

# NOTIFICATION OF ADDENDUM

## ADDENDUM NO. 1

**DATED 11/14/2006**

<b>Control</b>	<b>6154-26-001</b>
<b>Project</b>	<b>RMC - 615426001</b>
<b>Highway</b>	<b>US0059</b>
<b>County</b>	<b>ANGELINA</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 by entering the date, which appears at the top of this letter on the Addendum Acknowledgement Form, contained in your bid proposal.

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: RMC - 615426001

CONTROL: 6154-26-001

COUNTY: ANGELINA

LETTING: 11/20/2006

REFERENCE NO: 1115

**PROPOSAL ADDENDUMS**

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- PROPOSAL COVER
- BID INSERTS (SH. NO.:
- X GENERAL NOTES (SH. NO.: 5 of 5 (general notes) )

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

DELETED:

- SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

- X OTHER: Added statement in general notes - state will furnish  
Steel Traffic Signal Pole Assemblies  
DESCRIPTION OF ABOVE CHANGES  
(INCLUDING PLANS SHEET CHANGES)

General notes: State to furnish Steel Traffic pole assemblies

**Project Number:** RMC 615426001

**County:** Angelina, Etc.

**Control:** 6154-26-001

**Highway:** US 59, Etc.

**GENERAL NOTES:**

The contractor shall not commence work until issuance of a work order. Failure to commence work within the specified time period or to work continuously until the work order has been completed will be cause to declare the contract in default. Exception from declaring default will be if the contractor has obtained written permission from the engineer prior to leaving the project. In the event that all contract funds or 365 calendar days have been expended the contract will be considered complete.

Limits of project: This maintenance contract is to provide signal maintenance throughout the Lufkin District, which consists of the following nine counties: Angelina, Houston, Nacogdoches, Polk, Sabine, San Augustine, San Jacinto, Shelby and Trinity.

The engineer will send a written or verbal notification to the contractor of the work to be done on an as needed basis.

All materials for this contract shall be furnished by the contractor except, Flasher Controller, Traffic Controller Assembly, Vivds Cameras, Vivds Processors, and Steel Traffic Signal Pole Assemblies. All other materials, tools, equipment, and labor necessary to complete the work shall be furnished by the contractor.

Department – approved safety hats and safety vests will be worn by all contractors' employees and visitors when:

- 1) Outside vehicles at all outdoor work sites. This includes those who occasionally visit work sites either on the highway surface or right of way;
- 2) Working in areas where there is a danger of head injury from impact, or falling or flying objects, or from electrical shock or burns.

Non-compliance with this requirement will be grounds for suspension of work.

Note: For questions concerning the plans, contact Coy Ditsworth at (936) 633-4486 or

Richard Ivy at (936) 633-4384.

Existing regulatory, warning and guide signs within project limits are to remain visible to the traveling public at all times. If a sign must be repositioned during construction operations, the contractor shall move and install the sign at a location approved by the Engineer. The contractor shall use care when working near existing signs and will be responsible for repair or replacement of signs damaged by work operations. All work involved in repositioning existing signs will be considered subsidiary to various bid items.

The contractor will be required to furnish materials and make repairs to the existing roadway at any location damaged by construction operations. This work shall be done in a manner satisfactory to the Engineer and will be considered subsidiary to various bid items.

The contractor shall maintain adequate surface drainage throughout the limits of the project during all phases of construction.

**Project Number:** RMC 615426001

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**Item 7: Legal Relations And Responsibilities To The Public**

The contractor shall become knowledgeable of the location of utilities within the right of way and shall use care when working near them.

The contractor shall be responsible for contacting all utility companies and locating all underground utilities prior to drilling foundations, installing underground conduits, or other excavating. The contractor shall use care when working near these utilities so as not to damage them.

**Item 162: Sodding For Erosion Control**

Provide Bermuda block sod.

**Item 166: Fertilizer**

Fertilize all seeded or sodded areas.

**Item 168: Vegetative Watering**

Equip water trucks with sprinkler systems capable of covering the entire area to be seeded or sodded from the roadway.

Water all newly placed sod or seeded areas the same day of installation. Thereafter, maintain the sod or seeded areas in a well-watered condition and at no time allow the areas to dry to the condition that water stress is evident.

**Item 421: Hydraulic Cement Concrete**

The Engineer will provide curing facilities and strength testing equipment for acceptance testing at the Department's Signal Shop at 1805 N. Timberland Drive.

**Item 502: Barricades, Signs And Traffic Handling**

Traffic Control Plan (TCP):

For protection of the traveling public, direct traffic through the work area using signs, flaggers and other devices. Required signs are shown in the plans on the Barricade And Construction Standards and Traffic Control Plan Sheets. The latest edition of the "Texas Manual On Uniform Traffic Control Devices For Streets And Highways" shall also be used as a guide for handling traffic on this project.

In general, restrict construction work to single lane widths. Control traffic in accordance with standard drawings WZ(BTS-1) "Traffic Signal Installation Typical Details"; WZ(BTS-2) "Traffic Signal Installation Barricades And Signs"; and, Part VI of the "Texas Manual On Uniform Traffic Control Devices For Streets And Highways". Unless otherwise approved, use an advance warning, flashing arrow panel in addition to the necessary signs, barricades, or other traffic control devices at the work area.

Provide flashing arrow panels to supplement required signs and devices for lane closures.

**Project Number:** RMC 615426001

**County:** Angelina, Etc.

**Control:** 6154-26-001

**Highway:** US 59, Etc.

Provide adequate flaggers to protect the traveling public when working on or near a roadway carrying traffic. All flaggers shall wear hardhats and reflective vests.

No lane closures will be allowed on US 59 after 12:00 Noon on Fridays, or during peak time in high traffic areas, unless otherwise approved by the Engineer.

Open all traffic lanes to traffic at the close of work each day.

Provide one high-intensity, yellow, rotating dome-light on all equipment such as drill truck, bucket truck, backhoes, etc. Mount lights high enough to be visible from all directions and operating when the equipment is within 30 ft. of the travel way. On all other equipment such as trucks, trailers, automobiles, etc. use emergency flashers while within the work zone.

The contractor shall plan the sequence of work so as to minimize inconvenience to the traveling public.

Will not be paid directly, but as subsidiary to various bid items.

**Item 506: Temporary Erosion, Sedimentation, and Environmental Controls**

Due to the limited soil disturbing nature of this project, temporary erosion control work has not been included. Should this work become necessary, it will be paid for in accordance with Article 4.2, "Changes in the Work".

**Item 531: Sidewalks**

Ramp slopes shall conform to a (Max) 12:1 slope, and are to be verified by the engineer.

All curb breaks shall be saw cut.

**Item 618: Conduit**

When conduit is laid in a trench or bore, minimum depth to the top of the conduit shall be 3 ft., Where obstructions prevent laying conduit at this depth, place conduit at the maximum depth possible.

Provide rigid metal conduit.

Where a trench for laying conduit is cut through pavement, surfaced shoulder, median or driveway, replace the base and surfacing with similar materials equal in appearance and quality to the original construction. Replacing base and surfacing will be considered subsidiary to Item 618.

Place conduit under existing pavement by boring unless otherwise directed. Pits for boring shall not be closer than 2 ft. from edge of pavement unless otherwise approved. Water jetting will not be permitted. At the close of work each day, cover all open pits and barricade for safety.

When boring is used for under-pavement conduit installations, maximum allowable overcut shall be 1 in. diameter.

**Project Number:** RMC 615426001

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Use of a pneumatically driven device for punching holes beneath pavement (commonly known as a "missile") will not be permitted on this project.

When conduits are bored, vertical and horizontal tolerances shall not exceed 18 inches as measured from the intended target point.

**Item 620: Electrical Conductors**

Provide breakaway electrical connectors for breakaway poles. Use Bussman HEBW, Littlefuse LEB, Ferraz-Shawmut FEB, or equal on ungrounded conductors. For grounded conductors, use Bussman Het, Littlefuse Let, Ferraz-Shawmut Febn, or equal. These breakaway connectors have a white colored marking and a permanently installed solid neutral. See the latest RID(2) standard for additional details.

Do not use non-certified persons to perform electrical work. See Item 7.15 "Electrical Requirements" for additional details.

**Item 628: Electrical Services**

Comply with local standards and practices for proper installation.

**Item 656: Foundations For Signs, Traffic Signals And Roadway Illumination Assemblies**

Note and heed all utility warnings before digging in the vicinity of underground utilities.

Before excavating for foundations, take adequate precautions, by probing or uncovering by hand, to prevent damage to storm sewers and public or private utilities. Locations of utility lines and cables shown in the plans are approximate. Other lines and cables may have been installed since completion of these plans.

**Item 680: Installation Of Highway Traffic Signals**

The Department will provide the complete controller assembly. Install the controller assembly on the foundation, using anchor bolts and template supplied by the Engineer. Connect all field wiring to the controller assembly back panel, install the conflict monitor, timer and other equipment, and turn on the signal system using settings supplied by the Department.

All work shall be performed as necessary to provide for a fully functioning traffic signal installation.

**Item 682: Vehicle And Pedestrian Signal Heads**

Use polycarbonate traffic signal heads.

Cover all signal heads securely with burlap and keep covered until placed in operation.

Provide necessary mounting hardware to insure proper mounting of all signal heads.

Articulating brackets will be required for skewed intersections.

Alternate signal head mounting hardware may be used when approved.

**Project Number:** RMC 615426001

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Mount all signal heads so they hang level and plumb.

**Item 684: Traffic Signal Cables**

Conductors in the traffic signal cable shall be stranded for this project. Individual conductors shall be No. 12 AWG.

Identify each cable as shown in the plans (Cable 1, etc.) with permanent marking labels (Double Thomas And Betts TY 546MD) at each ground box, pole base and controller.

Terminate all wiring from each signal head in the terminal block in the pole base where such terminal blocks are provided by the manufacturer. Splice wire runs to signal poles with breakaway bases in the pole base. The splice shall be a fused breakaway connector as described on RID(2). Otherwise, wire runs shall be continuous to the controller.

No extra compensation will be allowed for fulfilling the requirements stated above.

Furnish a written summary of the wire tests. This summary shall indicate a description of each wire run, length, and test readings for each test procedure. Additional information such as make, model and type of testing equipment used for each test and the name and title of the individual who performed the tests must be included. Certify the test results as being true and correct prior to submission to the Engineer. Upon detection of a failed wire run test, forward documentation of the failed test to the Engineer and replace the wire run.

Type C:

Detector lead-in cables shall be run continuously without splices from the curbside ground box to the controller where possible. Splices shall be solder connected (including the ground wire) and the splice connections shall be insulated with thermo-setting materials.

Detector lead-in cables shall be identified as shown in the plans (phase 1, etc.) with permanent marking labels (panduit type plm standard single marker tie, thomas and betts TY 548m, or equivalent) at each ground box, pole base and controller.

Testing of wire:

Prior to termination of shielded, twisted pair loop lead-in cables at the controller cabinet, insulation tests shall be made with an insulation test set applying not less than 500 volts D.C. to the completed loop detector. A minimum resistance of fifty (50) megohms shall be obtained.

After the above insulation tests are completed and the loop lead-in cable has been terminated in the cabinet, the contractor shall assist the engineer in determining the loop inductance of each loop detector installation. The contractor shall furnish a loop detector analyzer which shall determine total inductance of the loop in the pavement and the associated lead-in cable. The loop detector analyzer shall also be used in determining the percentage shift in loop inductance for various size vehicles that may be actuating the detector.