



## Request for Proposal, 22MCO596

### In response refer to RFP No. 22MCO596 Addendum 3 and Response to Questions September 13, 2021

Gentlemen/Ladies:

This document contains questions submitted by prospective bidders and responses to those questions. This addendum also includes changes to General Notes and Typical Pavement Sections.

1. Bid item #36 for Mailbox Relocations does not count all mailboxes individually?  
There are 12 mailboxes to be relocated. The mailboxes at STA 259+50 are to be protected in place. Mailboxes relocated are to be on single pole per box. If there are architectural mailboxes there is some leeway there.
2. On the bid item on the Riprap, it is called out as 9" rock and 3". TxDOT has an option for fabric. Can fabric be used instead of sand and if so can a standard be provided?  
This project will require 3" of bedding material below the riprap in accordance with Note 2 in the Stone Riprap detail shown on Sheet 11 and Sheet 34. Filter fabric shall not be bid in place of the proposed bedding material.
3. Would 4" concrete riprap be acceptable and if so can Dunaway provide a bid tab as to bid as alternative?  
Concrete riprap will not be an acceptable alternative for bids on this project.
4. Please Provide a jointing plan for the slab on top of the boxes of the Culvert structure.  
Jointing plan is on Sheet 2 and the stationing has been corrected from STA 23+75- 234+00 to STA 230+75 -234+00.
5. Is the length of the parallel wing wall sufficient or does it need to be extended?  
Yes, the wingwall length is sufficient.
6. Does the headwall go all the way to the top of the roadway surface?  
See Sheet 34 for the proposed top of headwall/wingwall elevations and profile.
7. For culvert structure is there any clearing required outside of the ROW?  
Yes, there is minimal clearing outside the ROW, for grading and installation in the riprap areas.
8. Will digital plans be made available?  
Yes, to the awarded bidder.
9. Is the earthwork quantity net?  
The earthwork is an unadjusted volume from existing ground to proposed finished grade minus the volume of materials imported (i.e. asphalt, concrete, base, culverts, etc.).

10. For the telephone/cable pedestals that are called out to be relocated is that by others?  
Yes, however, it will be the responsibility of the awarded contractor to coordinate with the effected utility owners prior to construction. See the Utility Notes section of the revised General Notes Sheet.
11. What is Bid Item # 17 Flowable backfill for?  
Bid item #17 is for utility protection on utilities that have historically requested flowable backfill.
12. Does the driveway at STA 62 on the trench drain have a liner?  
No, it is intended to be concrete.
13. What size angle iron does the trench drain at STA 62 use?  
The angle iron shall be a minimum 2" for the cover to sit on, and the vertical portion shall be the same thickness as the cover itself (2" x cover thickness).
14. At roughly STA 286 on the Southeast there is driveway with an 18" steel culvert with SET on it which is not shown on the original plan?  
This driveway shall be ignored during bidding and will be coordinated with the awarded contractor.
15. Item 18 in the GENERAL NOTES indicates that the contractor turn in a traffic control and sequencing plan with their bid packet. Is this necessary when sheet 17 (TRAFFIC DETOUR PLAN) indicates clearing what will be required to build the project?  
Contractor will be required to submit a Traffic Control plan that meets MUTCD standards, including the details as shown in the plans, after award. The traffic detour on Sheet 17 is specific to the installation of the drainage structure and does not include the entire project limits. Payment during construction will be dependent on weekly inspections verifying compliance with MUTCD and submitted Traffic Control Plan.
16. General note 15 has to do with the TCP. Is the Texas MUTCD applicable as well?  
Yes, the Texas MUTCD as well as any project specific traffic control sheets and details included in the plans shall be followed.





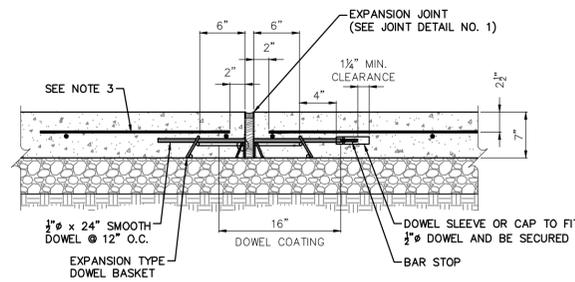
**WARNING TO CONTRACTOR:**  
CALL 811 (TEXAS 811) OR OTHER UTILITY LOCATING SERVICES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY. DUNAWAY ASSOC., L.P. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES OR DEPICTING EXACT LOCATIONS OF UTILITIES ON DRAWINGS.

**CRITICAL:**  
LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND ARE BASED ON PUBLIC RECORDS. THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES, BOTH HORIZONTALLY AND VERTICALLY, BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION.

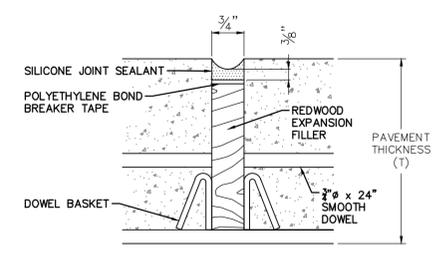
**UTILITY RELOCATION NOTE:**  
IF ANY EXISTING UTILITY POLES, POWER POLES, GUY WIRES, TELEPHONE UTILITIES, ETC. ARE FOUND TO BE IN CONFLICT WITH THESE CONSTRUCTION PLANS, THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY AND COORDINATE THE RELOCATION OF ANY/OR ALL SUCH UTILITIES (NO SPECIAL PAY).

**STATE PLANE COORDINATE NOTE:**  
COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203; ALL COORDINATES, BEARINGS, AND DISTANCES ARE NAD83 GRID VALUES.

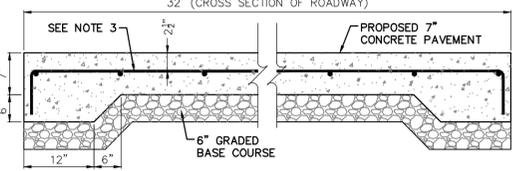
**BENCHMARK:**  
SEE GENERAL NOTES (SHEET 1) FOR DETAILS



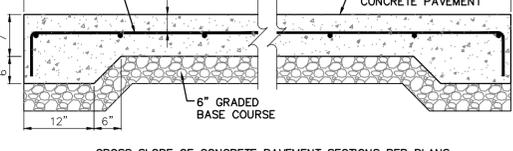
**EXPANSION JOINT**  
NOT TO SCALE  
32' (CROSS SECTION OF ROADWAY)



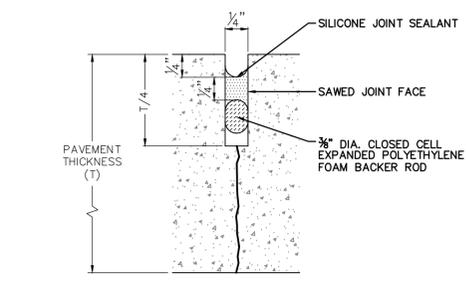
**JOINT DETAIL NO. 1**  
NOT TO SCALE



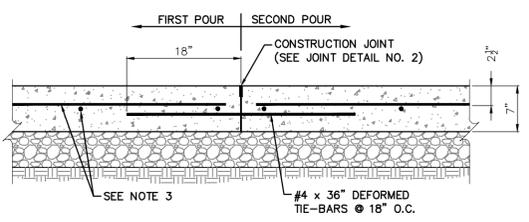
**CONCRETE PAVEMENT TYPICAL SECTION**  
NOT TO SCALE



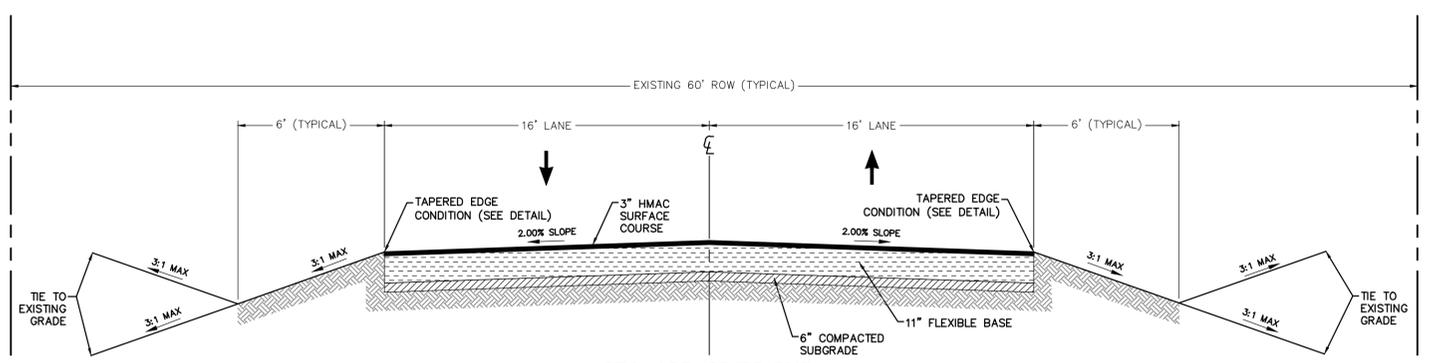
**SAWED DUMMY JOINT**  
NOT TO SCALE



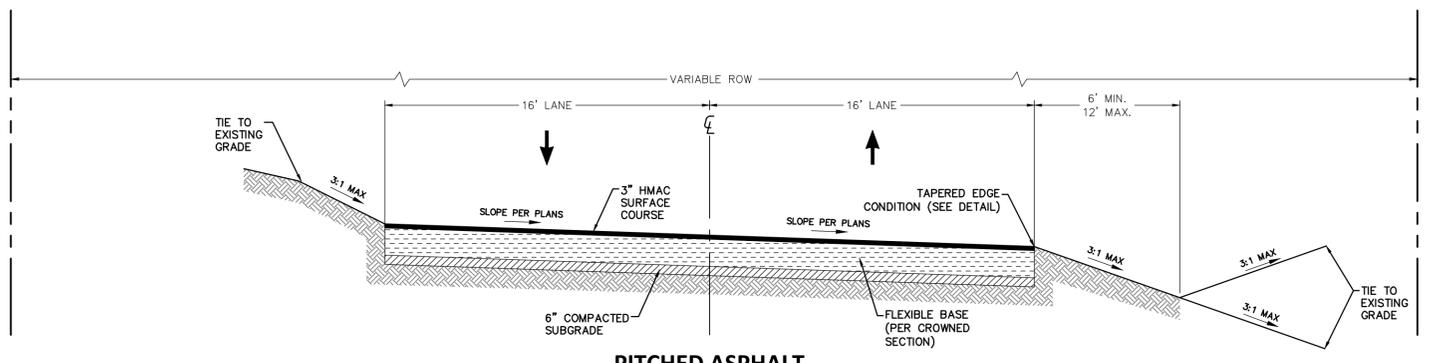
**JOINT DETAIL NO. 2**  
NOT TO SCALE



**CONSTRUCTION JOINT**  
NOT TO SCALE



**STA. 187+62 TO END CROWN ASPHALT PAVEMENT TYPICAL SECTION**  
NOT TO SCALE



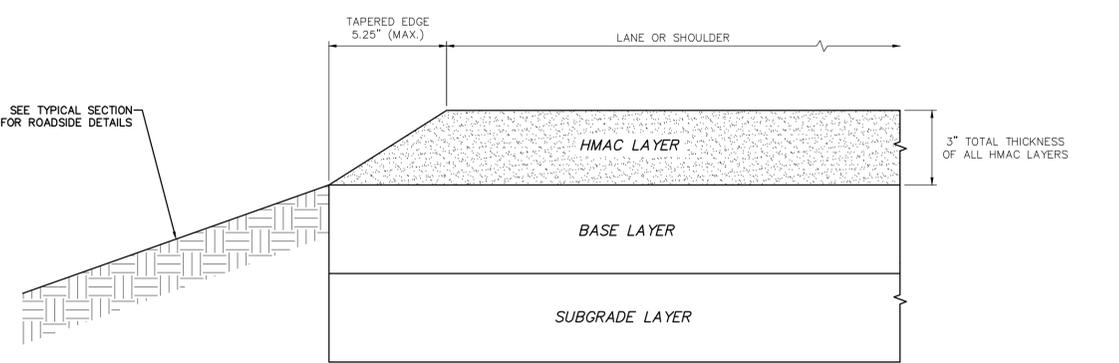
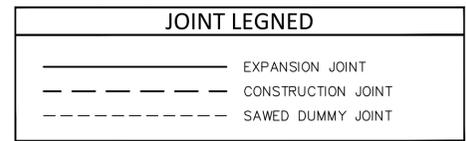
**PITCHED ASPHALT PAVEMENT TYPICAL SECTION**  
NOT TO SCALE

**CONCRETE PAVEMENT AND JOINT NOTES:**

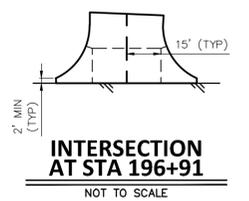
- CONCRETE SHALL BE CLASS "A" AND SHALL HAVE A MINIMUM OF 5 SACKS OF CEMENT PER CUBIC YARD AND A MINIMUM 28 DAY COMPRESSION STRENGTH OF 3000 P.S.I.
- REINFORCEMENT SHALL BE #4 BARS AT 18" ON CENTER EACH WAY.
- FOR DEFORMED BAR SPLICES, LAP BARS 40 DIAMETERS AND TIE.
- ALL DOWELS TO BE PLACED AT 1/2.
- EXPANSION JOINTS TO BE PLACED AS SHOWN NOT TO EXCEED 100' SPACING.
- CONSTRUCTION AND SAWED DUMMY JOINTS SHALL ALTERNATE EVERY 14' TO 17.5' BETWEEN EXPANSION JOINTS, OR AS SHOWN. ROADWAY CENTERLINE SHALL BE A CONSTRUCTION JOINT.
- SAWCUT FOR CONSTRUCTION JOINTS SHALL BE DONE WITHIN 8 HOURS OF POUR OR AS SOON AS CONCRETE CAN SUPPORT WEIGHT. PROVIDE A NEAT CUT WHICH IS TRUE IN ALIGNMENT.
- CONSTRUCTION JOINTS SHALL BE REQUIRED AT THE END OF A DAY'S WORK, UNLESS IT ENDS AT AN EXPANSION JOINT.
- ALL CONSTRUCTION JOINTS SHALL BE CLEANED OF DEBRIS, BLOWN DRY, AND IMMEDIATELY SEALED.
- RADIAL JOINTS SHALL BE NO SHORTER THAN 18".
- ODD SHAPED PANELS SHALL BE REINFORCED WITH #3 BARS AT 18" EACH WAY. AN ODD SHAPED PANEL IS CONSIDERED TO BE ONE IN WHICH THE SLAB TAPERS TO A SHARP ANGLE WHEN THE LENGTH TO WIDTH RATIO EXCEEDS 3 TO 1 OR WHEN A SLAB IS NEITHER SQUARE NOR RECTANGULAR.

**NOTES:**

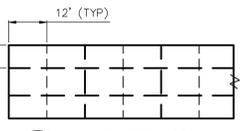
- NATIVE SOILS AND IMPORTED FILL MAY BE USED TO LEVEL THE PROJECT. GENERAL FILL SHALL POSSESS A PLASTICITY INDEX, PI, OF NO MORE THAN 30 AND SHALL HAVE NO LESS THAN 55% PASSING A NO. 200 MESH SIEVE. ALL GENERAL FILL SHALL BE PLACED IN 6-INCH MAXIMUM LIFTS AND SHALL BE COMPACTED TO AT LEAST 95% OF ASTM D698 (STANDARD PROCTOR) WITH MOISTURE CONTENT  $\pm 2\%$  OF OPTIMUM. TESTING FREQUENCY OF ONE TEST PER 300 LINEAR FEET OF ROADWAY PER LIFT.
- SUBGRADE SOILS BENEATH PAVEMENTS SHALL BE COMPACTED THEN PROOF-ROLL TESTED WITH A FULLY LOADED WATER TRUCK OR LOADED DUMP TRUCK. THE PROOF-ROLL TEST IS CONSIDERED PASSING IF SOIL DEFLECTIONS ARE LESS THAN 1/2-INCH WHEN TESTED USING A LOADED DUMP TRUCK (OR SIMILAR). WHEN USING THE PROOF-ROLLED METHOD 100% COVERAGE OVER THE ROADWAY WITH A MINIMUM OF 2 PASSES PER AREA IS RECOMMENDED. ALTERNATIVELY, SUBGRADE VERIFICATION MAY BE PERFORMED USING A NUCLEAR DENSITY GAUGE, WHERE SUBGRADE DENSITY SHALL BE GREATER THAN 95% OF ASTM D698 (STANDARD PROCTOR) WITH MOISTURE CONTENT  $\pm 2\%$  OF OPTIMUM. WHEN USING THE NUCLEAR DENSITY METHOD, TESTING FREQUENCY OF ONE TEST PER 300 LINEAR FEET OF ROADWAY PER LIFT.
- PROPOSED FLEXIBLE BASE MATERIAL SHALL BE CRUSHED ROCK CONFORMING TO TXDOT STANDARD SPECIFICATION ITEM NO. 247, GRADE 1-2 OR BETTER. THE FLEXIBLE BASE MATERIAL SHALL BE INSTALLED IN FOUR TO SIX (4"-6") INCH COMPACTED LIFTS. ADDITIONALLY THE FLEXIBLE BASE MATERIAL IN EACH LIFT SHALL BE COMPACTED TO A MINIMUM OF 98 PERCENT OF THE MATERIAL'S DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR) WITH MINIMUM MOISTURE CONTENT OF  $\pm 4\%$ . ONE TEST SHALL BE PERFORMED EVERY 300 LINEAR FEET OF ROADWAY, APPROXIMATELY ONE TEST EVERY 10,000-12,000 SQUARE FEET OF AREA PER LIFT.
- PRIME COAT SHALL BE PER TXDOT ITEM 310 SPECIFICATIONS.
- PROPOSED ASPHALT IS A TYPE D HMAC THAT SHALL MEET TXDOT ITEM 340 SPECIFICATIONS.
- THESE NOTES AS SHOWN ABOVE ARE PER THE GEOTECHNICAL ASSESSMENT PREPARED BY D&S, WHICH SHALL BE REFERENCED FOR ADDITIONAL INFORMATION AND SPECIFICATIONS. ANY SUBSEQUENT REVISIONS TO THIS ASSESSMENT SHALL GOVERN.
- THE PROPOSED FINISHED GRADE OF ROADWAY IN LOW WATER CROSSING AREAS SHALL MATCH THE EXISTING TOP OF PAVEMENT OR CALICHE UNLESS SPECIFIED OTHERWISE ON THE CORRESPONDING PLAN & PROFILE SHEETS.
- THE TAPERED EDGE CONDITION AT THE EDGE OF PAVEMENT SHALL BE AS SHOWN IN THE TAPERED EDGE CONDITION HMAC PAVEMENT DETAIL. THE SLOPE OF THE TAPERED EDGE SHALL BE 1.75H:1V, WHICH IS 5.25" FOR 3" OF HMAC PAVEMENT. THIS TAPERED EDGE CONDITION SHALL APPLY AT ALL LOCATIONS FOR ALL TYPICAL SECTIONS.



**TAPERED EDGE CONDITION HMAC PAVEMENT**  
NOT TO SCALE



**INTERSECTION AT STA 196+91**  
NOT TO SCALE



**ROAD SECTION STA 230+75 - 234+00**  
NOT TO SCALE

NO.	REVISION	BY	DATE	CHECKED
1	CORRECTED STATIONING	JAS	09/13/2022	JLB
				DESIGNED
				JLB
				DRAWN
				JLB
				CHECKED

<b>MIDLAND COUNTY MIDLAND, TEXAS</b>	SCALE
	HORIZ N/A
	VERT N/A
	DATE
	AUGUST 2022

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
 Tel: 432.699.4889  
 [TX REG. F-1114]

08/10/22  
 STATE OF TEXAS  
 JENNIFER BECKER  
 102960  
 PROFESSIONAL ENGINEER

<b>MIDLAND COUNTY PRECINCT # 1</b> <b>SOUTH COUNTY ROAD 1270 - PHASE 2</b> <b>MIDLAND COUNTY, TEXAS</b>	DA PROJECT B005667.001
<b>TYPICAL PAVEMENT SECTIONS</b>	SHEET <b>2</b>

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