

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: BR 2023(188)

CONTROL: 0065-05-156

COUNTY: HARDIN

LETTING: 11/02/2022

REFERENCE NO: 1024

PROPOSAL ADDENDUMS

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

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

DELETED:

- SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

OTHER: PLANS SHEETS AND OTHER CHANGES

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

*****GENERAL NOTES*****

ITEM 5 - ADDED REQUIRED INFO_FOR RAILROAD TRACK CURFEWS.
ALL SHEETS REPLACED DUE TO THE ABOVE CHANGES AND LINE SHIFTS

*****PLAN SHEETS*****

SHEET #2: REVISED GENRAL NOTES SHEET 6-6E

SHEETS 9-9D: SHEETS REPLACED DUE TO THE ABOVE CHNAGES

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EPIC

STANDARDS

*EC(1)-16

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2 ADDENDUM #2, 10/18/2022, REVISED SHEET



* THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

Brandon Stephens
SIGNATURE OF REGISTRANT 8/30/2022 DATE



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KMA
SIGNATURE OF REGISTRANT 8/30/2022 DATE

TEXAS REGISTERED ENGINEERING FIRM F-3557

 500 W. 7th ST. SUITE 1100
 FORT WORTH, TX 76102
 (817) 339-8950
 TX ENG FIRM NO. 3557

Texas Department of Transportation
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INDEX OF SHEETS

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DESIGN KAB	FED. RD. DIV. NO. 6	FEDERAL AID PROJECT NO. SEE TITLE SHEET	HIGHWAY NO. US96, ETC
GRAPHICS KAB	STATE	DISTRICT	COUNTY
CHECK KMA	TEXAS	BMT	HARDIN, ETC
CHECK	CONTROL	SECTION	JOB
BJS	0065	05	156, ETC

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GENERAL NOTES:

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

Name David Collins [Area Engineer]

Email David.Collins@txdot.gov

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

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

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

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

The following standard detail sheets have been modified:

C-RAIL-R (MOD)

Assume full responsibility for the preservation of all sod, shrubbery, and trees at the site during construction. Carefully preserve and replace, in their original position, all sod and shrubbery removed. Replace all Contractor damaged sod or shrubbery at the Contractor's own expense.

Maintain adequate drainage throughout the limits of the project during all construction phases.

Provide a weekly a list of equipment, including idle equipment, used on the project each week.

Item 5 Control of Work

Protection of Fiber Optic Cable Systems:

Fiber optic cable systems may be buried on the railroad's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. The State and/or its Contractor will (five working days before any work is performed) telephone the railroad during normal business hours (7:00 A.M. to 9:00 P.M., Central time, Monday through Friday, except holidays) at 1-800-336-9193 (also a 24-hour, seven-day number for emergency calls) to determine if fiber optic cable or other type of cable is buried in the general location where the work is to be performed. If it is, the State and/or its Contractor will telephone the telecommunications company(ies) involved, arrange for a cable locator and make arrangements for relocation or other protection of the fiber optic cable before beginning any work on the railroad's premises.

The **KCS and BNSF** Railroad right of ways are located within this project. Take necessary precautions to insure that no debris or material is dropped on the railroad's tracks.

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KCS Railroad Track Curfews: For bidding purposes, the Contractor shall assume a maximum available continuous track curfew of 4 hours. Actual track curfew duration may vary. Track curfew requests must be submitted to the following KCS contact at a minimum of 2 calendar weeks prior to the work. Track curfews will not be verified until the Thursday prior to the week the curfew is requested:

Michael Martin, Manager of Public Projects

816-983-1138

mmartin@kcsouthern.com

BNSF Railroad Track Curfews: For bidding purposes, the Contractor shall assume a maximum available continuous track curfew of 4 hours. Actual track curfew duration may vary. Track curfew requests must be submitted to the following BNSF contacts at a minimum of 4 calendar weeks prior to the work.

Tim Huya, Manager of Public Projects II

817-352-2902

Tim.Huya@bnsf.com

Andrew Cappelle, BNSF Roadmaster

682-576-5392

andrew.cappelle@bnsf.com

Jeffrey Estes, BNSF Manager – Engineering

303-548-5717

jeffrey.estes@bnsf.com

The Contractor must also submit an application for a BNSF Temporary Occupancy Permit a minimum of 6 calendar weeks prior to performing the work from the following site:

<https://bnsf.railpermitting.com> [nam02.safelinks.protection.outlook.com].

Permit Contact

Kelly Schronk

Jones Lang Lasalle

Kelly.Schronk@JLL.com

When a precast or cast-in-place concrete element is included in the plans, a precast concrete alternate may be submitted in accordance with "Standard Operating Procedure for Alternate Precast Proposal Submission" found online at <https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/bridge.html#design> [nam11.safelinks.protection.outlook.com]. Acceptance or denial of an alternate is at the sole discretion of the Engineer. Impacts to the project schedule and any additional costs resulting from the use of alternates are the sole responsibility of the Contractor.



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Item 6 Control of Materials

Flammable/combustible materials must be stored at a designated location as approved by the Engineer.

Do not store flammable/combustible materials under or adjacent to Bridge class structures. Daily removal of these materials will be considered incidental work.

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. Permission will be granted if, in the opinion of the Engineer, storage of the materials will not cause damage or discoloration. Any damage resulting from this work will be corrected at the Contractor's expense.

TxDOT is required to provide 10 working days advanced written notice of all proposed bridge rehabilitation or demolition work to the Texas Department of State Health Services (TDSHS) to allow them the opportunity to both verify information provided regarding asbestos containing materials and abatement and observe the demolition/renovation work.

Notice will be provided to TDSHS at the beginning of the project prior to Milestone work for all affected bridge work based on start and finish dates included in the Contractor's original submitted work schedule, any schedule changes proposed by the Contractor will be submitted to TxDOT at least 15 days prior to the revised or original start date to accommodate the required coordination with TDSHS.

To comply with the latest provisions of Build America, Buy America Act (BABA Act) of the Bipartisan Infrastructure Law, the contractor must submit a notarized original of the TxDOT Construction Material Buy America Certification Form for all items classified as construction materials. This form is not required for materials classified as a manufactured product.

Refer to the Buy America Material Classification Sheet for clarification on material categorization. The Buy America Material Classification Sheet is located at the below link.

<https://www.txdot.gov/business/resources/materials/buy-america-material-classification-sheet.html> for clarification on material categorization.

Item 7 Legal Relations and Responsibilities

Furnish all materials, labor and incidentals required to provide for traffic across the highway and for temporary ingress and egress to private property in accordance with Section 7.2.4 of the standard specifications at no additional cost to the state. Maintain ingress and egress to the adjacent property at all times. Consider this work to be subsidiary to the various bid items of the contract.

The Contractor will be completely responsible for the immediate removal of any material that gets upon any vehicle as a result of their operation.

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State contract mowers will mow the right of way during the growing season. The Contractor will be notified by the Engineer one week in advance of the anticipated time when mowers will be in the limits of the project. Clean the right of way to such a condition that allows the mowing contractors to safely mow.

No significant traffic generator events have been identified in the project limits.

Item 8 Prosecution and Progress

Compute and charge working days in accordance with Section 8.3.3.2.2 Nighttime Work and Daytime Work Requiring Inspector.


Adjoining projects may be in progress during the construction of a portion of this project. Plan and prosecute the sequence of construction and the traffic control plan with adjacent construction projects, if applicable. Manage construction of all phases to minimize disruption to traffic. Notify the Engineer 72 hours in advance of any temporary or permanent lane, ramp or connector affected by closures, detours, or restrictions to lane widths, alterations to vertical clearances or modifications to alignment/radii. Any other modification to the roadway that may adversely affect the mobility of oversized/overweight trucks will require 5 business day advance written notice to the Engineer.

Setting barrier and traffic shifts and moving barrier and traffic shifts will be performed during nighttime hours at all sites on the project. Nighttime hours will be defined as 9:00 PM until 5:00 AM, Sunday night thru Thursday night. Weekend hours will be defined as 9:00 PM on Friday night until 5:00 AM on Monday morning. Ensure all lanes are reopened by 5:00 A.M. No lane, ramp or connector closures will be allowed at any time during the following unless approved in writing: on Good Friday until midnight Easter Sunday, after 7 AM Tuesday before Thanksgiving Day through midnight Sunday after Thanksgiving, after 7 AM December 23 through January 2. One lane in each direction of each travel way is to remain open at all times. Placement of traffic control devices for night or weekend operations will not commence until after the start time and all devices will be removed from the roadway before the finish time. For all travel lanes, ramps, or connector closures, provide information regarding dates, times, typical work hours, type of closure, reason for closure, and expected project duration to the Beaumont Area Office. This information will be provided 72 hours in advance of the closure to the Beaumont Area Office. If approved, the Beaumont Area Office will forward the information to the Public Information Officer for the Beaumont District.

The Contractor shall notify the Engineer at least 24 hours in advance of beginning any work.

Maintain a minimum of one lane open to traffic during construction, unless otherwise approved or as otherwise indicated in the Traffic Control Plans.

Supplemental lighting in addition to lighting on equipment and work vehicles will be required to insure adequate lighting for workers safety and inspection. All supplemental lights are subject to the approval of the Engineer. This is considered subsidiary to the various bid Items of the contract.

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All edges must be backfilled by the end of the day with a 3:1 or flatter slope. No drop offs will be left overnight.

Accrue Contract time charges through the Contractor's completion of the final punch list. Time will not be suspended until all work is completed.

Submit a work schedule to the Engineer at the preconstruction meeting indicating completion dates for each location, and the number of crews required for the completion of the contract within the contract time period. If at any time during the contract the work progress is behind the initial schedule, submit documentation indicating how the project will be accelerated to ensure project completion in the remaining contract time. Provide a sequence of work with an estimated project schedule to the Engineer at the preconstruction meeting. By noon of each Wednesday, provide the Engineer a written outline of the proposed work schedule for the following week. This outline will also list the times and places for any proposed traffic control changes.

Monthly critical path method (CPM) updates are a very important aspect of managing the progress of this project. CPM planning schedule software will be required on this project as stipulated in the special provisions to the plans. An updated electronic schedule will be provided to the Engineer by the tenth day of each month. The Engineer may withhold the monthly estimate if the schedule update has not been received.

For this project, create and maintain the critical path method (CPM) schedule.

Work will not be permitted when impending bad weather or low temperatures may impair the quality of work.

This project will consist of work at multiple site locations.

The construction sequence may be modified as directed and approved.

Working days will be charged during the observed curing times, even if no other work is being performed.

Law enforcement will be considered for this contract under the following conditions unless otherwise directed:

- Work involving controlled access facilities,
- Night work operations that create substantial traffic safety risks for workers and/or road users,
- Major traffic shifts involving high speed (greater than 55 MPH) and/or high volume roadways (ADT exceeds 10,000),
- Traffic shifts at intersections where unexpected or sudden queuing is anticipated,
- Complex intersections where flaggers may not be able to maintain adequate traffic control.

Provide full-time, off-duty uniformed officer(s), with transportation jurisdiction and full police powers in the county or city in which the project is located, during construction as directed by the Engineer. The officer(s) must be able to show proof of certification by the Texas Commission on Law Enforcement Officers Standards. Officer(s) will be paid by force account,

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and must be approved. The vehicle used must be a marked law enforcement vehicle in the city or county where the project is located. Coordinate with local law enforcement and arrange for law enforcement as directed or agreed by the Engineer. Complete the daily tracking form provided by the Department and submit invoices that agree with the tracking form for payment at the end of each month approved services were provided.

It is the Contractor's responsibility to verify locations of all utilities. If apparent conflicts with the proposed improvements are found, the Contractor shall inform the Engineer and request clarification on how to resolve the conflict before proceeding with that portion of the work. Where possible, protect and preserve permanent signs, markers, and designations of underground facilities. If utility damage (breaks, leaks, nicks, dents, gouges, etc.) occurs, contact the utility facility owner or operator immediately.

HURRICANE

In the event of the declaration of a hurricane watch, warning, other severe weather warning or national or state emergency that requires the roadways in the vicinity be used as evacuation routes, cease all work that requires the Contractor's, sub-contractors' or material suppliers' vehicles to enter the stream of traffic on these primary or secondary evacuation routes. This work includes material hauling and delivery, and mobilization or demobilization of equipment.

This project is on a hurricane evacuation route. Furnish at the pre-construction meeting a written plan outlining procedures to suspend work, secure the jobsite and safely handle traffic through and across the project in the event of a hurricane evacuation.

In addition to lane closures, cease work 3 days before hurricane landfall on or near the roadway that adversely impacts the flow of traffic and reduces the capacity of the highway during an evacuation. Prohibit the Contractor's, sub-Contractors' or material suppliers' vehicles from entering or exiting the stream of traffic including material hauling and delivery, and mobilization or demobilization of equipment. When directed, this prohibition will include a reasonable time period for the evacuees to return to their point of origin.

Item 400 Excavation and Backfill for Structures

Cut and restore pavement to the depth and dimensions shown on the plans.

Structural Excavation is a Pay Item for the construction of the following elements: Removal and Replacement of Concrete Abutment Backwalls and wingwalls.

Item 403 Temporary Special Shoring

Submit design calculations and detail sheets bearing the seal of a licensed professional Engineer for all temporary shoring no later than two (2) weeks before beginning work. Do not begin work until the design calculations and detail sheets have been approved. The contractor will be responsible for the complete design, fabrication and removal of the temporary shoring.



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Item 420 Concrete Substructures

At abutment backwall to cap construction joints, use bonding mortar, grout, or epoxy as a bonding agent.

Item 421 Hydraulic Cement Concrete

Entrained air is required in all slip formed concrete (bridge rail, concrete traffic barrier, pavement, etc.), but is not required for other structural concrete. Adjust the dosage of air entraining agent for low air content as directed or allowed.

Item 429 Concrete Structure Repair

Follow guidelines outlined in TxDOT Concrete Repair Manual for appropriate methodologies and maintain a printed copy at the project site when concrete work is in progress.

Item 439 Bridge Deck Overlays

Shot blasting will be required prior to polymer overlay placement to ensure adequate contact with the underlying bridge deck and approaches. Shot blast in accordance with the overlay manufacturer’s recommendations but ensure coarseness is not less coarse than ICRI CSP5 unless approved by the Engineer. Care should be taken to prevent filling in bridge joints. This work will be subsidiary to Item 439. Submit a plan to the Engineer for termination (or taper) of the overlay at bridge ends for approval.

1. Shot blast the deck and clean with high pressure air. Remove all oil and other contaminants.
2. Provide a surface profile with less than ¼” deviation. Areas with a deviation greater than ¼” shall be repaired as a Partial-Depth Deck Repair. Deck repairs are paid for as Item 429, “Concrete Structure Repair.” Concrete repairs shall be allowed to cure and shot blasted prior to the application of the overlay. Test moisture content in concrete repairs to ensure it is below manufacturer’s requirements.
3. Mask existing joints and deck drains.
4. Install Multi-Layout Polymer Overlay per Item 439 “Bridge Deck Overlays.”
5. Reapply roadway striping to match the original striping.
6. Seal joints after placement of overlay.

Item 446 Field Cleaning and Painting Steel

Provide a System II Paint with a Federal Standard 595B #742 color. (Gray appearance coat)

The existing coating to be removed contains high levels of lead and should be treated as hazardous.

Notify the Engineer when distress to steel members is discovered by blasting operations.

Pack rust removal required to facilitate cleaning the existing steel is subsidiary to Item 446.

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Follow all written recommendations as indicated on manufacturer's data sheets including but not limited to shelf Life, mixing and thinning, pot life, handling and storage, recoat windows, thicknesses of coat(s) applied, and curing times between coats. Do not use partial mixes.

Comply with all applicable federal, state, and local regulations related to worker, public, and environmental health and/or safety during paint removal and steel cleaning operations.

Provide copy of Quality Control Plan before beginning work and copies of all quality control documentation prepared in accordance with SSPC certification requirements not more than 24 hours after the completion of each workweek.

Submit containment system methods for approval prior to the pre-job conference. No work may commence until these plans are submitted and approved by the Engineer. Engineer's approval of Contractor's submittals does not relieve Contractor of requirement to comply with project specifications.

Construct containment system for operations in accordance with SSPC Guide 6, "Guide for Containing Debris Generated During Paint Removal Operations." Approval of the constructed containment system is required before cleaning and painting operations begin or restart after a work stoppage.

Containment curtains must be removed from Railroad Construction Clearance Envelopes when painting operations are not in progress as to not obstruct rail traffic to the satisfaction of the Engineer and Railroad.

Containment curtains over roadways must be removed or secured to provide adequate vertical clearance to the satisfaction of the Engineer when painting operations are not in progress.

Final acceptance of the applied paint system occurs at the end of the project. Any defective areas such as: areas with pinholes, blisters, mud cracking, bubbling, peeling; imbedded debris or other contamination; areas with spot, pinpoint, or general rusting; areas where paint has been applied improperly, applied to improperly cleaned surfaces, fails to cure properly, fails to adhere tightly to underlying metal; or areas displaying other evidence that the work is out of compliance with the specification must be repaired or replaced at no additional expense to the Department.

Item 502 Barricades, Signs, and Traffic Handling

Construct all work zone signs, sign supports, and barricades from material other than wood unless approved otherwise. Metal posts, if used, are to be galvanized. Aluminum signs, if used, will meet the following minimum thickness requirements:

<u>Square Feet</u>	<u>Minimum Thickness</u>
Less than 7.5	0.080 inches
7.5 to 15	0.100 inches
Greater than 15	0.125 inches



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Any work being done above travel lanes to substructure of overpass bridges will require those lanes beneath to be closed for traffic safety. Refer to Item 8 – Prosecution and Progress above for allowable times to perform this work.

The Contractor Force Account “Safety Contingency” that has been established for this project is intended to be used 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.

Item 506 Temporary Erosion, Sedimentation, and Environmental Controls

When specified, the Contractor will implement storm water pollution prevention plan measures using the Items listed below as specified in Item 506 and as directed:

Earthwork for Erosion Control, and

Temporary Sediment Control Fence.

The Contractor will designate a clean out area for concrete trucks. No other area will be allowed without approval of the Engineer.

Item 512 Portable Traffic Barrier

Place all portable concrete barriers in a manner such that exposed ends are not facing traffic or are shielded with Crash Cushion Attenuators. In situations where this is not possible, the adjacent lane is to be closed and a truck mounted attenuator will be used to protect the exposed end until appropriate treatment can be provided.

Portable Concrete Traffic Barrier is to be placed a minimum of 2’ from drop-offs to avoid necessity to pin in place. If pinning of barriers is deemed necessary by the Engineer, pinning will be accomplished using a rotary hammer drill. Percussion (star drill) type drilling equipment will not be used.

Item 540 Metal Beam Guard Fence

Provide Type II galvanization metal beam rail elements.

Provide round timber posts.

At the close of work each day, protect the ends of metal beam guard fence in an approved manner, so that no blunt ends are exposed to approaching traffic.

Item 542 Removing Metal Beam Guard Fence

Accept ownership of removed metal beam guard fence and terminal anchors.

Where existing landscaping conflicts with proposed construction, the Engineer may permit the removal of landscaping as necessary to facilitate construction. Removal of existing landscaping

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Control: 0065-05-156, etc.

Highway: US 96, etc.

for this purpose will not be paid for directly, but will be considered incidental to the appropriate bid items.

Item 545 Crash Cushion Attenuators

See standards in the plan set for information describing the attenuator’s details: direction of traffic, design speed, foundation, backup support, backup width, and/or transition options.

Payment for D&OM(VIA)-20, and all required object markers and barrier reflectors on the attenuators will be considered subsidiary to this Item.

Item 658 Delineator and Object Marker Assemblies

Use Type A reflector unit (sheeting) on delineator assemblies attached to concrete barrier.

Mount reflectors on top of the concrete traffic barrier or bridge rail.

Use bolt-on attachment for delineator assemblies attached to guard fence.

Install delineators when directed. This may require installation of delineators on portions of guardrail and bridge rail that is not being repaired in order to maintain consistency with adjacent sections.

MBGF will receive GF2 delineators installed on 100’ maximum spacing.

Item 666 Retroreflectorized Pavement Markings

Furnish Type II drop-on glass beads. Surface preparation is required for all work zone and permanent striping.


Item 677 Eliminating Existing Pavement Markings and Markers

Remove all contaminates and loose material. Consider this work to be subsidiary to the various bid items of the contract.

Remove existing striping without gouging or creating undue groves in existing hot mix overlays. Lightly flail the existing markings to remove the topcoat or raised portion of the existing stripe while leaving the existing striping contained within the pores of the ACP in place. Apply non-reflective, black, non-removable work zone pavement markings, in accordance with Item 662 to cover and fill existing residual striping contained in the pores. Payment for the Item 662 topcoat will be subsidiary to Item 677.

Item 6185

Shadow vehicles with TMA and high intensity rotating, flashing, oscillating or strobe lights are required. Use one TMA preceding every stationary work zone and two TMA’s for mobile operations.

 ADDENDUM #2, 10/24/22, REPLACE SHEET

County: Hardin, etc.


Control: 0065-05-156, etc.

SHEET 9E

Highway: US 96, etc.

In addition to the shadow vehicles with truck mounted attenuator (TMA) that are specified as being required for each bridge site, provide 1 additional shadow vehicle(s) with TMA for TCP (1-1)-18 and (2 – 1) - 18 as detailed on General Note 5 of these standard sheets.

Therefore, 2 total shadow vehicles with TMA will be required for this type of work at each bridge site. The contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMA's needed for the project.

 ADDENDUM #2, 10/24/22, ADDED SHEET