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**ADDENDUM NO. 4**

August 16, 2016

TO: ALL PROSPECTIVE BIDDERS

SUBJECT: LAGUNA MADRE WATER DISTRICT  
PORT ISABEL WATERLINE AND VALVE REHABILITATION PROJECT  
LNV PROJECT NO. 150336

Prospective bidders are hereby notified of the following modifications to the contract documents. These modifications shall become a part of the contract documents. All provisions of the contract documents not specifically affected by the Addenda shall remain unchanged.

I. **BIDDING SCHEDULE**

A. **Bid Date Revision**

1. The Bid Date has changed from Wednesday, August 17, 2016 to Thursday, August 18, 2016 at 11:00am. Bids will be read aloud at 11:05am on Thursday, August 18, 2016. The Bid Opening will be held at Laguna Madre Water District, 105 Port Rd., Port Isabel, TX 78578.

II. **PLAN REVISIONS**

A. **TxDOT Detail Sheets**

1. DELETE: Nothing,
2. ADD: New TxDOT Detail Sheets for Long Island Village, (see Attachment No. 1).

III. **QUESTIONS, ANSWERS, AND CLARIFICATIONS**

A. **Bidder's Questions / Answers to Bidder's Questions**

Q1: *Will bypassing be required for Long Island Village?*

A1: **No.** LMWD will isolate the waterline.

B. **General Clarifications**

1. Contractor shall maintain or utilize fencing (existing or temporary, respectively) at the Best Little Warehouse storage facility to ensure facility security is maintained throughout construction.



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Please acknowledge receipt of this addendum in the appropriate place in your revised SECTION A-5 BID PROPOSAL FORM (REV-1).

END OF ADDENDUM NO. 4

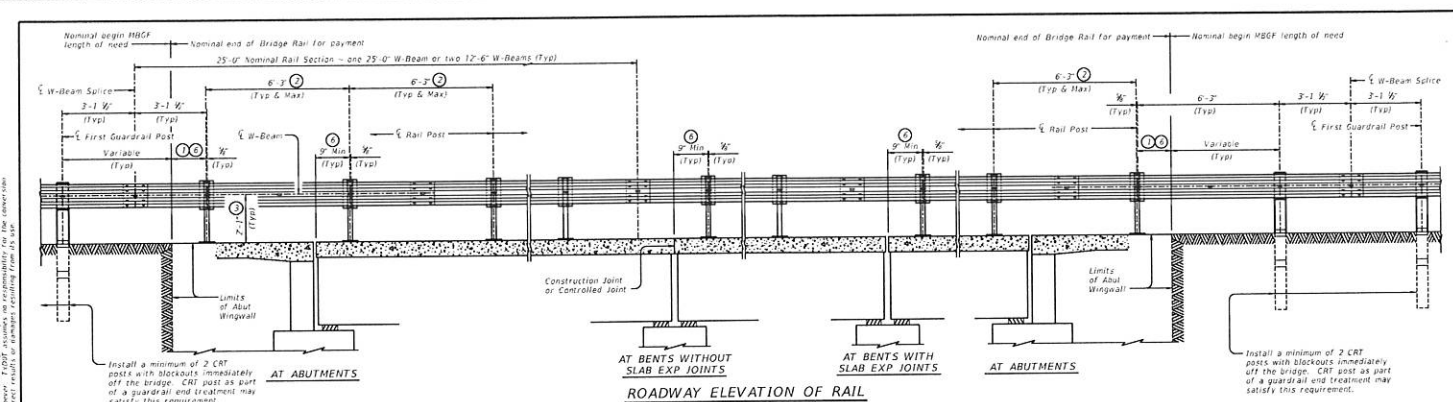
Richard Correa, P.E., C.F.M.  
LNV, Inc.  
TBPE Firm No. F-366



8/16/16

Attachment No. 1 – New TxDOT Detail Sheets

DISCLAIMER: This drawing is prepared by the Texas Engineering Practice, Inc. Be a member of any firm is not a member of the Texas Engineering Practice, Inc. This drawing is not a contract. The user of this drawing is responsible for its proper use and interpretation. The user of this drawing is responsible for its proper use and interpretation.



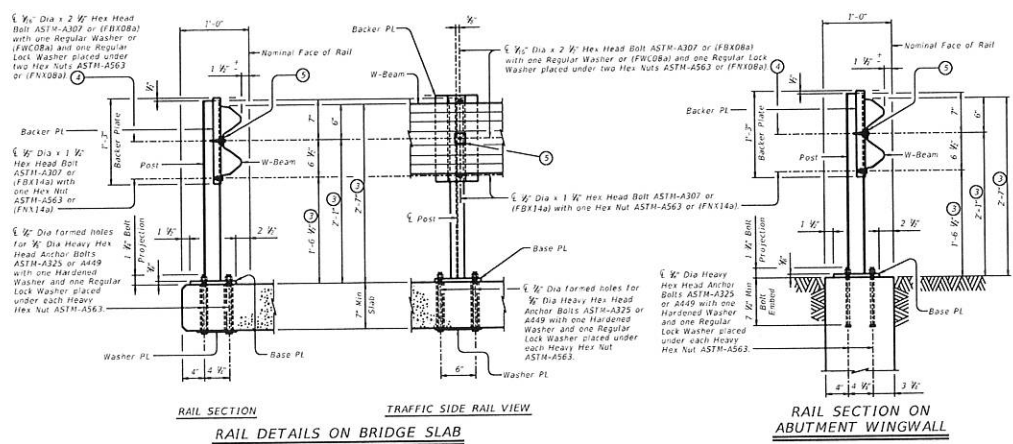
**ROADWAY ELEVATION OF RAIL**

- 1) 9" Min, 5'-9" Max
- 2) Maintain 6'-3" Rail Post spacing wherever possible for use with nominal 25'-0" or 12'-6" W-Beam sections. Symmetry of post spacing on both sides and along the structure is not necessary.
- 3) Increase 2" for structures with overlay.
- 4) Tighten the first hex nut by hand until the top and bottom edges of the W-Beam engage the Backer Plate. Backer Plate should be snug against the post. Then tighten hex nut one revolution with wrench and secure with the second hex nut.
- 5) PL 1/2" x 1 1/2" x 1/4" with 1/2" Dia Hole centered in PL, ASTM-A36, Square Guardrail Washer (PWR01).
- 6) The post nearest to a slab joint or end of structure may be shifted up to 2" in order to satisfy the minimum offset dimension. Drill a new 1/2" Dia hole on the centerline of W-Beam for shifted post. Paint hole with two coats of zinc-rich paint conforming to the item "Galvanizing". All other posts must remain on the typical spacing.

The use of this railing is restricted to speeds of 45 mph or less.

SHEET 1 OF 2

Texas Department of Transportation		Bridge Division Standard	
<b>TRAFFIC RAIL</b>			
<b>TYPE T631LS</b>			
REV	DATE	BY	CHK
0001	06/20/2014	COM	STW
DATE: _____		FILE: _____	

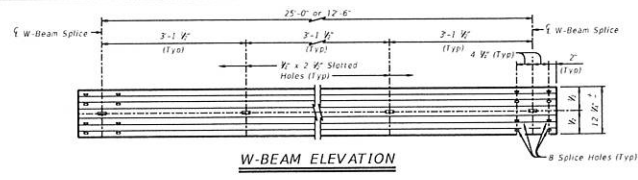


**RAIL SECTION**  
**RAIL DETAILS ON BRIDGE SLAB**

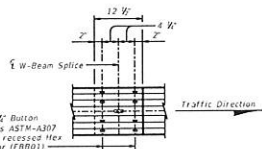
**RAIL SECTION ON ABUTMENT WINGWALL**

DATE: \_\_\_\_\_  
FILE: \_\_\_\_\_

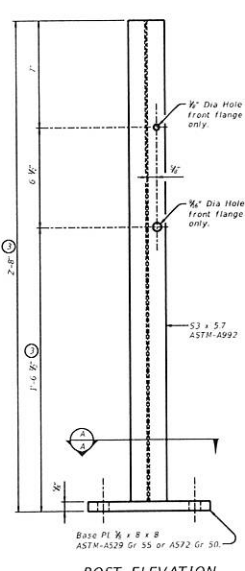
DISCLAIMER: This drawing is prepared by the Texas Department of Transportation. It is intended for use as a guide only. It is not intended to be used as a substitute for engineering judgment. The user assumes all responsibility for the use of this drawing. No warranty is made by TxDOT for any use not intended by the user. No liability is assumed by TxDOT for any use not intended by the user. No liability is assumed by TxDOT for any use not intended by the user.



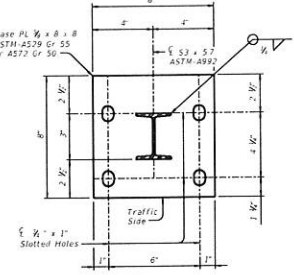
W-BEAM ELEVATION



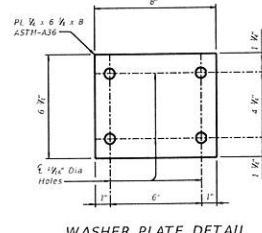
W-BEAM SPLICE ELEVATION



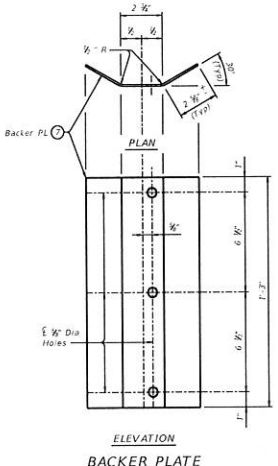
POST ELEVATION



SECTION A-A



WASHER PLATE DETAIL



ELEVATION  
BACKER PLATE

- ① Increase Z' for structures with overlay.
- ② Backer PL 1/2" x 8 x 1'-3" ASTM-A1011 CS or SS Gr 33, or A1008 CS or SS Gr 33 (111 Gage acceptable).

**MBGF AND END TREATMENT NOTES:**  
This traffic railing must be anchored by metal beam guard fence (MBGF) and/or guard fence end treatments. Determine MBGF length of need in accordance with the Roadway Design Manual, unless otherwise specified. The minimum MBGF length of need required for anchoring the railing is: SGI, or DAT plus 12.5' of MBGF, as applicable. Provide C&T joints as shown in "Roadway Elevation of Rail".

**CONSTRUCTION NOTES:**  
Face of rail post must be plumb unless otherwise approved by the Engineer. Post must be perpendicular to adjacent roadway grade. Use epoxy mortar under post base plates if gaps larger than 1/4" exist. Fully anchor guardrail must be attached to each end of rail. A metal beam guard fence transition is not used with this rail. It is recommended to show a Rail Layout with rail posts and W-beam splices. Fabricator must submit erection drawings to the Engineer for approval. Round or chamfer exposed edges of rail post and backer plate to approximately 1/8" by grinding. Shop drawings are not required for this rail.

**MATERIAL NOTES:**  
Galvanize all steel components. Anchor bolts for base plate must be 1/2" Dia ASTM-A325 or A307 bolts with one hardened washer and one regular inch washer placed under each heavy hex nut. Nuts must conform to A563 requirements. W-beam must meet the requirements of Item 540, "Metal Beam Guard Fence" except as modified in the plans. The Contractor may furnish rail elements of 20'-0" or 12'-6" (Nominal) lengths. W-beam must have slotted holes at 3'-1". Some part numbers from the "Task Force 13" Guide to Standardized Highway Barrier Hardware have been furnished for quick reference.

**GENERAL NOTES:**  
This railing has been successfully evaluated by full-scale crash tests to meet ASTM TL-2 criteria. This railing can be used for speeds of 45 mph and less. This rail is designed to deflect approximately 2' to 2' 1/2" as it captures and redirects the errant vehicle. This rail may not be installed on top of or behind curbs that project above finished grade, on bridges with expansion joints providing more than 5' movement, on retaining walls, or on grade separations and interchanges. Repairs to impact damaged post and base plate unit are not permitted. Replace all impact-damaged posts with a new post and base plate unit. Average weight of railing with no overlay: 13 pft total.

SHEET 2 OF 2

Texas Department of Transportation		Bridge Division Standard
<b>TRAFFIC RAIL</b>		
<b>TYPE T631LS</b>		
REV	DATE	BY
0001	JUL 2014	...
0002	JUL 2014	...
0003	JUL 2014	...
0004	JUL 2014	...
0005	JUL 2014	...
0006	JUL 2014	...
0007	JUL 2014	...
0008	JUL 2014	...
0009	JUL 2014	...
0010	JUL 2014	...