DOLLARS and CENTS	LF	400.000	63
	1122	2009	001	ROCK FILTER DAMS (REMOVE) DOLLARS and CENTS	LF	400.000	64

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	1122	2016	001	CONSTRUCTION EXITS (INSTALL) (TY 1) DOLLARS and CENTS	SY	452.000	65
	1122	2019	001	CONSTRUCTION EXITS (REMOVE) DOLLARS and CENTS	SY	452.000	66
	1122	2037	001	TEMPORARY SEDIMENT CONTROL FENCE INSTLL DOLLARS and CENTS	LF	1,592.000	67
	1122	2057	001	TEMPORARY SEDIMENT CONTROL FENCE REMOVE DOLLARS and CENTS	LF	1,592.000	68
	3267	2011		D-GR HMA(SQ) TY-B PG64-22 DOLLARS and CENTS	TON	400.000	69
	3267	2106		D-GR HMA(SQ) TY-D PG64-22 DOLLARS and CENTS	TON	709.000	70
	6834	2002	002	PORTABLE CHANGEABLE MESSAGE SIGN DOLLARS and CENTS	EA	2.000	71
	8251	2005	005	RE PM W/RET REQ TY I(W)4"(SLD)(090MIL) DOLLARS and CENTS	LF	5,292.000	72
	8251	2017	005	RE PM W/RET REQ TY I(Y)4"(SLD)(090MIL) DOLLARS and CENTS	LF	5,152.000	73

**GENERAL NOTES AND SPECIFICATION DATA**

**SPECIFICATION DATA**

(PERCENT RETAINED-SIEVE)

DESCRIPTION	2 1/2"	1 3/4"	#4	#40	PI MAX	PI MIN
FLEXIBLE BASE (TYPE D, GRADE 4)	0	0-5	45-75	70-85	12	4

1. This material shall be produced from a source which when tested in accordance with test method TEX-117-E, PART 1, shall meet the requirements of class 2.3 material.

2. This material shall be produced from a source which when tested in accordance with test method TEX-116-E, the maximum wet ball mill value shall not exceed 45 and the maximum increase of material passing the No. 40 sieve shall not exceed 20 percent.

3. Job control samples for gradation and P.I. testing will be taken from the windrow after blade mixing.

**BASIS OF ESTIMATE**

ITEM	DESCRIPTION	RATE	BASIS	QUANTITIES
*166	Fertilizer (20-10-10) (Permanent)	300 Lbs/AC	10.0 AC	3 TON
	Fertilizer (20-10-10) (Temporary)	300 Lbs/AC	10.0 AC	3 TON
168	Vegetative Watering (Permanent)	13,100 Gal/AC/APP	2.94 AC	250 MG
	(Temporary)	13,100 Gal/AC/APP	2.94 AC	250 MG
247	Flexible Base			
	(Ty D Gr 4 Fnal Pos)	138 LB/CF	39,285 CF	1,455 CY *2,711 TON
310	Prime Coat			
	MC-30	0.20 GAL/SY	6,440 SY	1,288 GAL



**BASIS OF ESTIMATE**

ITEM	DESCRIPTION	RATE	BASIS	QUANTITIES
	Surface Treatments			
316	Asph (AC-15P, AC-20XP, AC10-2TR or AC-12-5TR)	0.35 GAL/SY	6,440 SY	2,254 GAL
3267	Dense-Graded Hot Mix Asphalt (SQ)			
	Ty B PG 64-22	550 LBS/SY	1,455 SY	400 TON

\* FOR CONTRACTOR'S INFORMATION ONLY

**GENERAL NOTES**

**LIST OF MODIFIED STANDARDS**

IGEB (MOD)

**ITEM 4: SCOPE OF WORK**

All new and existing concrete adjacent to the roadway must be free of stains, dirt, tire marks, etc., at the time of final acceptance. These items include but are not limited to bridge rails curb and gutter, inlets and riprap. Blast cleaning of these items will be required to achieve acceptance of the project and will be considered subsidiary to the applicable bid items.

Prior to final acceptance, all new structures and extensions shall be cleaned out by the contractor. This work will not be paid for directly but will be considered subsidiary to the various bid items. Cleaning out of existing structures as directed by the Engineer shall be paid for under ITEM 480.

During final clean-up the contractor will be required to remove any foreign material that has accumulated at all bridge abutments and bent caps. The removal of foreign material shall be performed in a manner approved by the Engineer. All work and equipment involved in the removal of this material will be subsidiary to the various bid items of the contract.

**ITEM 5: CONTROL OF THE WORK**

All elevations are based on USC & GS datum.



Prior to beginning work in the area of existing utilities, the contractor shall consult with the utility companies for exact locations to prevent any damage or interference with present facilities. This action shall in no way be interpreted as relieving the contractor of his responsibilities, under the terms of the contract and as set out in the plans and specifications. The contractor shall repair any damage caused by his operations, at his own expense and shall restore facilities to service in a timely manner.

**ITEM 6: CONTROL OF MATERIALS**

Mixing of materials, storing of materials, storing of equipment, or repairing of equipment on top of concrete pavement or bridge decks will not be permitted unless specifically authorized by the Engineer. Permission will be granted to store materials on surfaces if, in the opinion of the Engineer, no damage or discoloration will result.

References to manufacturer’s trade name or catalog numbers are for the purpose of identification only and the contractor will be permitted to furnish like materials of other manufacturers provided they are of equal quality and comply with specifications for this project and are approved by the Engineer.

Submit all fabrication and shop drawings to the Area Engineer for review and approval, unless otherwise directed.

**ITEM 7: LEGAL RELATIONS AND RESPONSIBILITIES**

The use of existing or new bridges for staging construction equipment or materials will not be permitted without written approval by the Engineer. To obtain this approval submit a working plan to the Engineer including loading information, spacing and dimensions. This working plan must be signed and sealed by a licensed or registered Professional Engineer.

If utilizing private property for waste disposal sites, field office sites, equipment storage sites or for any other purpose involved with this project, provide to the Engineer written proof of the property owner's approval of the use of this property. This proof may be in the form of a letter or agreement signed by the property owner or other documents acceptable to the Engineer.

Follow all local ordinances when burning cleared trees or brush.

Where existing pavement adjoins new pavement, saw the existing pavement to a neat transverse and/or longitudinal line to permit adequate joining. This will not be paid for directly, but will be considered subsidiary to the various bid items.

Protect all adjoining pavement sections during all phases of construction. Any damages incurred due to contractors operation shall be repaired and/or replaced at the contractor’s expense.

**GENERAL NOTES**

**Revised 3/27/14**

**SHEET C**



**Addendum #1**

All materials, labor and incidentals required for the contractor to provide for traffic across the highway and for all weather ingress and egress to public and private property in accordance with Item 7.7 of the standard specifications shall be considered as incidental to the various bid items. When construction is completed the access roadways will be restored to their original condition, as approved by the Engineer.

Personal vehicles of the contractor’s employees shall not be parked within the right-of-way at anytime including any section closed to public traffic, unless the vehicle is being utilized for construction procedures. However the contractor’s employees may park on the right-of-way at the sites where the contractor has his office, equipment and materials storage yard.

The contractor shall not initiate activities in a project specific location (PSL) associated with a U.S. Army Corps of Engineers (USACE) permit area that has not been previously evaluated by the USACE as part of the permit review of this project. Such activities include, but are not limited to, haul roads, equipment staging areas, borrow and disposal sites. Associated defined here means materials are delivered to or from the PSL. The permit area includes all waters of the U.S. or associated wetlands affected by activities associated with this project. Special restrictions may be required for such work. The contractor shall be responsible for any and all consultations with the USACE regarding activities, including project specific locations (PSLs), which have not been previously evaluated by the USACE. The Contractor shall provide the department with a copy of all consultation(s) or approval(s) from the USACE prior to initiating activities.

The contractor may proceed with activities in PSLs that do not affect a USACE permit area if a self determination has been made that the PSL is non-jurisdictional or proper USACE clearances have been obtained in jurisdictional areas or have been previously evaluated by the USACE as part of the permit review of this project. The contractor is solely responsible for documenting any determination(s) that their activities do not affect a USACE permit area. The contractor shall maintain copies of their determination(s) for review by the department or any regulatory agency.

The contractor must document and coordinate with the USACE, if required, prior to any excavation hauled from or embankment hauled into a USACE permit area by either (1) or (2) below.

- (1) Restricted Use of Materials for the Previously Evaluated Permit Areas. The Contractor will document both the project specific location (PSL) and their authorization. The contractor will maintain copies for review by the department or any regulatory agency. When an area within the project limits has been evaluated by the USACE as part of the permit process for this project:
  - a. Suitable excavation of required material in the areas shown on the plans and cross sections as specified in Item 110 is used for permanent or temporary fill (Item 132, Embankment) within a USACE permit area;
  - b. Suitable embankment (Item 132) from within the USACE permit area is used as fill within a USACE evaluated area; and,
  - c. Unsuitable excavation or excess excavation [“Waste”] (Item 110) that is disposed of at a location approved by the Engineer within a USACE evaluated area.

GENERAL NOTES



- (2) Contractor Materials from Areas Other than Previously Evaluated Areas. The Contractor will provide the department with a copy of all USACE coordination or approval(s) prior to initiating any activities for an area within the project limits that has not been evaluated by the USACE or for any off right of way locations used for the following, but not limited to, haul roads, equipment staging areas, borrow and disposal sites:
  - a. Item 132, Embankment, used for temporary or permanent fill within a USACE permit area; and,
  - b. Unsuitable excavation or excess excavation [“Waste”] (Item 110, Excavation) that is disposed of outside a USACE evaluated area.

The total area disturbed for this project is 4.35 acres. The disturbed area in this project, all project locations in the Contract, and the Contractor project specific locations (PSLs), within 1 mile of the project limits, for the Contract will further establish the authorization requirements for storm water discharges. 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. The Contractor is to obtain required authorization from the TCEQ for Contractor PSLs for construction support activities on or off the ROW. When the total area disturbed in the Contract and PSLs within 1 mile of the project limits exceeds 5 acres, provide a copy of the Contractor NOI to the Engineer and to the local government that operates a separate storm sewer system.

Throughout the course of the project, when in the opinion of the Engineer, tall grass and weeds affect the safety of the public by restricting visibility, interfere with normal traffic flow or appear unsightly, the contractor shall be required to mow same. Final cleanup will include mowing of grass and weeds. This work will not be paid for directly but will be considered as subsidiary to the various bid items.

Remove all vegetation from pavement edges, intersections and driveways prior to planing, seal coat or ACP operations. This work will not be paid for directly but will be subsidiary to the various bid items.

The contractor is alerted to the possible presence of swallows under the existing bridges or culverts. Because the migratory bird treaty act prohibits harm to swallows, their eggs or their nestlings, the contractor shall not begin potentially disturbing activities on or near the bridge until the birds have abandoned any occupied nests (approximately September 1). Active nests may not be removed regardless of the date.

Prior to the swallows returning to the nests (approximately March 1), abandoned nests shall be removed from the bridge. The contractor shall prevent the establishment of new nests on any portion of the structure. Methods for preventing the establishment of new nests must be approved by the project engineer. Examples of acceptable nest prevention methods are bird-deterrent netting and bird-repelling sprays and/or gels to be applied to the structure. This work will not be paid for directly, but will be subsidiary to the various bid items.

GENERAL NOTES



The Contractor shall not dispose of or place demolished highway and bridge materials within any Waters of the US, wetland or within the Ordinary High Water Marks of any 404 stream, either on or off TxDOT property.

The Contractor shall maintain all PSLs in an acceptable manner by removing empty chemical containers / drums, disposal of trash and debris, cleanup and disposal of spills and the proper storage of fuels. PSLs shall not be used as a waste dumping area or for storage of removed trees or brush. Proper BMPs should be maintained for disturbed or stockpiled soils and seeding completed per permit requirements.

**General Notes for Work in Waters of the US**

1. TxDOT will establish “limits of waters of the United States” to designate stream banks (Ordinary High Water Marks) and wetland boundaries for the project with wood lathing and flagging. These areas have specific Corps of Engineer 404 permit requirements as stated in the following notes.
2. For bridges, the contractor shall provide and maintain orange plastic security fencing (called orange fencing) slightly above the Ordinary High Water Marks, on each side of the stream and from ROW line to ROW line. For culverts, the contractor shall provide and maintain orange fencing slightly above the Ordinary High Water Marks, on each side of the stream on the upstream and downstream culvert ends outside the limits of permanent facilities to the ROW lines. No construction activities or access below the orange fencing shall be allowed, unless approved by TxDOT. The boundaries for wetland areas shall also be established with orange fencing and timber mats must be used to support heavy equipment.
3. The Contractor shall submit detailed site specific plans for work in each “water of the United States” designated on the EPIC sheet. These plans must be approved by the TxDOT Engineer prior to starting any work in these areas. The plans must also describe facilities and work activities adjacent the Ordinary High Water Marks. The plan must show actual dimensions and materials for:
  - Proposed construction roads and work areas leading to or in close proximity the Ordinary High Water Marks
  - Temporary material or equipment storage areas in close proximity to the Ordinary High Water Marks
  - Locations of proposed sediment and erosion control devices
  - Identification of construction equipment and construction techniques to accomplish the work



Once this drawing and supporting information is reviewed and approved by TxDOT, all construction workers should be made aware of the limits designated on the drawings by the Contractor's supervision. Work in all waters of the US will be limited to the minimum necessary required to construct the bridge, culvert or roadway fills. Work shall also include all activities needed for bridge and culvert demolitions. Working or disturbing soil in the stream channel outside the limits of the work plan will not be allowed. Orange fencing shall be provided and maintained to establish the TxDOT approved boundaries in which work may be conducted between the Ordinary High Water Marks. Orange fencing will not be paid for but will be considered subsidiary to Item 502, "Barricades, Signs and Traffic Handling".

4. Storm water from disturbed soil areas draining towards wetlands shall either be re-routed or adequate sediment control devices installed to protect the wetland.

5. The Contractor shall select concrete bridge demolition methods that will meet all 404 requirements. Bridge demolition between Ordinary High Water Marks may typically include bridge slabs, girders, columns and foundations. The use of jack hammers or crushing techniques shall be conducted over timber mats wide enough for the downed bridge and for access and use of construction equipment to fully remove the wrecked structure. Concrete structures requiring demolition shall not be fully processed into small pieces between the Ordinary High Water Marks. Large sections of the wrecked concrete structure should be lifted or moved to an upland area for further processing with the processing area using appropriate sediment control devices. Demolitions should be avoided during high stream levels. Efforts shall be made to minimize bridge rubble, including fine concrete materials produced through the demolition process, water from saw cutting activities or soils moved during demolition activities from entering the stream.

6. The construction or demolition of culverts should take place in a manner that does not block the flow in a 404 stream. Removal or demolition of bridge class culverts should be accomplished similar to bridge demolitions, but timber mats are not required. Efforts shall be made to minimize culvert rubble, including fine concrete materials produced through the demolition process, concrete saw cutting water or soils moved during demolition activities from entering the stream. Minimal stream channel disturbance should occur both upstream and downstream of culverts between the Ordinary High Water Marks.

7. No excavated material, including spoils from drill shafts shall be deposited within the Ordinary High Water Marks at any time. Excavated material shall be immediately hauled to an approved temporary upland material storage area on TxDOT ROW. Excess material shall be hauled from the project site or spread above the stream bank limits as directed by the TxDOT Engineer. Adequate stabilization and sediment control devices shall be provided for soil materials spread and graded above the stream bank limits on TxDOT ROW.

## GENERAL NOTES

Revised 3/27/14

SHEET G



Addendum #1

8. No equipment or chemicals shall be stored overnight within waters of the US (between the Ordinary High Water Marks). Special care shall be taken to contain all sanitary waste, petroleum products or chemicals from leaking or entering the stream. The Contractor shall make provisions to collect all construction related trash and debris each work day and to provide adequate containers for storage and removal.

9. Upon completion of work, all excess construction materials, construction debris, timber mats, shall be carefully removed from between the Ordinary High Water Marks of the stream while minimizing additional earth disturbance, protecting existing aquatic vegetation and limiting stream turbidity. Timber mats, located below the Ordinary High Water Marks shall be carefully removed by construction equipment located above the Ordinary High Water Marks. Stream shaping below the Ordinary High Water Marks, after removal of timber mats or other construction activities shall only be conducted when directed by TxDOT.

10. Adequate sediment and erosion control devices shall be installed to preclude sediment from entering the stream and to the requirements of the storm water permit. Continuous silt fences with angled end sections and / or rock filter dams shall be installed along the entire length of disturbed soils, slightly above and parallel the High Water Marks of the stream and upslope of orange fencing specified in Item 2. No rock filter dams or other controls shall be installed across 404 streams below the Ordinary High Water Marks for either bridge or culvert installations. Large diameter compost logs shall typically be used on the boundaries of timber mats located between the Ordinary High Water Marks. Vegetation shall be established as soon as possible, beginning immediately when areas are brought to the proper lines and grades. Soil retention blankets and channel liners are encouraged to minimize erosion and promote vegetation development.

11. During any construction or demolition operations, soil shall never be pushed from the high bank into the stream channel below the Ordinary High Water Marks. Soil may be removed and shaped as necessary along the stream bank slopes above the Ordinary High Water Marks to facilitate construction with excess material being moved to high ground.

12. Trees removed between the Ordinary High Water Marks shall be saw cut. No mobile construction equipment shall be used to remove vegetation between the Ordinary High Water Marks. Trees will be cut flush with the ground level and pulled above the Ordinary High Water Marks for further processing. Only trees designated by the TxDOT Engineer shall be removed. No chemicals or stump grinding shall be used between the Ordinary High Water Marks. Follow all local ordinances when burning cleared trees or brush.

13. No water shall be pumped from any water of the US without a permit from the appropriate River Authority or the Texas Commission on Environmental Quality. Upland stock tanks are exempt from this requirement.



**14.** Temporary construction roads or ramps, if approved by the Engineer, shall be constructed of material that will not erode and transport fine grain sediment downstream under high flows. Acceptable earthwork materials shall be rock material of 4” to 6” inch diameter. The use of rock and inert materials such as structural steel sections, wood mats, concrete mats, filter fabrics and concrete barriers shall be acceptable to build roads and ramps. Fills consisting of clay, sands or other fine grain materials shall not be used between the Ordinary High Water Marks. Loose earth materials generated by excavation between the Ordinary High Water Marks shall be re-compacted or moved to a high bank area before the end of each day. Temporary construction roads and ramps shall be removed as soon as possible and the stream channel returned to a near original condition. Earth materials (clays and sand) that fall from construction equipment onto roads or ramps, between the Ordinary High Water Marks, shall be cleaned and removed daily. Heavy duty wood mats are required for the operating surface for all temporary stream crossings and equipment platforms between Ordinary High Water Marks. Heavy duty wood mats are also required for all temporary stream crossings including shallow stream channels and stream channels with solid rock bottoms. Mats used without rock fill and that does not block flow in the stream channel can be used without a temporary culvert. Mats should be sized to be structurally sound under all equipment loads.

**15.** Temporary erosion control shall be provided by rock or gunnite/shotcrete and shall be provided to minimize erosion and limit sediment entering stream channels. The Contractor shall minimize the time duration for leaving steep cut or fill areas that concentrate storm water flows and promotes erosion near stream channels. Additionally, the Contractor shall not store or leave loose construction related soils located near or in stream channels.

**16.** Sediment found in 404 streams from the project, both on and off TxDOT property, shall be removed with equipment that will cause minimum disturbance to the stream channel. The Contractor is to remove the sediment to a location on the high bank outside of the Ordinary High Water Marks.

**17.** To facilitate culvert or bridge construction work, low stream flows may be temporarily pumped or routed around construction activities. Stream flow should not be stopped. To facilitate pumping or routing of low flows, whatever sumps or obstructions used to control the stream flow shall not be constructed of fine grained clays or sands.

The contractor shall be familiar with the right-of-way map and the location of all the right-of-way monumentation.

Care shall be taken by the contractor and its subcontractors to protect and avoid disturbance to the right-of-way monumentation.

**GENERAL NOTES**



If right-of-way monumentation is disturbed by the contractor, or its subcontractor, the contractor shall notify the inspector. Monuments which are disturbed by the contractor, or its subcontractor, shall be restored by a Registered Professional Land Surveyor designated by the Texas Department of Transportation District Surveyor at the expense of the contractor.

**ITEM 8: PROSECUTION AND PROGRESS**

For this project, working day charges will be charged in accordance with Section 8.3.A.1, "Five-Day Workweek".

Prior to contract letting, the conceptual construction schedule as developed for the contract time determination will be made available by the state at the Area Engineers' office for prospective bidders review. The schedule will be in hard copy form and made available for copying by the contractor. This supplied schedule is for informational purposes only. It is the responsibility of the prospective bidder to determine a construction schedule for the work in this contract.

In addition to the requirements in Special Provisions to Item 8, construction schedules provided by the Contractor shall include line items required to maintain compliance with the storm water permit. Those line items shall include, but not be limited to installing / removing storm water sediment controls, installing soil retention blankets/channel liners, top soil / compost placement, seeding (temporary and permanent), and placement of permanent erosion controls, earthwork and grading.

The contractor will be expected to schedule this work so that the base placement operations will follow the subgrade work as closely as practical in order to reduce the hazard to the traveling public and prevent undue delay from wet weather.

For all subcontracts, physically attach all provisions listed in the "Contractor's Assurance" to the subcontract agreement. Provide a copy of subcontracts, with attachments, for all DBE Subcontractors. Submit the subcontracts to the Engineer when submitting the subcontract approval request.

**ITEM 100: PREPARING RIGHT OF WAY**

All trees and brush removed each day shall be disposed of within the same day of removal unless otherwise approved by the Engineer. If removed vegetation is burned, ashes from burned vegetation shall not be placed or allowed to be transported by storm water into any stream. Burn locations, if approved, shall be no closer than 300 feet from a stream. Earth berms shall be used around burn areas to keep ash in place.



The Contractor is prohibited from removing grass vegetation throughout the entire project limits and then ceasing construction for long periods, typically over three weeks. The Contractor schedule shall be developed based on staged vegetation removal, limiting disturbed soil to no more than 25 percent at one time, unless otherwise approved by the Engineer. Should the Contractor not be able to adequately control sediment and erosion for areas disturbed, TxDOT shall substantially reduce the size of areas that the Contractor may disturb soil. Should the project be evaluated to have sediment control problems as a result of the Contractor disturbing excessive amounts of soil, the Contractor shall be required to immediately re-vegetate (seed and water) those disturbed areas at no cost to TxDOT.

Prior to starting bridge or culvert removals, the Contractor shall remove all public trash and dumped materials within the stream channel and property boundaries, with all work and disposal being subsidiary to Item 496 "Removing Structures".

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

In those cases where fixed features require, the governing slopes indicated herein and on the cross sections may be varied between the limits and to the extent determined by the Engineer.

Prior to contract letting, one copy of the earthwork cross sections will be made available by the state at the Area Engineers' office for prospective bidders review. Earthwork construction cross-section data is also available to the contractor on a department furnished compact disc at the Area Engineers' office. This supplied cross-section plot or computer data is for non-construction purposes. It is the responsibility of the prospective bidder to validate the supplied plot or data with the accompanying plans, specifications, and estimates for this contract.

Design cross-sections and cross-section data will be provided to the Contractor by TxDOT post letting and shall be used to stake the lines and grades for the project, as directed by the Engineer.

When excavation is required to adjust stream flow lines at culvert ends, flatten the side slopes of channels and the back slopes of parallel ditches to the maximum extent possible within the existing right of way and channel easements.

Stormwater containing suspended sediment and turbidity needing to be removed from excavations or low areas shall be pumped or gravity drained through vegetated buffer strips (50-foot minimum) or placed in ditches with temporary sediment controls prior to the water being discharged into a stream.

All pavement and base on existing driveways and intersecting roadways within the limits of the proposed subgrade shall be removed including when proposed subgrade elevations are above the existing pavement. Existing subgrade in these areas shall be scarified and loosened to a depth of 12 inches before adding embankment or compacting excavation.

**GENERAL NOTES**



**ITEM 160: TOPSOIL**

Salvage the existing topsoil from the cut/fill areas. Stockpile the salvaged topsoil material at locations as approved by the Engineer. Top soil shall not be used for general fill, unless there is an excess quantity of top soil and use is approved by TxDOT. Top soil stockpiles or top soil placed along the ROW lines in windrows shall be temporarily seeded to meet storm water permit requirements. Additional offsite topsoil will likely be required to complete work for this item.

Additional Topsoil shall come from approved sources outside of the ROW. Topsoil must come from a location within 6" of the natural ground surface to ensure it contains nutrients and is not sterile soil. Off ROW top soil shall contain a minimum organic content of 3.5%, based on soil test results.

Topsoil not stored in small windrows shall be stockpiled in locations with heights no greater than 4 feet and dumped loose from Contractor equipment. The Contractor shall minimize topsoil compaction and limit equipment being driven over stockpiled topsoil. Dozers may be used for limited shaping. Weeds shall be periodically removed and grass vegetation established by broadcast seeding. For the best re-vegetation performance, stockpiled topsoil should be used within one year of stockpiling. Prior to stockpiled topsoil being re-distributed on the project, the soil shall be mixed and tilled at the stockpile location. Contractor shall adequately plan for the additional land requirements for top soil storage. All stockpiled topsoil activities shall be subsidiary to Item 160, "Topsoil".

**ITEM 164: SEEDING FOR EROSION CONTROL**

Final grading and stabilization (seeding) shall be achieved as soon as possible and not scheduled only for the end of the project. Final grading and stabilization should be initiated as the overall work progresses and should be scheduled in sequence with completion of base course installation along the length of the road project.

Multiple mobilizations of the seeding crews will be expected to comply with the Construction General Permit of the Texas Pollution Elimination Discharge System requirements for re-vegetating disturbed soils.

Temporary seeding mixtures (cool and warm) shall also include 3 lbs of Bermuda grass seed per acre, with all seeds being planted concurrently.

Temporary cool seed mixtures shall be as stated in the specification or at the option of TxDOT a direct substitution of wheat at 34 lbs per acre or oats at 24 lbs per acre. Tall fescue may be added to these applications and applied at a rate of 4.5 lbs per acre.

Contractor shall mow or disc wheat and or oats in spring prior to vegetation going to seed.

**GENERAL NOTES**

**Revised 3/27/14**



The Contractor has overall responsibility to initiate and implement site preparation, grading and seeding in a timely manner to meet the current TXR 150000 permit re-vegetation requirements. Contractor shall be required to expedite multiple seeding and re-vegetation activities shall be subsidiary throughout the duration of the project.

Permanent and temporary seeding that does not produce uniform vegetation shall be redone by the Contractor at no cost to TxDOT when seed is planted outside of TxDOT specifications; specifically but not limited to, planting the seed too deep, using incorrect or damaged drill seeding equipment, providing defective seed or inconsistent seed distribution and/or starting equipment watering out of specifications/notes where the seed germinates and then dies.

Re-seeding over existing soil retention blanket shall be by broadcast seeding at twice the permanent or temporary seed rates (pounds per acre). Based on the increased seed quantity, the Contractor shall be paid for 2 acres of seeding for each one acre of seeding over soil retention blankets. Initial seeding under soil retention blankets shall be primarily by drill seeding, unless otherwise approved by the Engineer, utilizing the current seasonal temporary or permanent seed types in the TxDOT Specifications and/or General Notes.

**ITEM 168: VEGETATIVE WATERING**

Watering between December 1<sup>st</sup> and February 1<sup>st</sup> can begin on seeded areas upon planting and before a natural rainfall. During other planting periods, unless approved by TxDOT, vegetation watering by means of water trucks shall not be started on newly planted seeds until a natural rain of 1/2 inch has occurred after planting.

**ITEM 247: FLEXIBLE BASE**

After the existing pavement is scarified and spread evenly over the proposed subgrade, incorporate additional flexible base into the scarified material. Spread the resulting mixture and compact to the required density as required for Item 247 and to the lines and grades set forth in the plans and as directed by the Engineer.

Place the material in approximately equal courses not to exceed 5 inches in depth per course. During mixing and laying operations, sufficient water shall be added to the material to insure that the moisture content is not less than optimum moisture as determined by test method TEX-113-E.

Recycled asphalt pavement (RAP) or crushed concrete generated on this project will be allowed to be blended in the flexbase. Do not exceed 20% RAP or crushed concrete by weight. If contractor elects to utilize these materials as part of the flexbase mixture, payment will be made for the total quantity of RAP/Recycled concrete/flexbase mixture.



**ITEMS 310 & 316: PRIME COAT & SURFACE TREATMENTS**

No asphalt treatments shall be applied just prior to a rain event that could result in chemical asphalt or any asphalt by-product pollutant being washed into a stream.

The Contractor may request approval from TxDOT to clean equipment located on TxDOT ROW which is engaged in asphalt work such as trucks, lay down machines, and distributors. TxDOT may allow cleaning of asphalt equipment on TxDOT ROW only when all of the following conditions are met on a continuous basis: 1. Cleanup activities must take place no closer than 300 feet from an off ROW drainage discharge. 2. No diesel or fuel is used for cleaning. 3. The names of all cleaning agents have been previously submitted to TxDOT and the Contractor has submitted both a spill prevention and cleanup plan for the cleaning chemicals being used. 4. All excess cleaning liquid must be captured on plastic or tarps and disposed of properly off ROW. 5. Excess asphaltic products originally planned to be used for road construction but deposited along the roadway edge due to having too much material, or due to equipment start/stops and minor equipment upsets shall be properly removed off ROW or to a location approved by TxDOT within 48 hours.

**ITEM 310: PRIME COAT**

When cutback asphalt is used, a minimum curing time of 7 days shall be required before application of item 316 unless otherwise authorized or directed by the Engineer in writing.

**ITEM 316: SURFACE TREATMENTS**

The Engineer will select the asphalt for surface treatments from the types and grades shown on the plans.

No asphalt for surface treatment items will be placed between September 15 and May 1 for AC unless approved by the Engineer in writing.

No asphalt for surface treatment items will be placed between October 1 and April 1 for emulsions unless approved by the Engineer in writing.

AC-15P, AC 10-2TR and AC 20-XP are for warm season use and are not to be placed between September 15 and May 1. AC 12-5TR is for cool season use and can be placed in accordance with the suppliers recommendations and only as authorized by the Engineer.

All trucks hauling materials to be paid for by truck measurement shall be “struck off” prior to delivery to the project.



Protect all existing bridges, curbs, and other exposed concrete surfaces within the limits of these projects from asphalt materials by any method that is acceptable by the Engineer. Remove any excessive asphalt materials deposited on these surfaces in a manner approved by the Engineer at the contractor's expense.

During application of the surface treatment, if existing conditions warrant, the lane widths, transitions, and intersection areas may be varied as directed by the Engineer.

Use a medium pneumatic roller meeting the requirements of Item 210, "Rolling", as directed by the Engineer. This work will be subsidiary to the various bid items.

All aggregate for each project shall come from the same source or blended sources.

Remove dirt and debris that has accumulated in the curb and gutter sections prior to beginning paving. Likewise, remove all vegetation from pavement edges prior to seal coat operations. This work will be subsidiary to other items.

Unless otherwise approved by the Engineer, seal coat shall not be exposed to traffic for more than calendar days before application of HMAC or CAM mixture.

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

Aggregate for cement stabilized backfill shall be coarse aggregates, GRADE 3, 4 or 5 and fine aggregate, as shown in Item 421, "Hydraulic Cement Concrete". The ratio of coarse aggregate to sand should not contain more than 60% sand unless otherwise approved by the Engineer.

CLASS B bedding is required if rock is encountered.

**ITEMS 416 & 420: DRILLED SHAFT FOUNDATIONS & CONCRETE STRUCTURES**

Column lengths shown on the plans shall be used to calculate the top of drilled shaft elevations for the determination of pay quantities. Pay quantity for bent concrete shall be plan quantity.

Soil from foundation drilling shall be removed immediately from the stream channel area to higher ground above the Ordinary High Water Marks. No earth drill spoil material shall be deposited into water of a stream. If used, drilling mud will not be allowed to enter into any stream.

**ITEM 420: CONCRETE STRUCTURES**

Reduce headwall heights, if necessary, to provide a maximum of 3 inches projection above the roadway slope. No increase or decrease will be made in plan quantities of concrete or reinforcing steel for this work.

**GENERAL NOTES**

Revised 3/27/14



Paint the Control -Section - Structure (CSS) number on the right side of each approach end of finished bridges or culverts, using black exterior paint and stencils that result in two inch high numbers. All numbers should be legible and free of smears or drips. Unless otherwise directed by the Engineer, the nine digit CSS number shall be placed within two feet of the end of each bridge type as follows: concrete or steel girder bridge on outside of girder, slab type bridge on outside of slab, bridge class culverts on outside of headwall. The painting of these numbers will not be paid for directly but will be considered subsidiary to the various bid items.

All construction products used to construct concrete structures and bridges including but not limited to plastics, Styrofoam, grease, glues, caulking, adhesives, solvents, paints, cleaning agents and rubber shall be handled in a manner that the construction products or empty containers/tubes shall not be allowed into any stream. Construction debris developed from the cutting, grinding or sizing of solid construction products including plastics and Styrofoam shall not be allowed on the ground or to blow into a stream.

Concrete curing compounds shall not be applied in a manner that the chemical will be spilled, dripped or be discharged into streams. Containers and rags used during application of curing compound shall be properly disposed of off project. Do not store curing compound containers and drums on TxDOT ROW.

Ensure steel forms are free of rust immediately prior to placing concrete.

Refer to Item 427, "Surface Finishes for Concrete", for additional requirements for formwork, concrete curing, and from removal for off-the -form finishes.

Submit a written work plan to the Engineer including materials and construction methods that affect the quality of the concrete finish. Prior to construction of any cast-in-place concrete, construct mock up elements for bridge and overhead sign columns, retaining wall panels, and retaining wall copings and pilasters as indicated to simulate the material and methods intended for use and demonstrate the adequacy of the concrete surface.

Waste water generated during the process of mechanical grooving or saw cutting of bridge decks or for any pavement, shall be collected and disposed of properly and not allowed to enter any stream channel.

**ITEM 432: RIPRAP**

Blast clean all riprap in accordance with Item 427 as part of the final clean-up and acceptance process. Other methods may be approved to obtain a uniform clean appearance, free of marks, stains, etc., at the time of final acceptance.

**GENERAL NOTES**

**Revised 3/27/14**

**SHEET P**



**Addendum #1**

Locations and quantities may be varied as directed by the Engineer to accommodate field conditions.

Weep holes and granular material, are required and locations shall be determined prior to placement of concrete riprap at bridge abutments.

The sodium sulfate soundness requirement for material used in rock riprap is waived for this project.

**ITEMS 450 RAILING**

Blast clean all railing and barrier wall in accordance with Item 427, "Surface Finishes for Concrete", prior to final acceptance of the project. This work will be considered subsidiary to Item 450, "Railing" and Item 514, "Permanent Concrete Traffic Barrier".

Clean all holes drilled for adhesive anchors for the retrofit traffic rail using a steel wire brush mounted on a rotary drill in addition to other cleaning methods(such as cleaning by using compressed air)to remove dust or other material coating the drilled hole. Cleaning by compressed air only will not be sufficient. It will be the responsibility of the contractor to properly clean and place anchors to ensure proper design pull-out requirements. Actual pull-out tensile tests for these anchors will not be required; however, anchors placed which do not meet design requirements in the opinion of the Engineer, shall be replaced at the contractor's expense.

**ITEM 464: REINFORCED CONCRETE PIPE**

Install all reinforced concrete pipe on this project using pre-formed flexible joint sealant.

**ITEM 467 SAFETY END TREATMENT**

Welds are not allowed to splice Safety Pipe Runners. A Safety Pipe Runner shall be one continuous pipe.

**ITEM 496: REMOVING STRUCTURES**

Submit to the Engineer for approval a detailed plan for bridge removal including methods, equipment and sequencing.

Plans of the existing bridges are available at the office of the Area Engineer for the purpose of making copies for the prospective bidders.

All pipe culverts removed under this contract shall become the property of the contractor to be disposed of off the right of way unless otherwise directed by Engineer.

**GENERAL NOTES**

Revised 3/27/14



Remove and salvage all dedication medallions and/ or plaques found attached to any existing bridge structure being replaced. Each medallion and plaque shall be cleaned free of all concrete and foreign matter, and shall be turned over to the Engineer in a timely manner. All work performed in the removal, salvaging and cleaning of the medallions and plaques will not be paid for directly but shall be subsidiary to the various bid items. The Engineer shall collect the medallions and plaques, tagging each of them with its respective highway number, name of creek or stream crossing and date of removal, and send them to the Waco District Environmental Coordinator for further handling.

The Contractor shall make every attempt to prevent debris and rubble from falling into the stream during the removal of the bridge. If any debris or rubble should fall into the stream it shall be removed as soon as possible. Relocate large pieces of any demolished bridge structure or culvert to the high bank and outside of the Ordinary High Water Marks before processing into smaller pieces. Concrete fines shall be minimized from entering a stream.

The Contractor shall comply with any notification(s) dates made by TxDOT to the Texas Department of Health, for asbestos abatement and bridge demolitions.

For painted structural steel installed in the 1980s or earlier, hazardous lead paint is likely to be present. Any quantity of lead in paint including low parts per million concentrations is considered hazardous. Unless TxDOT provides paint test data, the Contractor may assume painted steel to contain lead or is encouraged to field test for lead paint in critical work areas. Steel structures may contain lead paint layers underlying other coating systems. Paint layers may be of varying consistency, color, adherence, thickness and lead composition. To minimize personnel exposure to lead, TxDOT expects that structural steel be unbolted whenever possible, especially for hand and guard rail on bridge structures. Should saw or flame cutting be necessary, TxDOT shall provide a separate Contractor to remove the lead paint prior to cutting. It is required that the Contractor provide marked up bridge drawings or digital pictures (to scale) showing all proposed cut locations. TxDOT will require eight weeks from receipt of the proposed cut location drawings to coordinate and complete lead paint removal with a separate Lead Abatement Contractor. TxDOT will not remove lead paint from any steel member already removed from the bridge. The Contractor is required to provide all necessary traffic control to assist with the lead paint removal process.

**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.



A meeting between the contractor and Engineer to discuss upcoming changes in construction phasing and traffic switches is required at least 14 days prior to the phase change. Items to be discussed at this meeting include temporary signing, traffic control, pavement markings, the processes necessary for the phase change and subcontractor scheduling.

Schedule and execute the work such that the portion of the roadway not sealed and striped at any given time is kept to a minimum and is no more than 2 miles.

Adjust the location of the construction speed zone throughout the duration of the project as necessary as approved by the Engineer. The speed zone will only be applicable for the length of roadway section physically being constructed, and will not exceed a length of 2 miles.

All signs, delineators, object markers, and route markers shall be in place prior to opening each phase of construction to traffic.

When a culvert extension, inlet construction and/or safety end treatment and open excavation, etc. is within 30 feet of a travel lane then delineate these areas as shown on the BC standard sheets. In addition a 4 foot high plastic construction fence shall be required at or around any structure or obstruction that would be a hazard to pedestrians unless otherwise approved by the Engineer. This fence shall be erected in a manner acceptable to the Engineer. Construction fencing will not be paid for separately, but will be considered subsidiary to Item 502.

During construction, erect and maintain accurate clearance signs (W12-2 or W12-3), in accordance with the "Texas Manual on Uniform Traffic Control Devices for Streets and Highways", on all underpass structures. The mounting method for the temporary clearance signs is subject to approval of the Engineer. Temporary clearance signs will not be paid for directly but will be considered subsidiary to the various bid items.

The Contractor Responsible Person (CRP) for Work Zone Traffic Controls shall inspect and insure any deficiencies are corrected each and every day throughout the duration of this contract. Any misaligned or damaged traffic control devices shall be repaired as soon as practical after deficiency is discovered.

In addition to providing a Contractor's Responsible Person and a phone number for emergency contact, have an employee(s) available to respond on the project for emergencies and for taking corrective measures within 30 minutes.

Place advisory speed plates (CW13-1) in accordance with the TMUTCD and as directed by the Engineer. Signs (CW13-1) shall not be used with any signs other than a warning sign, nor shall it be used alone. Sign mounting height shall be seven (7) feet minimum to the bottom of the speed plate.

GENERAL NOTES



Cover work zone speed limit signs with a commercial grade sign cover or remove signs when work activities allow as directed by the Engineer. Turning signs from view, laying signs over or down will not be allowed. The contractor will coordinate changes in speed limit signs with law enforcement.

At locations where new traffic signals are being installed and no existing traffic signals are in place, install temporary "SIGNAL AHEAD" signs (W3-3, 36X36). Place the signs when the new signal is turned on flash mode and remain until the barricades are removed or as approved. Payment for the supply and installation of the temporary signs will be subsidiary to Item 502, "Barricades, Signs and Traffic Handling".

Any work being done above travel lanes on the overhead sign bridge will require the lanes to be closed for traffic safety.

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. Truck mounted attenuators shall meet the requirements of the Compliant Work Zone Traffic Control Device List. The use of truck mounted attenuators shall not be paid for directly, but shall be considered subsidiary to Item 502.

Open the pavement to traffic each night. Remove all material stockpiles, equipment left overnight or any obstruction within 30 feet of a travel way or clearly mark by warning lights and barricades, as approved by the Engineer.

Arrange construction operations to prevent the hauling of materials through the completed pavement sections unless otherwise approved by the Engineer.

Unless otherwise shown on plans, where there is excavation adjacent to the pavement edge, provide adequate warning signs, vertical panels, drums and reflectors at the pavement edge, as directed by the Engineer. Treat pavement drop-offs created by ACP operations in a similar manner and in accordance with the details shown in the plans.

When excavation is required next to a travel lane carrying traffic and widening is not completed by the end of the day's operation, and unless otherwise permitted in the plans, place sufficient backfill against the edge of the travel lane in order to provide a 3:1 slope. The backfill used shall be durable crushed stone type of flexible base or other materials approved by the Engineer. When work is resumed on this excavated area this backfill material shall be incorporated into the road work or disposed of as approved by the Engineer. Materials and labor for this work will not be paid for directly but will be subsidiary to the various bid items.

Do not perform base widening on both sides of the roadway simultaneously.

Prior to beginning work, the Contractor and Engineer shall agree on the allowable length of lane closure.

**GENERAL NOTES****Revised 3/27/14****SHEET T****Addendum #1**

The maximum allowable length of roadway sections for scarifying and reshaping the existing base and hauling base material, shall be 2 miles. Station competent flaggers at each end of the section being processed to instruct and/or direct the traveling public.

Place Type III barricades and road closed signs as shown on BC standard sheets across the closed roadway or the new location at each road, street and/or closed bridge and along the closed roadway or new location at 3/4 mile intervals.

Equip all construction equipment involved in roadway work with a permanently mounted warning light with amber lens as approved by the Engineer.

For nighttime flagging operations, each flagger station shall be lighted with portable light plants using balloon-type fixtures approved by the Engineer. The flagger shall wear Class 3 reflective garments. Lights shall be positioned as to not blind motorists.

All night time operation including planning, underseal, HMAC placement, bridge construction, concrete paving, etc. must be adequately lighted using balloon-type lights.

**ITEM 508: CONSTRUCTING DETOURS**

Any widening that is not protected by a positive barrier and any drop-offs greater than 2 inches, must be sloped at no steeper than a 3:1 slope at the end of each work day.

**ITEMS 512: PORTABLE CONCRETE TRAFFIC BARRIER**

The portable concrete traffic barrier will be furnished by the state. The Single Slope units to be used on this project are at the maintenance stockpile yard located in Coryell County on FM 116, approximately 5 miles north of Copperas Cove, approximately 40 miles from the project. Upon completion of the project, these units will be delivered and stockpiled at the above named locations or location of equal haul distance as directed by the Engineer. The contractor will furnish equipment necessary to load and unload the units at the stockpile locations.

Provide the rebar cages for connecting the portable concrete traffic barrier.

All hardware shall become the property of the state and shall be returned to the Texas Department of Transportation Maintenance yard in Belton. Place hardware in 55 gallon barrels with holes in bottom to allow drainage.

Concrete traffic barrier no longer required on the project shall be stockpiled at Texas Department of Transportation Maintenance yard in Belton. The units shall be returned in the same condition as when received.



**ITEMS 512: PORTABLE CONCRETE TRAFFIC BARRIER**

Delineate barriers by a minimum of 2 CLASS A reflectors per section. Reflectors mounted on the top and the traffic side of the barrier shall match the color of the nearest edge line. These reflectors will not be paid for directly, but will be considered subsidiary to the various bid items.

Use materials from prequalified producers as shown on the construction division (CST) of the Texas Department of Transportation (TXDOT) material producers list. Use the following website to view this list: <http://www.dot.state.tx.us/business/materialproducerlist.htm>

**ITEM 540: METAL BEAM GUARD FENCE**

The block-outs used on the Metal Beam Guard Fence will be made of a composite material from a source on the Department approved list of suppliers. The use of wooden block-outs will not be allowed.

**ITEM 544: GUARDRAIL END TREATMENTS**

The block-outs used on the Single Guardrail Terminals will be made of a composite material from a source on the Department approved list of suppliers. The use of wooden block-outs will not be allowed.

**ITEM 545: CRASH CUSHION ATTENUATORS**

Crash cushion attenuators shall be supplied by the contractor.

Upon completion of the project, these units will be delivered and stockpiled at the above named locations as directed by the Engineer. The contractor will furnish equipment necessary to load and unload the units at the stockpile locations.

Object markers (OM-3L and OM-3R) as shown on the standard “BC(7)-13” and “D&OM(VIA)-04” will be furnished by the contractor and shall be subsidiary to this item.

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

The ride quality for the pavement surface shall be surface test TYPE A. Pay Factor will be waived for this project.

The contractor shall take care to ensure satisfactory profile results in the intermediate paving layers (mixture) to eliminate corrective action for excessive deviations in the final surface layers.

GENERAL NOTES

Revised 3/27/14



Milling will not be allowed as a corrective action for excessive deviations in the surface layer of hot mix.

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

Measure all dimensions in the field at the actual locations.

Place signs in accordance with lateral and vertical clearances as shown in Sign Mounting Details for Small Roadside Signs and in the Sign Crew Field Book.

Sign placement heights are a minimum of seven (7) feet and a maximum of seven feet six inches (7ft.-6in.) to the bottom of the sign or plaque. Mounting heights are measured as follows:

1. When the base of the sign is below the edge of the travel lane, the sign height is measured from the edge of the travel lane to the bottom of the sign.
2. When the base of the sign is above the edge of the travel lane, the sign height is measured from natural ground to the bottom of the sign.
3. When a supplemental plaque or secondary sign is used, the sign height is measured to the bottom of the supplemental plaque or secondary sign.
4. When a sign has two or more posts, all posts must be a minimum height above natural ground to the bottom of the sign. The sign also must be a minimum height above the edge of the travel lane.

Leave the existing sign assemblies in place until the proposed foundation, post and sign are in installed, and then remove the old sign assemblies.

Do not leave any sign foundation holes open overnight. Ensure all holes drilled are at least the minimum required depth with no loose material remaining in the hole.

Stake proposed sign locations and receive approval before installation of sign foundations. Determine each post length after the stub has been placed.

For sign assemblies using the "TEXAS UNIVERSAL TRIANGULAR SLIPBASE SYSTEM MOUNTS" furnish and install a #4 rebar at least 7 inches long through the 3/4-inch diameter hole in the stub to prevent the stub from rotating in the foundation as detailed on the Sign Mounting Details for Small Roadside Signs.

Furnish and install a 5/16-inch x 1 1/2-inch double roll pin between the slip base casting and the sign support post to prevent the sign assembly from rotating on the stub as detailed on the Sign Mounting Details for Small Roadside Signs.

**GENERAL NOTES**

**Revised 3/27/14**

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**Addendum #1**

Concrete for sign foundations is designated as “MISCELLANEOUS CONCRETE”. It will be accepted based on a minimum 7-day flexural strength of 280 PSI. The slump is to be no greater than 4 inches.

Use trowel to finish all foundations for a neat appearance. Remove all excess material.

Expanded foam foundations are not permitted.

Tighten the slip base and the locking collar as shown on standard Sign Mounting Details for Small Signs. Do not tighten bolts greater than 80 foot pounds except to clean threads. Over-torque bolts to clean the threads of any galvanization that might cause an incorrect torque reading. Then loosen the nuts and tighten to the required torque of 80 foot pounds. Tighten bolts incrementally in a sequential manner such that the load is applied uniformly to the locking collar.

For splices in small signs, use bolts as shown on details A and B on the Sign Mounting Details for Small Roadside Signs.

Cut the bottom of all posts level.

For sign types which design details are not shown on these plans, fabricate according to the “STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS”.

Removed material that is deemed salvageable (signs and posts) will be the property of TxDOT. Deliver salvageable material to the TxDOT Maintenance Office. Remove unsalvageable material.

Existing signs remain in place until the proposed sign post assembly is completed and ready for sign installation.

Maintain existing roadside signs within this project’s limits during this contract. In order to accommodate the grading or other operations, relocate these signs and assemblies onto temporary supports in accordance with the TMUTCD and as directed by the Engineer. This work will be paid for as “Relocate Small Roadside Sign Supports and Assemblies”. Moving the temporary supports for accommodating work and relocating for subsequent phases will not be paid for directly. The existing sign assemblies requiring relocation to a temporary support must be approved by the Engineer.

**ITEM 658: DELINEATOR AND OBJECT MARKER ASSEMBLIES**

The delineator assembly type C Class A (D-SW) and (D-SY) are to be single delineators (Class I) attached to a flat, plastic bracket to facilitate the mounting of the delineator on top of the bridge rail at the locations shown on the plans. Submit a sample for approval before ordering materials.

**GENERAL NOTES**



**ITEM 662: WORK ZONE PAVEMENT MARKINGS**

Lane lines for transitions and detours will consist of raised pavement markers as shown for solid lines on the Barricade and Construction Standards Work Zone Pavement Marking Details.

Paint and beads may be used for non-removable pavement markings.

**ITEM 668: PREFABRICATED PAVEMENT MARKINGS**

Use Type C prefabricated pavement markings (TxDOT Spec DMS-8240) for all Word, Arrow and RR Crossing markings.

**ITEM 672: RAISED PAVEMENT MARKINGS**

Place TYPE II-C-R and TYPE I-C markers for lane lines on 80 feet centers regardless of the conditions listed on the Pavement Markings Standard Details.

Existing raised pavement markers to be replaced will be removed at the same time that the new markers are placed (i.e. remove and replace in one operation). Existing raised pavement markers replaced by new markers will be removed in accordance with Item 677, "Eliminating Existing Pavement Markings and Markers". Immediately fill the damaged area in the pavement due to the removal of existing markers with an approved bituminous material. This removal and backfill work will not be paid for directly, but will be subsidiary to Item 672, "Raised Pavement Markers".

Before the application of pavement markers, sufficiently clean pavement surfaces to remove all forms of contamination and loose materials, in accordance with Item 678, "Pavement Surface Preparation for Markings". This work will not be paid for directly, but will be subsidiary to Item 672, "Raised Pavement Markers".

Remove at own expense markings placed that are not in alignment or sequence, as shown on the standard sheets or as stated in the specifications, or do not meet the specification and/or approval of the Project Manager. Removal shall be in accordance with Item 677, "Eliminating Existing Pavement Markings and Markers", except for measurement and payment.

Mount all raised pavement markers placed on concrete surfaces using an epoxy adhesive, in accordance with Article 672.3.

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

Pay item for eliminating existing raised pavement markers is for operations of removal only with no marker replacement.



**ITEM 681: TEMPORARY TRAFFIC SIGNALS**

Temporary traffic signals shall be portable, and manufacturer and model shall be approved by the TxDOT "Work Zone Compliant List", section "M". The signal shall have a radio-link communication, be solar powered, and have a default paging system. The contractor is responsible for the maintenance and operation of the signal. The Waco District Traffic Office will approve the timing plan.

The two-way one-lane traffic control for this project will be considered a temporary signalized intersection and will include the temporary or portable traffic signal at each end of the project.

**ITEM 1122: TEMPORARY EROSION, SEDIMENTATION AND ENVIRONMENTAL CONTROLS**

No soil disturbing activities shall begin on any section of TxDOT ROW without adequate sedimentation controls first being installed and functioning at adjacent drainage outfalls. Begin and continuously prosecute the repairs, additions and maintenance of erosion and sedimentation control devices within seven days after the Contractor receives each Form 2118, Field Inspection and Maintenance Report, from the Engineer. Failure of the Contractor to fulfill either of the above requirements places TxDOT in potential non-compliance with permit requirements and may result in withholding estimates or stopping work or both until all environmental permit requirements are fulfilled.

Furnish one SW3P permit posting sign and sign support as detailed in the plans. Install this sign in a location selected by the Engineer. The sign and support should be removed upon completion of the project and is the property of the Contractor. The purchase of the sign and support, installation, relocation(s) if determined necessary by the Engineer and removal at project end shall be subsidiary to Item 1122, "Temporary Erosion, Sedimentation and Environmental Controls".

The SW3P for this contract shall consist of using, as directed by the Engineer, any erosion or water pollution control measure deemed necessary by the Engineer. Any erosion or water pollution control measure deemed necessary by the engineer shall be implemented by the Contractor as prescribed by this item and in accordance with the applicable specification. Payment for erosion control measures for which applicable pay items are not included in the contract shall be made in accordance with article 9.5, "Force Account."

**ITEM 3267: DENSE-GRADED HOT-MIX ASPHALT (SQ)**

Target laboratory-molded density shall be 97.0% if the Texas Gyratory Compactor is used for design and production control.



**ITEM 6834: PORTABLE CHANGEABLE MESSAGE SIGN**

Furnish 2 portable changeable message signs. The portable changeable message sign(s) shall be used for all lane closures and freeway closures as shown on the traffic control plan standard sheets. This project shall require a “Full Matrix” type Portable Changeable Message Sign.

Supply portable changeable message sign(s) in accordance with the Traffic Control Plan standard sheets and article 6f.55 of the Texas Manual on Uniform Traffic Control Devices for Streets and Highways part VI.

**ITEM 8251: REFLECTORIZED PAVEMENT MARKINGS**

The Engineer will verify the beginning and ending points of No Pass Zones. The Contractor shall provide traffic control for this activity as approved by the Engineer.

Before the application of pavement markings, sufficiently clean pavement surfaces to remove all forms of contamination and loose materials, in accordance with Item 678, “Pavement Surface Preparation for Markings”. This work will not be paid for directly, but will be subsidiary to Item 8251 “Reflectorized Pavement Markings”.

Remove markings at own expense that are not in alignment or sequence, as shown on the standard sheets or as stated in the specifications, or do not meet the specification and/or approval of the Project Manager. Removal shall be in accordance with Item 677, “Eliminating Existing Pavement Markings and Markers”, except for measurement and payment.



**COUNTY: BELL**

**SHEET**

**HIGHWAY: FM 436**

**CSJ: 0231-16-030**

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**GENERAL NOTES**

**SHEET BB**



**Addendum #1**

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