

**LAVACA-NAVIDAD RIVER AUTHORITY  
MODIFICATION OF THE RIVER OUTLET WORKS GATE STRUCTURE**

**ADDENDUM NO. 1**

**A. Section 00100 – Advertisement for Bids**

Paragraph One shall be modified in its entirety as follows:

The Lavaca Navidad River Authority will receive competitive sealed bids for Modification of the River Outlet Works Gate Structure at Lake Texana located in Jackson County, Texas until 2:00 P.M. Central Time, May 15, 2019, at which time all bids will be publicly opened and acknowledged.

**B. Section 01000-2, Section 1.9 – Utility Systems and Traffic Control:**

Section 1.9 shall be modified in its entirety as follows:

**UTILITY SYSTEMS AND TRAFFIC CONTROL:** Where the Contractor's work requires changes in operation of an existing utility system, or where traffic patterns must be interrupted or changed to facilitate the CONTRACTOR's work, the CONTRACTOR shall coordinate with the Texas Department of Transportation (TXDOT) prior to beginning any work and/or installing any traffic control devices. Directions given by TXDOT shall be carefully followed, including requirements for signing, lighting, flagmen, working hours, and all other concerns. CONTRACTOR shall comply with and follow all laws, rules and requirements of the Texas Manual of Uniform Traffic Control Devices (TMUTCD).

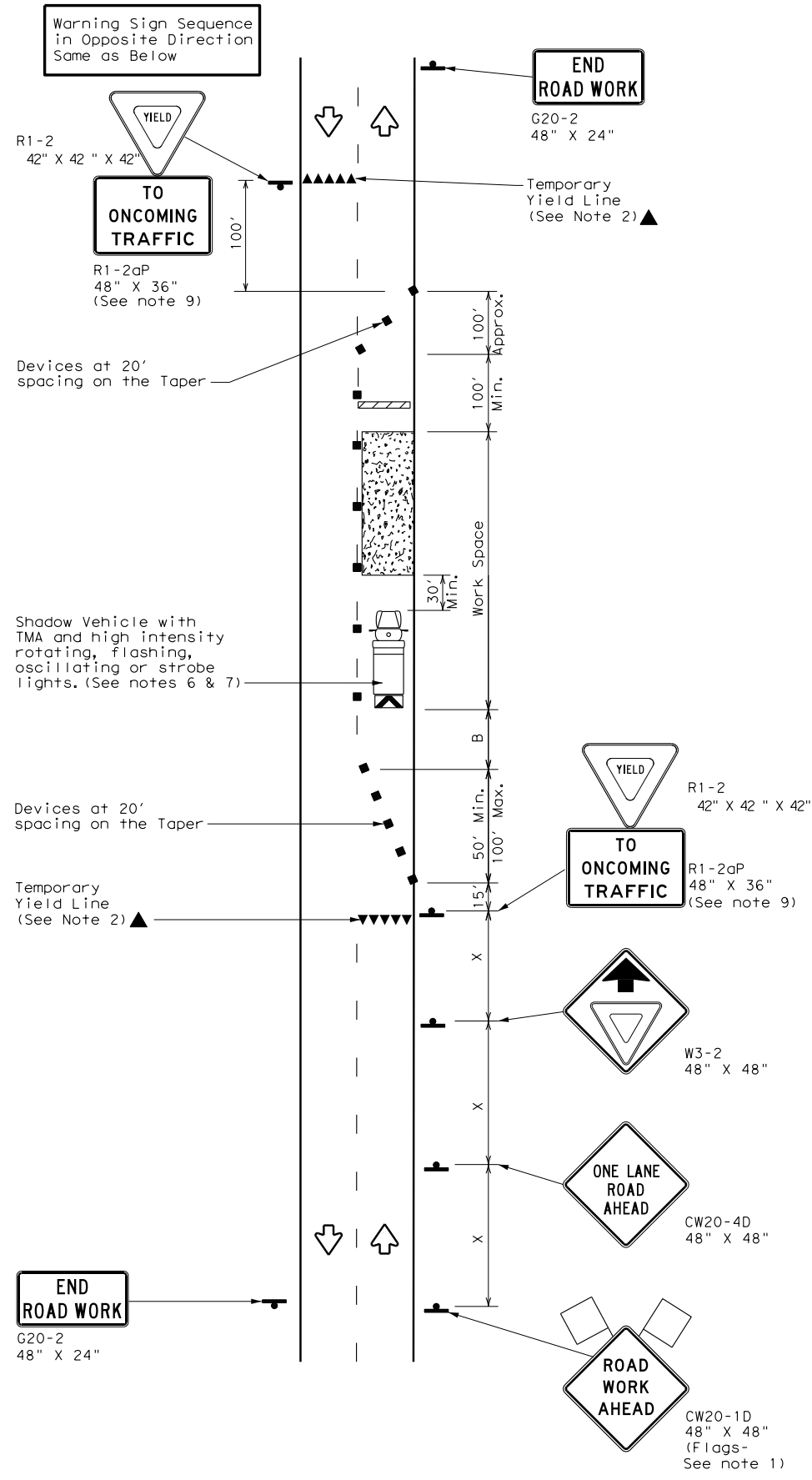
Exhibit A, Traffic Control Plan One-Lane Two-Way Traffic Control, is attached hereto for reference.

**C. Section 00104-2 – Base Bid shall be modified to add Item No. 5 and shall be added to the Base Bid and included in the Bid Base Cost Breakdown:**

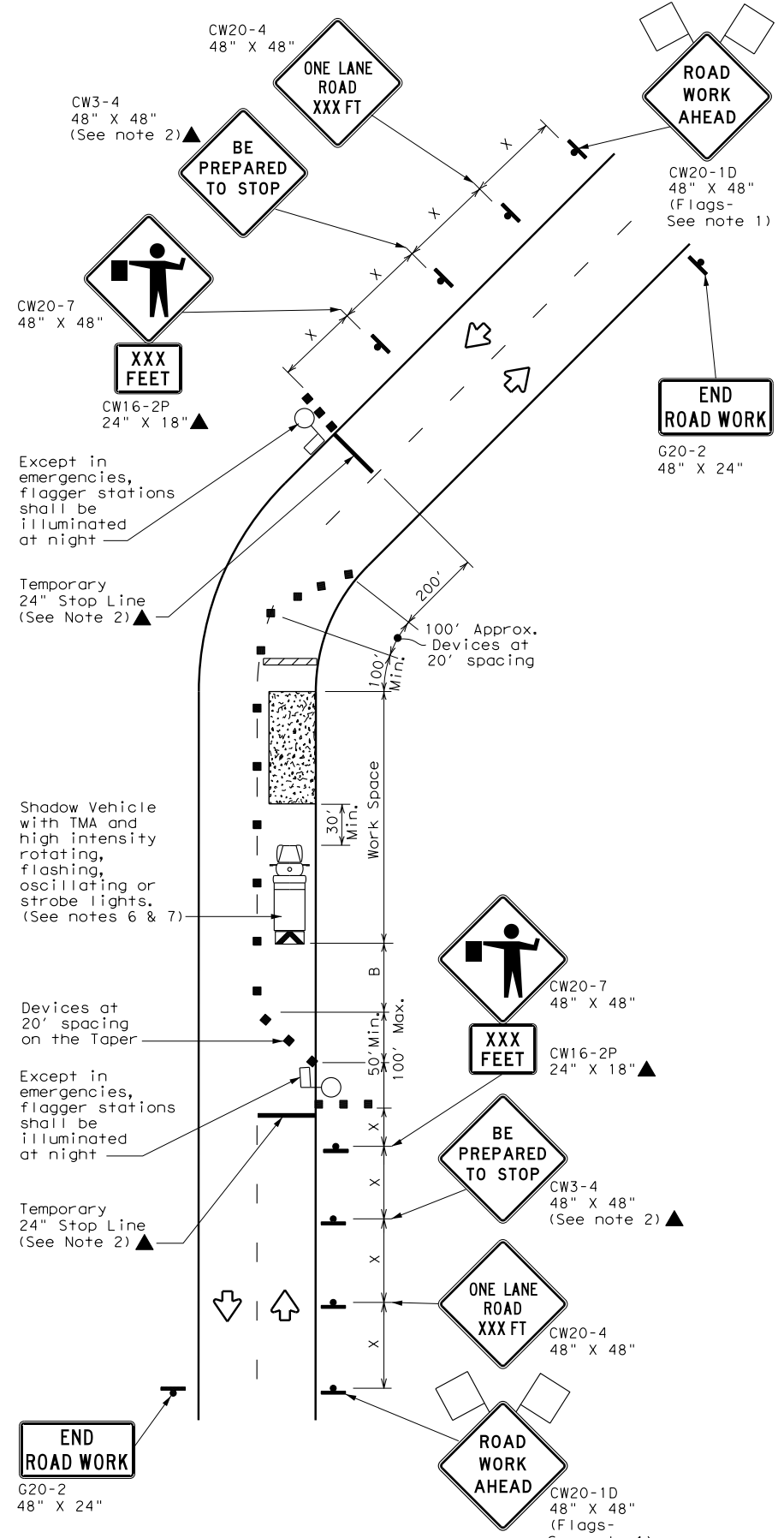
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Item No.	Quantity and Units	Description
5.		Provide barricades, signs, and traffic handling/control as required to perform all work as described in the Specifications and Plans.
<hr/>		
\$		Lump Sum Price (In Figures)
<hr/>		
\$		Lump Sum Price (In Written Words)

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TCP (2-2a)  
2-LANE ROADWAY WITHOUT PAVED SHOULDERS  
ONE LANE TWO-WAY  
CONTROL WITH YIELD SIGNS  
(Less than 2000 ADT - See Note 9)



TCP (2-2b)  
2-LANE ROADWAY WITHOUT PAVED SHOULDERS  
ONE LANE TWO-WAY  
CONTROL WITH FLAGGERS

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS <sup>2</sup> / 60	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

\* Conventional Roads Only  
 \*\* Taper lengths have been rounded off.  
 L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
  - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
  - The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
  - Flaggers should use two-way radios or other methods of communication to control traffic.
  - Length of work space should be based on the ability of flaggers to communicate.
  - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
  - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- TCP (2-2a)
- The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.
  - The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.
- TCP (2-2b)
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
  - If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
  - Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

EXHIBIT A

Texas Department of Transportation

**TRAFFIC CONTROL PLAN**  
**ONE-LANE TWO-WAY**  
**TRAFFIC CONTROL**

**TCP (2-2) - 18**

FILE:	tcp2-2-18.dgn	DN:	CK:	DW:	CK:
© TxDOT	December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS					
8-95	3-03				
1-97	2-12				
4-98	2-18				
DIST	COUNTY	SHEET NO.			

DATE:  
FILE: