

# NOTIFICATION OF ADDENDUM

## ADDENDUM NO. 1

**DATED 8/05/2010**

<b>Control</b>	<u>2121-02-133, ETC.</u>
<b>Project</b>	<u>IM 0101(253), ETC.</u>
<b>Highway</b>	<u>IH 10, ETC.</u>
<b>County</b>	<u>EL PASO</u>

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: IM 0101(253)

CONTROL: 2121-02-133

COUNTY: EL PASO

LETTING: 08/10/2010

REFERENCE NO: 0804

**PROPOSAL ADDENDUMS**

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- \_ PROPOSAL COVER
- \_ BID INSERTS (SH. NO.:
- X GENERAL NOTES (SH. NO.: "E").

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

DELETED:

- \_ SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

X OTHER: SEE CHANGES BELOW.

DESCRIPTION OF ABOVE CHANGES  
(INCLUDING PLANS SHEET CHANGES)

PROPOSAL:  
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GENERAL NOTES -  
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ON SPEC DATA SHEET "E", UNDER ITEM 341, DELETED THIRD PARAGRAPH REGARDING  
"MAXIMUM OF 10% RAP".

PLANS:  
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PLAN SHEET 1 (TITLE SHEET) -  
CORRECTED PROJECT LENGTH (ROADWAY) AND BEGINNING & END OF PROJECT FOR  
CSJ 2121-07-014.

PLAN SHEET 7C (GENERAL NOTES) -  
REVISED SHEET AS DESCRIBED ABOVE IN THE GENERAL NOTES OF THE PROPOSAL.

**PROJECT NUMBER:**

**SHEET:**

**COUNTY: EL PASO**

**CONTROL: 2121-02-133, ETC.**

**HIGHWAY: I-10**

**GENERAL NOTES:**

**TABLE 1**

**BASIS OF ESTIMATE**

<b>ITEM</b>	<b>DESCRIPTION</b>	<b>RATE</b>
* 275	CEMENT TREAT (EXISTING MATERIAL)(6") CEMENT	5.0 % BY DRY WEIGHT
* 310	PRIME COAT EMULSIFIED ASPHALT (CSS-1H) WATER RATIOS AS DETERMINED BY THE ENGINEER	0.15 GAL/SY
341	HOT-MIX ASPHALTIC CONCRETE DENSE-GRADED HMA (QC/QA) TYPE - C, SAC - A, PG70- 22	1" = 110 #/SY
351	FLEXIBLE PAVEMENT STRUCTURE REPAIR (6")	
354	PLANE ASPHALT CONCRETE PAVEMENT (0" TO 2")	

**\* FOR CONTRACTOR'S INFORMATION ONLY.**

THE FOLLOWING STANDARD DETAIL SHEET IS MODIFIED:

**MODIFIED STANDARDS**

TRAFFIC SIGNAL POLE      TS-FD-99 (MOD)  
FOUNDATION

**SCOPE OF CONTRACT AND SEQUENCE OF WORK**

THIS CONTRACT INCLUDES WORK CONSISTING OF PLANING, HOT-MIX ASPHALTIC CONCRETE (HMAC) INLAY, FLEXIBLE PAVEMENT SPOT BASE REPAIR, STRIPING, AND DELINEATION.

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UPON ISSUANCE OF THE WORK ORDER, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, A PROPOSED SEQUENCE OF CONSTRUCTION. CHANGES WILL NOT BE PERMITTED UNLESS APPROVED, IN WRITING, BY THE ENGINEER.

HOT-MIX ASPHALT AND FLEX BASE STRUCTURE REPAIR MATERIAL SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS AS SHOWN ON THE PLANS, GENERAL NOTES, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL INFORM THE ENGINEER AND THE RESPECTIVE UTILITY COMPANIES WHEN IT BECOMES APPARENT THAT UTILITY LINES WILL INTERFERE WITH WORK-IN-PROGRESS.

THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE PROJECT SITE PRIOR TO SUBMITTING BIDS.

ANY EXISTING PAVEMENT, UTILITIES, STRUCTURES, ETC. DAMAGED, AS A RESULT OF THE CONTRACTOR'S OPERATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.

THE CONTRACTOR SHALL NOT LEAVE VEHICLES, EQUIPMENT, OR MATERIAL WITHIN 30 FEET OF THE MAINLANES OR WITHIN 9 FEET OF THE SERVICE ROADS WHEN NOT IN USE.

THE CONTRACTOR SHALL NOT DISCHARGE ANY LIQUID POLLUTANT FROM VEHICLES ONTO THE ROADSIDE.

CONTRACTOR SHALL COMPLY WITH ALL OSHA AND EPA REGULATIONS AS WELL AS ALL LOCAL AND STATE REQUIREMENTS.

THIS PROJECT IS TO BE DONE DURING NIGHTTIME HOURS ONLY. NIGHTTIME HOURS SHALL BE FROM 9 P.M. TO 6 A.M. THIS IS A FIVE (5) CALENDAR DAYS PER WEEK PROJECT. FREEWAY LANE CLOSURES FOR STRIPING OPERATIONS ARE RESTRICTED TO NIGHTTIME HOURS. A WORKING DAY IS DEFINED AS A CALENDAR DAY, NOT INCLUDING FRIDAYS OR SATURDAYS, AND LEGAL HOLIDAYS. THE FIVE-DAY WORK WEEK SHALL BE FROM SUNDAY THROUGH THURSDAY. THE CONTRACTOR SHALL PROVIDE LIGHTING FOR THE WORK SITE AS DIRECTED AND SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

THE CONTRACTOR SHALL ARRANGE THE OPERATIONS SO THAT ANY TWO CONSECUTIVE EXIT OR ENTRANCE RAMPS WILL NOT BE CLOSED AT THE SAME TIME, OR AS DIRECTED BY THE ENGINEER.

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THE CONTRACTOR SHALL KEEP TRAVELED SURFACES USED IN HAULING OPERATIONS CLEAR AND FREE OF DIRT OR OTHER MATERIAL.

WHERE THE CONTRACTOR DESIRES TO MOVE ANY EQUIPMENT, NOT LICENSED FOR OPERATION ON PUBLIC HIGHWAYS ON OR ACROSS ANY PAVEMENT, THE CONTRACTOR SHALL PROTECT PAVEMENT FROM ALL DAMAGE AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL SCHEDULE AND PERFORM HIS WORK TO ASSURE PROPER DRAINAGE DURING THE COURSE OF OPERATIONS. ALL LABOR, TOOLS, EQUIPMENT, AND SUPERVISION REQUIRED TO ENSURE SUCH DRAINAGE AND ANY REMOVAL OR HANDLING OF WATER IN ORDER TO MAINTAIN DRY CONDITIONS SHALL BE CONSIDERED INCIDENTAL WORK TO VARIOUS BID ITEMS ON THE PROJECT.

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES BEFORE PROCEEDING. ANY DISCREPANCIES FOUND SHALL BE REPORTED IMMEDIATELY; OTHERWISE, THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR THEIR CORRECTNESS.

PROVIDE ADEQUATE LIGHTING FOR NIGHTTIME WORK AS DIRECTED. ENSURE THAT PROJECT ILLUMINATION DOES NOT INTERFERE AND BLIND ONCOMING TRAFFIC. PROJECT ILLUMINATION IS SUBSIDIARY TO THE VARIOUS BID ITEMS

THE CONTRACTOR SHALL COOPERATE AND COORDINATE WORK WITH OTHER TXDOT CONTRACTORS WORKING ALONG I-10 MAINLANES, FRONTAGE ROADS OR OTHER AREAS ADJACENT TO THIS PROJECT.

**ITEM 1 - DEFINITION OF TERMS**

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED TWO WEEKS PRIOR TO ANY CLOSURE. ALL MESSAGES CHANGING TRAFFIC CONFIGURATIONS AND/OR CLOSURES SHALL BE APPROVED BY THE ENGINEER.

**ITEM 7 - LEGAL RELATIONS AND RESPONSIBILITIES**

THE OCCUPATIONAL SAFETY AND HEALTH ACT, (OSHA) REGULATIONS, PROHIBIT OPERATIONS THAT WILL BRING PERSONS OR EQUIPMENT WITHIN 10 FEET OF AN ENERGIZED ELECTRICAL LINE. WHERE WORKERS AND/OR EQUIPMENT MAY BE CLOSE TO AN ENERGIZED ELECTRICAL LINE, THE CONTRACTOR SHALL NOTIFY THE ELECTRICAL POWER COMPANY AND MAKE ALL NECESSARY ADJUSTMENTS TO ENSURE THE SAFETY OF WORKERS.

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**HIGHWAY: I-10**

**ITEM 8 - PROSECUTION AND PROGRESS**

A BAR CHART IS REQUIRED AS PER SECTION 8.2.B. OF THE *2004 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS, AND BRIDGES*.

THIS PROJECT IS TO BE COMPLETED IN 60 WORKING DAYS AND WILL BE ACCEPTED WHEN FULLY COMPLETED AND FINISHED TO THE SATISFACTION OF THE DISTRICT ENGINEER OR DESIGNEE.

**ITEM 9 - MEASUREMENT AND PAYMENT**

THE CONTRACTOR MUST SUBMIT MATERIAL-ON-HAND PAYMENT REQUESTS AT LEAST THREE WORKING DAYS PRIOR TO THE END OF THE MONTH FOR PAYMENT ON THAT MONTH'S ESTIMATE.

**ITEM 275 - CEMENT TREATMENT (ROAD - MIXED)**

CEMENT TREATMENT SHALL BE TO A THICKNESS OF 6 INCHES. THE CONTRACTOR SHALL IDENTIFY AREAS OF SPOT BASE REPAIR WITH TXDOT CONSTRUCTION AND MAINTENANCE AND SHALL NOT EXCEED QUANTITIES SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

**ITEM 305 - SALVAGING, HAULING, AND STOCKPILING RECLAIMABLE ASPHALT PAVEMENT**

PRIOR TO SPOT BASE REPAIR, THE CONTRACTOR WILL SALVAGE THE TOP 2 INCHES OF RECLAIMABLE ASPHALTIC MATERIAL (RAP). THE SALVAGED MATERIAL WILL BE PROCESSED TO A SIZE NOT TO EXCEED 2 INCHES, AND STORED AT THE TXDOT MC COMBS STOCKPILE LOCATION. THE STOCKPILE IS LOCATED APPROXIMATELY ONE MILE NORTH ON MC COMBS, FROM US 54 AND THE MC COMBS INTERSECTION. CONTACT ROBERTO SAENZ (WEST AREA MAINTENANCE SECTION SUPERVISOR) AT THE OFFICE: (915) 757-5900.

**ITEMS 310 - PRIME COAT**

APPLY A PRIME COAT TO THE AREAS OF FLEXIBLE PAVEMENT STRUCTURE REPAIR AT A RATE OF 0.15 GAL/SY. CSS-1H MAY ALSO BE USED AS A PRIME COAT MATERIAL. THE PRIME COAT MAY BE DILUTED TO A CONCENTRATION OF 75% EMULSION AND 25% WATER OR AS DIRECTED BY THE ENGINEER.

THE RESPECTIVE APPLICATION RATES WILL BE SPECIFIED OR REVISED BY THE ENGINEER PRIOR TO APPLICATION.

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**ITEM 341 - DENSE-GRADED HOT-MIX ASPHALT (QC/QA)**

THIS ITEM SHALL GOVERN FOR ALL HOT-MIX ASPHALT OPERATIONS.

THE TARGET LABORATORY-MOLDED DENSITY FOR THIS ITEM SHALL BE 97%.

FRACTIONATED RAP SHALL BE REQUIRED FOR THIS ITEM. THE SOURCE OF RAP SHALL BE SUPPLIED FROM EITHER THE PROJECT MILLINGS OR THE TXDOT STOCKPILE OF RAP AT THE MCCOMBS LOCATION.

ALL ASPHALTIC BINDER USED IN THE MANUFACTURE OF HOT-MIX ASPHALTIC CONCRETE SHALL BE PERFORMANCE GRADE PG 70-22.

WARM MIX SHALL BE SUPPLIED UNDER THIS ITEM. REFER TO SPECIAL PROVISION 341-024 FOR FURTHER INFORMATION.

A TACK COAT IS REQUIRED PRIOR TO STARTING PLACEMENT OPERATIONS AND SHALL BE APPLIED AT A RATE OF 0.08 GAL/SY.

A STRINGLINE OR OTHER SUITABLE MARKING SHALL BE PLACED BY THE CONTRACTOR WHERE NEEDED TO ASSURE SMOOTH, NEAT LINES, OR AS DIRECTED BY THE ENGINEER.

LONGITUDINAL JOINTS SHALL BE PLACED AT APPROXIMATELY 6 INCHES FROM THE SKIP STRIPES, OR AS DIRECTED BY THE ENGINEER.

THE MAXIMUM STRIPPING IN THE PRODUCED MIXTURE SHALL BE WITHIN THE RANGE OF 7% TO 12% OR AS DIRECTED BY THE ENGINEER.

AGGREGATE SURFACE CLASSIFICATION "A" MATERIAL SHALL BE USED ON THE SURFACE MIX FOR I-10.

**ITEM 351 - FLEXIBLE PAVEMENT STRUCTURE REPAIR**

THE SPOT 6" FLEXIBLE PAVEMENT STRUCTURE DEPTH REPAIR SHALL CONSIST OF EXISTING HMAC AND BASE AND SHALL BE REWORKED AND STABILIZED WITH CEMENT. THE DEPTH OF STABILIZATION SHALL BE MEASURED FROM THE MILLED SURFACE. ALL ITEMS FOR THE COMPLETION OF WORK ARE SUBSIDIARY TO THIS ITEM. THE CONTRACTOR SHALL IDENTIFY AREAS OF SPOT BASE REPAIR WITH TXDOT CONSTRUCTION AND MAINTENANCE PERSONNEL OR AS DIRECTED BY THE ENGINEER.

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**ITEM 354 - PLANING AND TEXTURING PAVEMENT**

SPECIFIC LIMITS OF PLANING ARE AS DIRECTED ON PLANS AND WILL BE PAID UNDER ITEM 354.

ALL WORK REQUIRED TO SAWCUT THE EXISTING PAVEMENT AS SHOWN IN THE PLANS, OR AS DIRECTED BY THE ENGINEER, WILL NOT BE PAID DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

IMMEDIATELY PRIOR TO INLAY/OVERLAY OPERATIONS, CONTRACTOR WILL HAND-MILL AT EXISTING MANHOLES, INLETS, OR OTHER OBSTRUCTIONS LOCATED WITHIN THE PAVEMENT. PRIOR TO BEGINNING WORK, CONTRACTOR WILL SUBMIT HAND-MILLING PROCEDURE FOR APPROVAL BY THE AREA ENGINEER. CARE WILL BE TAKEN TO AVOID DAMAGE TO EXISTING MANHOLES OR OTHER FACILITIES LOCATED WITHIN THE AREA TO BE MILLED. INCLUDE COSTS OF ALL LABOR AND EQUIPMENT REQUIRED FOR HAND-MILLING IN UNIT BID PRICE FOR ITEM 354.

**ITEM 502 - BARRICADES, SIGNS, AND TRAFFIC HANDLING**

THE PROJECT SUPERINTENDENT AND THE CONTRACTOR'S PERSON RESPONSIBLE FOR TRAFFIC CONTROL PLAN (TCP) COMPLIANCE SHALL BE AVAILABLE BY LOCAL TELEPHONE 24 HOURS A DAY. THIS PERSON SHALL, ONCE A MONTH, ACCOMPANY DEPARTMENT PERSONNEL ON AT LEAST ONE DAYTIME AND ONE NIGHTTIME INSPECTION OF TRAFFIC CONTROL DEVICES ON THIS PROJECT.

THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING THE TRAFFIC CONTROL PLAN AND WILL BE RESPONSIBLE FOR FURNISHING ALL TRAFFIC CONTROL DEVICES, AND FLAGGERS.

APPROVED CONTRACTOR-PROPOSED MODIFICATIONS TO THE TCP SHALL BEAR THE SEAL OF A REGISTERED PROFESSIONAL ENGINEER.

SHEETING USED FOR ALL SIGNS, BARRICADES, CHANNELIZING DEVICES, AND CONSTRUCTION WARNING SIGNS MUST CONFORM TO DEPARTMENTAL MATERIAL SPECIFICATION (DMS) 8300.

THE G20-1 W/PLAQUE OR G20-5T ALONG WITH THE G20-6 CONTRACTOR'S NAME SIGN SHALL BE LOCATED AT OR NEAR THE PROJECT LIMITS AND SHALL REMAIN IN POSITION FOR THE DURATION OF THE PROJECT, EVEN THOUGH CERTAIN OTHER ADVANCE WARNING SIGNS, ETC. WILL BE REPOSITIONED, REMOVED, OR COVERED WITHIN THE PROJECT LIMITS AS CONSTRUCTION NECESSITATES OR AS DIRECTED.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WILL BE REQUIRED.

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SHADOW VEHICLES EQUIPPED WITH TRUCK-MOUNTED ATTENUATORS ARE REQUIRED AS SHOWN ON TRAFFIC CONTROL PLAN (TCP) STANDARDS (1-SERIES) AND (2-SERIES). THE TRUCK-MOUNTED ATTENUATORS SHALL BE ONE OF THE FOLLOWING: ALPHA 1000 BY ENERGY ABSORPTION SYSTEMS, INC.; REN-GARD CK-1128 BY RENCO, INC.; SYRO-45 BY SYRO; OR, MPS 350 III TMA BY SYRO.

THE CONTRACTOR SHALL PLACE AND MAINTAIN SUFFICIENT ADDITIONAL WARNING SIGNS, BEACONS, DELINEATORS AND BARRICADES TO WARN AND GUIDE THE PUBLIC OF ALL HAZARDS THROUGH THE CONSTRUCTION ZONE AT ALL TIMES, AND AS DIRECTED BY THE ENGINEER.

THE SIGNS CW8-12, CW8-7 ARE FOR INTERMITTENT USE, AS CONSTRUCTION ACTIVITIES MANDATE. SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS AT THE APPROPRIATE WARNING SIGN SPACING AND SHALL BE USED WHEN DIRECTED BY THE ENGINEER.

FLASHING ARROW BOARDS SHALL BE USED ON ALL TAPERS FOR ANY LANE CLOSURE.

THE CONTRACTOR SHALL PLACE THE BARRICADES, DEVICES, AND SIGNS, WITH THE APPROVAL OF THE ENGINEER IN POSITIONS TO MEET FIELD CONDITIONS. ONE HIGH-INTENSITY, YELLOW, ROTATING, DOME LIGHT SHALL BE REQUIRED ON ALL EQUIPMENT SUCH AS LAY-DOWN MACHINES, ROLLERS, BACKHOES, ROAD GRADERS, LOADERS, ETC. THESE LIGHTS SHALL BE MOUNTED TO BE VISIBLE FROM ALL DIRECTIONS AND SHALL BE IN USE WHEN THE EQUIPMENT IS WITHIN 9 FEET OF THE TRAVEL WAY. ALL OTHER EQUIPMENT SUCH AS TRUCKS, TRAILERS, AUTOS, ETC., SHALL BE EQUIPPED WITH EMERGENCY FLASHERS AND SHALL BE USED WHEN EQUIPMENT IS WITHIN THE CONSTRUCTION AREA.

USE FLAGGERS WHEN DIRECTED. PROVIDE INTERCOMMUNICATION BETWEEN FLAGGERS.

FOR ADDITIONAL INFORMATION PERTAINING TO CHANNELIZATION, SIGNING, SPACING DETAILS, AND FLAGGING PROCEDURES REQUIRED TO REGULATE, WARN, AND GUIDE TRAFFIC THROUGH PROJECT, REFER TO THE "BARRICADE AND CONSTRUCTION STANDARDS" AND TO THE *TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES*.

ANY ADDITIONAL SIGNS REQUIRED BY THE ENGINEER FOR TRAFFIC CONTROL WILL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

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

SPRINKLING FOR DUST CONTROL WILL BE AS DIRECTED AND SUBSIDIARY TO VARIOUS BID ITEMS.

COMPACT AND TRACK ALL DISTURBED AREAS AFTER CONSTRUCTION HAS BEEN COMPLETED IN AN AREA AT NO ADDITIONAL COST TO THE STATE.

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

USE PAY SCHEDULE 2 TO DETERMINE THE BONUS/PENALTY FOR THIS ITEM.

**ITEM 624 - GROUND BOXES**

EACH GROUND BOX SHALL INCLUDE A MINIMUM OF TWO BATTERIES. BATTERIES SHALL BE SUBSIDIARY TO ITEM 685.

**ITEM 662 - WORK ZONE PAVEMENT MARKINGS**

ALL ROADWAYS TO BE OPENED TO TRAFFIC SHALL BE MARKED WITH SHORT-TERM PAVEMENT MARKINGS (TABS) BY THE END OF EACH NIGHT OPERATION.

WORK ZONE PAVEMENT TABS SHALL BE REMOVED AND DISPOSED AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

IN THOSE AREAS WHERE EXISTING PAVEMENT MARKINGS NECESSITATE REMOVAL TO ACCOMMODATE THE TRAFFIC HANDLING AS DESCRIBED IN THE TRAFFIC CONTROL PLANS, THE CONTRACTOR WILL BE RESPONSIBLE FOR FIELD LOCATING AND RECORDING BY SURVEY THE EXISTING PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER AND THE FINAL STRIPING SHALL THEN BE PLACED IN THESE LOCATIONS.

**ITEM 666 - REFLECTORIZED PAVEMENT MARKINGS**

FIELD LOCATE AND RECORD BY SURVEY THE EXISTING STRIPE ALIGNMENT. PLACE FINAL PAVEMENT MARKINGS IN THE ORIGINAL LOCATION, OR AS DIRECTED.

USE A PILOT LINE FOR FINAL STRIPING AND REMOVE PILOT LINE AFTER ALL STRIPING IS COMPLETE. REMOVAL WILL BE IN ACCORDANCE WITH THE METHODS SPECIFIED IN ITEM 677 AND WILL BE SUBSIDIARY TO THIS PAY ITEM.

AFTER PLACEMENT OF THE HMAC AS SHOWN IN THE PLANS OR AS DIRECTED, APPLY TYPE II MARKING MATERIALS, IN ACCORDANCE WITH DMS 8200, AFTER 3 DAYS AND NO LATER THAN 14 DAYS.

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ENTRANCE, EXIT GORES, AND CROSS HATCHING ON GORES WILL BE 12-INCH SOLID WHITE INSTEAD OF THE 8-INCH SOLID NOTED ON STANDARD FPM(1)-10.

ALL MARKINGS TO BE ELIMINATED SHALL BE REPLACED WITH ITEM 666 OR 8020, TYPE I MARKING, PRIOR TO OPENING AFFECTED LANES TO TRAFFIC.

**ITEM 672 - RAISED PAVEMENT MARKERS**

BITUMINOUS ADHESIVE SHALL BE USED FOR THIS ITEM.

**ITEM 678 - PAVEMENT SURFACE PREPARATION FOR MARKINGS**

CLEANING OF DEBRIS FROM THE PAVEMENT SURFACE, SUCH AS SAND, DIRT, AND OTHER LOOSE DEBRIS WILL NOT BE PAID DIRECTLY, BUT WILL BE SUBSIDIARY TO THIS ITEM.

**ITEM 685 - ROADSIDE FLASHING BEACON ASSEMBLIES**

NO. 8 AWG CONDUCTOR SHALL BE REQUIRED, FOR THE CABLE, FROM THE GROUND BOX TO THE FLASHING BEACON ASSEMBLY AND SHALL BE SUBSIDIARY TO ITEM 685.

CONDUIT AND CONDUCTOR BETWEEN GROUND BOX AND PEDESTAL POLE WILL BE SUBSIDIARY TO ITEM 685.

**ITEM 8020 - REFLECTORIZED PROFILE PAVEMENT MARKINGS**

PERMANENT PAVEMENT MARKING SHALL BE PLACED NO LATER THAN TWO WEEKS AFTER FINAL SURFACING IN ACCORDANCE WITH ITEM 662.

FIELD LOCATE AND RECORD BY SURVEY, THE EXISTING STRIPE ALIGNMENT. PLACE FINAL PAVEMENT MARKINGS IN THE ORIGINAL LOCATION, OR AS DIRECTED.

USE A PILOT LINE FOR FINAL STRIPING AND REMOVE PILOT LINE AFTER ALL FINAL STRIPING IS COMPLETE. REMOVAL WILL BE IN ACCORDANCE WITH THE METHODS SPECIFIED IN ITEM 677 AND SHALL BE SUBSIDIARY TO THIS PAY ITEM.

PERMANENT PAVEMENT MARKINGS WILL BE PLACED IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE *TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES*, AND AS DIRECTED BY THE ENGINEER.

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