

**ADDENDUM
No. 1**

June 13, 2024

TO BIDDERS: Kennedy Lane & Westlawn Dr. Reconstruction Project

IFB #23-1901-13

BID DATE: June 25, 2024 @ 10AM

Please see below questions and answers concerning the above referenced bid:

1. Can Superpave SP-D be used in place of SMA Type D?
 - Superpave SP-D is acceptable.
2. Requested verification of cement quantities as current quantities seemed high.
 - This percentage of cement can be decreased of 9% to 5%. This would also decrease the weight per square yards of cement from 40 lbs/SY to 30lbs/SY
 - For Kennedy Lane, the 275-6001 Cement quantity can be decreased from 13 TONs to 7 TONs.
 - For Westlawn Dr, the 275-6001 Cement quantity can be decreased from 300 TONs to 166 TONs.
3. Spot treatments of cement along Kennedy may be too small to mix. Could full-depth asphalt be used instead?
 - Acceptable. Contractor to submit design to Engineer for approval before construction.
4. Recommend TMA be LS or lowered as 45 days may be overkill.
 - 45 days was a conservative approach, can be adjusted to 21 days.
5. Clarification on Temporary Erosion item (unit EA) – Would these be sandbags or straw wattle inlet protections?
 - Both sandbags and erosion control logs to be used.
 - Bid Item unit changed to “LS” to encompass all erosion control as necessary.
6. Clarification on Completion Date.
 - If the date of completion is not feasible, contractor may submit construction timeline with their bid for review and approval of alternative timeline.

Attached is the revised Bid Submittal Form (pages 15 to 18) and General Notes (pages 57-62) to be replaced in the IFB.

Angela Humphrey, Public Works & Contracts Department

IN THE SUBMISSION OF THE BID, BIDDER MUST ACKNOWLEDGE RECEIPT OF THIS ADDENDUM; OTHERWISE THE BID MAY NOT BE GIVEN CONSIDERATION. BIDDER MAY ACKNOWLEDGE RECEIPT ON FACE OF BID OR BY RETURNING ONE COPY OF THIS NOTICE.

Signature of Bidder

Name of Company

3. BID SUBMITTAL FORM

3.1 BID SUBMITTAL FORM UNIT PRICE BID CONTRACT

DATE: _____

PROJECT NUMBER: IFB #23-1901-13

Kennedy Lane and Westlawn Drive Street Reconstruction Project

Bid of _____ (hereinafter called Bidder)

To the Honorable Mayor and City Council City of Texarkana, Texas (hereinafter called Owner)

Ladies and Gentlemen:

The Bidder, in compliance with your Invitation to Bid, having carefully examined the plans, specifications, instructions to bidders, notice to bidders and all other related contract documents and the site of the intended work, and being familiar with all of the conditions surrounding the construction of the intended project including the availability of materials and labor, hereby intends to furnish all labor, materials, and supplies; and to construct the project in accordance with the plans, specifications and contract documents, within the time set forth therein and at the price stated below.

The Bidder binds himself on acceptance of his bid to execute a contract and any required bonds, according to the accompanying forms, for performing and completing the said work within the time stated and for the prices stated below.

Public Works Items

Kennedy Lane

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | TOTAL |
|-----------|------------------------------------------------------------------------|--------------------|------|------------|-------|
| 500-6001 | MOBILIZATION | 1 | LS | | |
| 3077-6064 | SUPERPAVE ASPHALT MIX (SP MIXES SP-D) (PG 76-22) (SURFACE COURSE) (2") | 1324 | TON | | |
| 3076-6015 | DENSE-GRADED HOT-MIX ASPHALT (TYP-C) (64-22) (BINDER COURSE) (2") | 54 | TON | | |
| 354-6002 | PLAN & TEXT ASPH CONC PAV (0" TO 2") | 25000 | SY | | |
| 275-6011 | CEMENT TREAT (EXIST MATERIAL) (8") | 482 | SY | | |
| 275-6001 | CEMENT | 7 | TON | | |
| 3077-6075 | TACK COAT (0.12 GAL/SY) | 420 | GAL | | |
| 666-6224 | PAVEMENT SEALER 6" | 12780 | LF | | |
| 666-6226 | PAVEMENT SEALER 8" | 485 | LF | | |
| 666-6228 | PAVEMENT SEALER 12" | 90 | LF | | |
| 666-6230 | PAVEMENT SEALER 24" | 350 | LF | | |
| 672-6009 | REFL PAV MRKR TY II-A-A | 252 | EA | | |
| 666-6231 | PAVEMENT SEALER (ARROW) | 8 | EA | | |
| 666-6232 | PAVEMENT SEALER (WORD) | 3 | EA | | |
| 668-6076 | PREFAB PAV MRK TY C (W) (24") (SLD) | 350 | LF | | |

| | | | | | |
|-----------|--------------------------------------------|------|-----|--|--|
| 666-6042 | REFL PAV MARK TY I (W) 12" (SLD) (100 MIL) | 90 | LF | | |
| 668-6077 | PREFAB PAV MRK TY C (W) (ARROW) | 8 | EA | | |
| 668-6085 | PREFAB PAV MRK TY C (W) (WORD) | 3 | EA | | |
| 6149-6010 | REFLPAV MRK AWT (Y) 6" (SLD) (100 MIL) | 9810 | LF | | |
| 6149-6011 | REFLPAV MRK AWT (Y) 6" (BRK) (100 MIL) | 320 | LF | | |
| 6149-6005 | REFLPAV MRK AWT (W) 6" (BRK) (100 MIL) | 2650 | LF | | |
| 666-6036 | REFL PAV MARK TY I (W) 8" (SLD) (100 MIL) | 485 | LF | | |
| 6001-6001 | PORTABLE CHANGEABLE MESSAGE SIGN | 21 | DAY | | |
| 6185-6002 | TMA (STATIONARY) | 21 | DAY | | |
| 6185-6005 | TMA (MOBILE OPERATION) | 21 | DAY | | |
| 502-6025 | BARRICADES, SIGNS, & TRAFFIC HANDLING | 1 | EA | | |
| 506-6035 | SANDBAGS & EC LOGS FOR EROSION CONTROL | 1 | LS | | |
| S-1 | MISCELLANEOUS CONSTRUCTION ITEMS | 1 | LS | | |

Westlawn Drive

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | TOTAL |
|-----------|------------------------------------------------------------------------|--------------------|------|------------|-------|
| 500-6001 | MOBILIZATION | 1 | LS | | |
| 3077-6064 | SUPERPAVE ASPHALT MIX (SP MIXES SP-D) (PG 76-22) (SURFACE COURSE) (2") | 1822 | TON | | |
| 3076-6015 | DENSE-GRADED HOT-MIX ASPHALT (TYP-C) (BINDER COURSE)(2") | 1279 | TON | | |
| 354-6002 | PLAN & TEXT ASPH CONC PAV (0" TO 2") | 16750 | SY | | |
| 275-6011 | CEMENT TREAT (EXIST MATERIAL) (8") | 3620 | SY | | |
| 275-6001 | CEMENT | 166 | TON | | |
| 3077-6075 | TACK COAT (0.12 GAL/SY) | 450 | GAL | | |
| 666-6224 | PAVEMENT SEALER 6" | 7300 | LF | | |
| 666-6228 | PAVEMENT SEALER 12" | 100 | LF | | |
| 666-6230 | PAVEMENT SEALER 24" | 100 | LF | | |
| 672-6009 | REFL PAV MRKR TY II-A-A | 164 | EA | | |
| 668-6076 | PREFAB PAV MRK TY C (W) (24") (SLD) | 100 | LF | | |
| 6149-6010 | REFLPAV MRK AWT (Y) 6" (SLD) (100 MIL) | 5400 | LF | | |
| 6149-6005 | REFLPAV MRK AWT (W) 6" (BRK) (100 MIL) | 1900 | LF | | |
| 666-6042 | REFL PAV MARK TY I (W) 12" (SLD) (100 MIL) | 100 | LF | | |
| 6001-6001 | PORTABLE CHANGEABLE MESSAGE SIGN | 21 | DAY | | |
| 6185-6002 | TMA (STATIONARY) | 21 | DAY | | |
| | | | | | |

| | | | | | |
|-----------|----------------------------------------|----|-----|--|--|
| 6185-6005 | TMA (MOBILE OPERATION | 21 | DAY | | |
| 502-6025 | BARRICADES, SIGNS, & TRAFFIC HANDLING | 1 | EA | | |
| 506-6035 | SANDBAGS & EC LOGS FOR EROSION CONTROL | 1 | LS | | |
| S-1 | MISCELLANEOUS CONSTRUCTION ITEMS | 1 | LS | | |

Additive Alternative 1

| | | | | | |
|---|---------------------------------------------------------------------------|-------|----|--|--|
| 1 | REMOVE BID ITEM (354-6002) PLAN & TEXT ASPH CONC PAV (0" TO 2") | 41937 | SY | | |
| 2 | PLAN & TEXT ASPH CONC PAV (0" TO 2") (SPLIT 50/50 WITH CITY & CONTRACTOR) | 41937 | SY | | |

Additive Alternative 2

| | | | | | |
|---|---------------------------------------------------------------------------|-------|----|--|--|
| 1 | REMOVE BID ITEM (354-6002) PLAN & TEXT ASPH CONC PAV (0" TO 2") | 41937 | SY | | |
| 2 | PLAN & TEXT ASPH CONC PAV (0" TO 2") (CITY KEEPS 100% RECLAIMED MATERIAL) | 41937 | SY | | |

| | | | | | |
|-----------------------------------|--|--|--|--|--|
| Grand-Total (Public Works) | | | | | |
|-----------------------------------|--|--|--|--|--|

_____ Bidder's Initials

Bidder hereby agrees to commence the work on the above project on a date to be specified in a written "Notice to Proceed" of the Owner and to substantially complete the project by **October 30, 2024**, thereafter as stipulated in the specifications and other contract documents. Bidder hereby further agrees to pay to Owner as liquidated damages the sum of **\$500 per day for 1st 10 working days and \$1000 per day for anything after the 1st 10 working days** in excess of the time set forth herein above for completion of this project, all as more fully set forth in the general conditions of the contract documents.

Bidder understands that the Owner reserves the right to reject any or all bids and to waive any formality in the bidding.

The Bidder agrees that this bid shall be good and may not be withdrawn for a period of **SIXTY (60)** calendar days after the scheduled closing time for receiving bids.

The undersigned Bidder hereby declares that he has visited the site of the work and has carefully examined the plans, specifications and contract documents pertaining to the work covered by this bid, and he further agrees to commence work on or before the date specified in the written notice to proceed, and to substantially complete the work on which he has bid; as provided in the contract documents.

Bidders are required, whether or not a payment or performance bond is required, to submit a cashier's check or certified check issued by a bank satisfactory to the City of Texarkana, or a bid bond from a reliable surety company, payable without

recourse to the order of the City of Texarkana in an amount not less than five percent (5%) of the total amount of the bid submitted as a guarantee that Bidder will enter into a contract, obtain all required insurance policies, and execute all necessary bonds (if required) within ten (10) business days after notice of award of the contract to him

_____ Bidder's Initials

GENERAL NOTES

ITEM 100: Preparing Right of Way

Contractor shall not burn trash, debris, etc. without prior approval from Texarkana, TX Fire Department.

All existing improvements (force main, water main, storm drain pipe, etc.) inside limits of construction to be removed shall be subsidiary to this item, unless otherwise provided for in the bid items.

ITEM 110 & 132: Excavation and Embankment

Compact subgrade in earth cut sections, in accordance with Article 132.3. D.2 (Density Control)

ITEM 110: Excavation

As cut slopes are constructed, round off the tops of back slopes to blend into the natural ground.

Excavation of existing stabilized materials and asphalt paving will be measured and paid for as road excavation. The limits of removal shall be to neat lines and shall be subsidiary to this item. Any excess removal or breakage shall be the responsibility of the contractor to repair in a method approved by the engineer.

Remove abandoned underground utility lines encountered. This work will be subsidiary to the pertinent bid items.

Flare ditches to prevent erosion of the toe of slope in areas of transition from cut to fill.

Excavated materials not meeting the requirements for Type C embankment will be considered waste. Dispose of as directed.

All remaining, suitable excavation will be disposed of on the adjoining property owner's site to the north, per the direction of the engineer.

ITEM 132: Embankment

Test borrow sources and furnish results to the Engineer.

Where fill height is 5 feet or more above natural ground, the specified density will not be required on the first 2 feet of embankment, unless otherwise directed.

Remove deleterious material, organic matter and sediment, etc., from all ponds, lakes, sloughs, channels and existing roadway ditches prior to placement of embankment. This work will be subsidiary to this item.

ITEM 275 – Cement Treatment (Road-Mixed):

Furnish material with an organic content less than 1.0%. The Engineer will test using UV-VIS equipment and procedure determined by TxDOT. Allow two weeks for testing.

Apply all cement in an essentially dust free manner as approved. *(Use this note when cement treated base or subgrade is specified unless told otherwise. Subgrade treatment should be performed when widening ≥ 4 feet.)*

Rates of application of cement for subgrade shown in the plans are for estimating purposes only. Actual rate of application will be determined during construction for each land by the Engineer. The estimated rate of application is 40 lbs/sy. The application rates will be determined by the Engineer. *(Use whenever cement treated subgrade is specified)*

Bituminous patches encountered during treating operations shall be pulverized and blended with the surrounding existing flexible base to the extent that when mixing is complete, and prior to the addition of cement, the total makeup of the blended base will consist of 50% or less reclaimed asphalt pavement. The Engineer may waive density control testing in favor of ordinary compaction at these locations. This work will not be paid for separately but will be considered subsidiary to this bid item. *(Use on rehab projects where we will be treating the existing base)*

Bituminous patches determined by the Engineer to be too large to process will be removed and disposed of by the Contractor. Removal and disposal will not be paid for separately but will be considered subsidiary to the bid item. Replace with material approved by the Engineer. Replacement of material will be considered "extra work" in accordance with Article 9.7. *(Use on rehab projects where we will be treating the existing base)*

Drill or dig one or more holes for thickness measurement, refill, and re-compact material at the location and frequency as directed. This work is considered subsidiary to this item.

Beginning with the final lift of embankment, measure the cross slope during pavement structure operations, at the completion of each land, and prior to covering with another course or lift to ensure that the cross slope is uniform and in compliance with the cross slope shown in the plans. Measure the cross slope at a minimum frequency of one measurement every 100 feet. The number of measurements may be reduced by demonstrating consistently acceptable results, with the approval of the Engineer. Furnish a digital measuring device approved by the Engineer for the measurement of cross slope. Make this measuring device available at the jobsite for the Engineer's use. Report the cross slope to the nearest 0.1%. Record all measurements on an approved form signed and dated certifying correct and submit to the Engineer the next working day for documentation. The Engineer will determine the number of verification measurements.

Moist cure the layer by sprinkling in accordance with ITEM 204, "Sprinkling" until primed or the next successive course is placed. The Engineer will measure the moisture content in the upper two inches of the layer using Tex-115E Part I, Nuclear Gauge Method. When the moisture content at any location within a land is more than 2 percent points below optimum the Contractor will prime or cover with the next successive course within three days unless approved otherwise.

ITEM 354 – Planing and Texturing Pavement:

The City shall retain ownership of material removed under this Item unless otherwise shown in the plans.

Stockpile planed ACP at the following location: *(Contact the AE, Maintenance supervisor and district maintenance in one email and determine if material is wanted and if so where to stockpile.)*

The Contractor may retain up to 265 tons of RAP for recycle into the ACP item(s) for this project. Measurement will be determined by the Engineer. *(To calculate total tonnage multiply calculated tons by a 0.2 fluff factor.)*

Beginning with the final lift of embankment, measure the cross slope during pavement structure operations, at the completion of each land, and prior to covering with another course or lift to ensure that the cross slope is uniform and in compliance with the cross slope shown in the plans. Measure the cross slope at a minimum frequency of one measurement every 100 feet. The number of measurements may be reduced by demonstrating consistently acceptable results, with the approval of the Engineer. Furnish a digital measuring device approved by the Engineer for the measurement of cross slope. Make this measuring device available at the jobsite for the Engineer's use. Report the cross slope to the nearest 0.1%. Record all measurements on an approved form signed and dated

certifying correct and submit to the Engineer the next working day for documentation. The Engineer will determine the number of verification measurements.

ITEM 3076 – Dense-Graded Hot-Mix Asphalt:

Design and produce the job mix formula so that the total percent passing the No. 8 sieve is from 36 to 44 percent. *(Do not use with TY F – There is no longer a TY A in the specification)*

Use aggregate that meets the SAC requirement of **Class Type C** *(Optional when SAC is specified in the bid item – also note that SAC is surface aggregate classification therefore if the mix is not for the surface then this note is unnecessary)*

Department owned RAP may be used. A listing of stockpile locations is available at the Engineer’s office. *(Only when specified by the District Lab)*

Use the Texas Gyrotory Compactor (TGC) to design the mixture. *(Only use when specified by the Pavement Engineer)*

Limit the weight of RAP in the mix to no more than 10%. **(DE approval required)**

The plant is the designated aggregate sampling location, unless otherwise approved by the Engineer.

Add hydrated lime to the aggregate by the following method only: mix in an approved pug mill mixer with damp aggregate containing water at least 2% above saturated surface dry conditions.

Construct longitudinal joints in the surface course as shown in the plans. Construct longitudinal joints in all other courses by tapering the bituminous mat as shown in the plans or providing a 6-inch minimum offset from lift to lift. Extend the tapered portion of the mat beyond the normal lane width. Construct the tapered portion of the mat using an approved strike-off device that will provide a uniform slope and will not restrict the main screed. Apply tack coat to the in-place taper before the adjacent mat is placed. Final density requirements for the entire pavement, including the taper area will not change. Compaction of the initial taper section will be required to be as near to final density as possible. Use a small static roller (approximately 200 lbs.) located immediately behind the paver for pre-compaction of the notched wedge joint. *(For use with multiple joint locations when mat thickness is greater than or equal to 1.5”, include longitudinal joint detail in plans)*

The Engineer will determine the correction when the total thickness of the ACP at any location, is deficient by more than ¼”. Correct by adjusting the profile grade or removing and replacing the pavement structure to the correct grade, lines and thickness as shown on the plans. Correction of defective work will be in accordance with Section 5.3.2, “Correction of Defective or Unauthorized Work”. *(To be used on any project, including concrete pavement, with total ACP thickness greater than or equal to 4”)*

Furnish clean 5-gallon plastic buckets with lids and wire handles for sampling, transporting, and shipping aggregate and base to the District Lab.

Do not use RAS in the final surface course.

Use field sand with a sand equivalent value of at least 35 when sampled and tested in accordance with TEX-203-F.

Provide mixture Type C using PG binder 64-22. *(Optional when type and PG is specified in the bid item.)*

Beginning with the final lift of embankment, measure the cross slope during pavement structure operations, at the completion of each lift, and prior to covering with another course or lift to ensure that the cross slope is uniform and in compliance with the cross slope shown in the plans. Measure the cross slope at a minimum frequency of one measurement every 100 feet. The number of measurements may be reduced by demonstrating consistently acceptable results, with the approval of the Engineer. Furnish a digital measuring device approved by the Engineer for the measurement of cross slope. Make this measuring device available at the jobsite for the Engineer's use. Report the cross slope to the nearest 0.1%. Record all measurements on an approved form signed and dated certifying correct and submit to the Engineer the next working day for documentation. The Engineer will determine the number of verification measurements.

Construct longitudinal joints so that the hot side overlaps the cold side by 0.5 inch minimum at the joint.

For hot-mix items, in place of typical tack material shown in Table 18 under Item 3096, use a tracking resistant asphalt interlayer (TRAIL) material as a tack coat. Approved TRAIL products are found on TxDOT's Material Producer List under Asphalt Interlayer (Tracking Resistant) through <https://www.txdot.gov/business/resources/materials.html>.

There should be little to no evidence of tracking or pickup of the tack coat on the wheels of the equipment as determined by the Engineer. Use approved release agents or misters on equipment tires as necessary.

ITEM 3077 - Superpave Mixtures:

Use field sand with a sand equivalent value of at least 35 when sampled and tested in accordance with Tex-203-F.

The plant is the designated aggregate sampling location, unless otherwise approved by the Engineer.

Construct longitudinal joints in the surface course as shown in the plans. Construct longitudinal joints in all other courses by tapering the bituminous mat as shown in the plans or providing a 6-inch minimum offset from lift to lift. Extend the tapered portion of the mat beyond the normal lane width. Construct the tapered portion of the mat using an approved strike-off device that will provide a uniform slope and will not restrict the main screed. Apply tack coat to the in-place taper before the adjacent mat is placed. Final density requirements for the entire pavement, including the taper area will not change. Compaction of the initial taper section will be required to be as near to final density as possible. Use a small static roller (approximately 200 lbs.) located immediately behind the paver for pre-compaction of the notched wedge joint. **(For use with multiple joint locations when mat thickness is greater than or equal to 1.5", include longitudinal joint detail in plans)**

The Engineer will determine the correction when the total thickness of the ACP at any location, is deficient by more than 1/4". Correct by adjusting the profile grade or removing and replacing the pavement structure to the correct grade, lines and thickness as shown on the plans. Correction of defective work will be in accordance with Section 5.3.2, "Correction of Defective or Unauthorized Work". **(To be used on any project, including concrete pavement, with total ACP thickness greater than or equal to 4")**

Construct longitudinal joints so that the hot side overlaps the cold side by 0.5 inch minimum at the joint.

Furnish clean 5-gallon plastic buckets with lids and wire handles for sampling, transporting, and shipping aggregate and base to the District Lab.

Beginning with the final lift of embankment, measure the cross slope during pavement structure operations, at the completion of each lift, and prior to covering with another course or lift to ensure that the cross slope is uniform and in compliance with the cross slope shown in the plans. Measure the cross slope at a minimum frequency of one measurement every 100 feet. The number of measurements may be reduced by demonstrating consistently acceptable results, with the approval of the Engineer. Furnish a digital measuring device approved by the Engineer for the measurement of cross slope. Make this measuring device available at the jobsite for the Engineer's use. Report the cross slope to the nearest 0.1%. Record all measurements on an approved form signed and dated certifying correct and submit to the Engineer the next working day for documentation. The Engineer will determine the number of verification measurements.

For hot-mix items, in place of typical tack material shown in Table 18 under Item 300, use a tracking resistant asphalt interlayer (TRAIL) material as a tack coat. Approved TRAIL products are found on TxDOT's Material Producer List under Asphalt Interlayer (Tracking Resistant) through <http://www.txdot.gov/business/resources/materials.html>.

There should be little to no evidence of tracking or pickup of the tack coat on the wheels of the equipment as determined by the Engineer. Use approved release agents or misters on equipment tires as necessary.

ITEM 502: Barricades, Signs and Traffic Handling

Maintenance of driveways and intersections will not be paid for directly but is subsidiary to the pertinent bid items.

Maintain access to abutting property at all times using approved materials and methods. Work required to maintain ingress and egress within the limits of this project will not be paid for directly, but is subsidiary to the pertinent bid items.

Restrict the movement of equipment across traffic lanes to an absolute minimum.

Use strobe lights or rotating beacons on all motorized equipment, operating on or adjacent to the road surface.

Place and maintain U.S. mailboxes within project limits in such a manner as to ensure continuous mail service.

ITEM 506: Temporary Erosion, Sedimentation and Environmental Controls

Sprinkle water for dust control. Meet the requirements of Item 204, "Sprinkling" except for measurement and payment. Sprinkling will be considered subsidiary to this Item.

The removal of accumulated silt necessary to maintain proper operation of erosion control devices shall be subsidiary to the pertinent bid items.

The removal of erosion control devices upon final stabilization shall be subsidiary to the pertinent bid items.

The Stormwater Pollution Prevention Plan (SW3P) has been performed. Contractor must complete contact and date information for project in the SW3P and submit all documentation required for a Large Construction Site (NOI, Site Notice, and City Stormwater Permit) to City for Approval. Contractor shall maintain and update SW3P throughout project. All costs associated shall be included in the erosion control bid items.

ITEM 666: Reflectorized Pavement Markings

Mark the lateral locations of pavement markings with pilot lines. Obtain approval of the location and alignment of the pilot lines before application of permanent markings.

Install pavement markings according to Standard Sheet PM (1)-03, the 2012 MUTCD, and as directed.

ITEM 668 – Prefabricated Pavement Marking:

Prefabricated Pavement Markings will be placed at locations as directed. *(Traffic projects)*

ITEM 6149 – All-Weather Thermoplastic Pavement Markings:

A mobile unit will be required to take reflectivity readings, readings will be taken on all lines in both directions. The mobile reflectivity readings will not be paid for separately but will be subsidiary to this bid item. Strict compliance with report output will be exercised in accordance to this general note. Information for each road must be together in the same file and submitted on a USB thumb drive. Submit a table of contents for each USB thumb drive. Each thumb drive will contain a customer interactive report that generates a color-coded map where the user can verify passing and failing sections of roadway. The color-coded map should match the color-coded graphs generated by the data in the computer. The graphs should have a color-coded portion or shaded area representing failing and passing. The map should be standard Google earth maps or equal. Reports need to be in numerical order by reference number, concurrent with direction, labeled and separated by color, and include the posting date. The format will require prior acceptance by the Engineer.

Use a mobile retro reflectometer that is prequalified at the Texas A&M Transportation Institute test facility. The prequalification is at the contractor's expense.

The required values of wet and dry readings will be strictly measured within this contract as per manufacturer's recommendations.

Adjustments to locations of no passing zones will be determined by the City.

Install a seal coat RPM cover or any other method approved on any line having Raised Pavement Markers. Remove and dispose of the covers after the stripe is complete.

Placement of markings in proper alignment will be strictly enforced. Irregular lines placed on both sides of the existing markings or pilot line will not be accepted.

ITEM 6185–Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA):

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.

A total of one (1) shadow vehicle with TMA will be required for work. 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.

A total of two (2) shadow vehicles with TMA will be required for Pavement Marking Operations