



ADDENDUM NO. 3

Owner: Sabine River Authority of Texas

Project: Tulane Road Siphon Replacement RFB 23-0203

Project No.: SRA22674

Addendum No. 3

Addendum Date: February 14, 2023

The following additions, deletions, changes, or clarifications to the proposal documents are hereby made a part of the originally issued documents for the above referenced project as fully and as completely as though the same were included therein. Offerors must acknowledge receipt of this Addendum in the space provided on the Bid Form, Article 5.03.

Approved by: Freese and Nichols, Inc.

Name: April Hurry, P.E.

Date: February 14, 2023



April Hurry 02/14/2023

FREESE AND NICHOLS, INC.
TEXAS REGISTERED
ENGINEERING FIRM
F-2144



1. Replace Sheet G-3 of the drawings with Sheet G-3 which is included herein. Railroad Accommodation Notes were added.
2. Replace Section 01 29 01 "Measurement and Basis for Payment," Paragraph 1.04 R "Item 18 – 72" FRP Pipe (Trenchless Installation)" with the following:
 - R. Item 18 – 72" FRP Pipe (Trenchless Installation)
 1. Measurement for payment is on a linear foot basis. Payment shall be made at the unit price per linear foot proposed for trenchless installation under the UPRR right of way. This item shall consist of providing the applicable length of pipe, number of FRP rings and FWC couplings, internal laminate joints, and all labor and equipment for trenchless installation of the pipe.
 3. The pipe joints made within the trenchless installation zone shall be internally laminated per manufacturer's procedures.
 4. Access to the canal's southern levee via FM 105 may require localized grading and maintenance activities throughout the construction duration to maintain a suitable access path for construction equipment and concrete trucks.

GENERAL NOTES

1.

THE FOLLOWING NOTES ARE GENERAL AND APPLY TO ALL SHEETS OF THESE CONTRACT DOCUMENTS AS IF THEY WERE WRITTEN IN THEIR ENTIRETY ON EACH SHEET.
2.

COORDINATE ALL WORK WITH THE SABINE RIVER AUTHORITY (SRA) DIVISION MANAGER - DAVID WILLIAMS (409) 746-2111.
3.

CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND BONDS PRIOR TO START OF CONSTRUCTION WORK.
4.

CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING MAINTENANCE/ACCESS ROADS AND PROVIDE ALL WEATHER INGRESS AND EGRESS FOR SRA MAINTENANCE AND OPERATOR PERSONNEL AT ALL TIMES.
5.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND BE SUBJECT TO INSPECTION BY THE SRA AND THE ENGINEER.
6.

ELEVATIONS ARE REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) US SURVEY FEET. HORIZONTAL DATUM AND DISTANCES ARE REFERENCED TO TEXAS STATE PLANE NAD83 CENTRAL, US SURVEY FEET
7.

PUBLIC AND PRIVATE UTILITY LINES AND CUSTOMER SERVICE LINES MAY EXIST THAT ARE NOT SHOWN ON THE CONSTRUCTION DRAWINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE, MAINTAIN AND PROTECT THE INTEGRITY OF THESE LINES.
8.

CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERGROUND UTILITY LINES PRIOR TO BEGINNING WORK. CALL 811 AT LEAST 48 HOURS BEFORE PROCEEDING WITH ANY EXCAVATION. CONTRACTOR SHALL IMMEDIATELY NOTIFY SRA AND ENGINEER OF ANY POTENTIAL CONFLICTS BEFORE BEGINNING EXCAVATION.
9.

CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES, UTILITIES, TREES, SHRUBS, FENCES, AND OTHER ADJOINING FACILITIES AND REPAIR OR REPLACE TO ORIGINAL OR BETTER CONDITION DUE TO DAMAGE CAUSED BY CONTRACTOR AT NO COST TO SRA.
10.

RECONSTRUCT ALL DRAINAGE DITCHES DISTURBED BY CONSTRUCTION TO ORIGINAL OR BETTER CONDITION UTILIZING SAME FLOWLINES AND HYDRAULIC CAPACITY FOR STORM WATER SYSTEMS. CONTRACTOR SHALL MAINTAIN FLOW IN DRAINAGE DITCHES AT ALL TIMES. METHODS USED BY CONTRACTOR TO MAINTAIN FLOW IN DITCH MUST BE ACCEPTABLE TO SRA AND ENGINEER.
11.

CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TEMPORARY SLOPE PROTECTION NECESSARY TO PREVENT ALL LEVEE EMBANKMENTS FROM SLOUGHING DURING CONSTRUCTION. TEMPORARY MEASURES ARE TO BE REMOVED WHEN CONSTRUCTION IS COMPLETED. CONTRACTOR'S FAILURE TO ADEQUATELY PROTECT/MAINTAIN SLOPES WHICH RESULTS IN SLOUGHING SHALL BE REPAIRED UNDER SRA DIRECTION AT NO COST TO SRA.
12.

THE CONTRACTOR SHALL NOT DISPOSE OF ANY EXCAVATED MATERIALS WITHIN AN AREA DESIGNED AS BEING WITHIN THE 100-YEAR SPECIAL FLOOD HAZARD AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE FLOOD PLAIN STATUS OF ANY PROPOSED DISPOSAL SITE.
13.

CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING REQUIRED SECURITY TO PROTECT HIS PROPERTY, EQUIPMENT, WORK IN PROGRESS AND COMPLETED WORK.
14.

CONTRACTOR SHALL MAINTAIN THE PROJECT SITE SUCH THAT ACCESS TO THE ENTIRETY OF THE UNION PACIFIC RAILROAD'S FACILITIES IS UNINHIBITED THROUGHOUT THE PROJECT'S DURATION.
15.

THE UNION PACIFIC RAILROAD LINE WILL REMAIN IN OPERATION THROUGHOUT CONSTRUCTION. CONTRACTOR'S WORK MUST REMAIN OUTSIDE OF THE UPRR ZONE OF INFLUENCE AND NOT DISRUPT ITS OPERATION.
16.

CONTRACTOR SHALL PREVENT RUTS OR DAMAGE TO CANAL EMBANKMENTS. ALL INCIDENTAL DAMAGE TO EMBANKMENTS OR GRADES SHALL BE REPAIRED TO REMOVE ALL RUTS AND OTHER DAMAGE CREATED BY EQUIPMENT DURING CONSTRUCTION PROCESS AT NO COST TO SRA.
17.

EXISTING PAVEMENTS, CURBS, SIDEWALKS AND DRIVEWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO IN KIND OR BETTER CONDITION AT NO COST TO SRA.
18.

CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY. THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED OPEN CUT INSTALLATION USING A TRENCH SAFETY PLAN PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TEXAS. THIS TRENCH SAFETY PLAN SHALL BE SUBMITTED PRIOR TO ANY WORK ACTIVITIES. REFER TO SECTION 31 23 33.14 TRENCH SAFETY.

19.

EXISTING STRUCTURES, UTILITIES AND PIPING ARE SHOWN FROM AVAILABLE RECORDS AT THE TIME THIS PLAN WAS PREPARED. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE AND VERIFY THE LOCATION AND DEPTH OF ALL EXISTING STRUCTURES, UTILITIES AND PIPING WITHIN THE CONSTRUCTION AREA PRIOR TO THE BEGINNING OF CONSTRUCTION. ANY DAMAGE TO THE EXISTING STRUCTURES, UTILITIES AND PIPING SHALL BE RESTORED AT NO ADDITIONAL COST TO SRA. IN ADDITION, CONTRACTOR SHALL NOTIFY ENGINEER IF THERE IS A CONFLICT BETWEEN THE CONTRACT DOCUMENTS AND EXISTING CONSTRUCTION BEFORE PROCEEDING WITH WORK.
20.

CONTRACTOR SHALL COMPLETELY REMOVE AND PROPERLY DISPOSE OF ALL FEATURES DESIGNATED FOR DEMOLITION AS INDICATED ON SHEET C-3.
21.

PIPES DESIGNATED TO BE DEMOLISHED SHALL BE COMPLETELY REMOVED, UNLESS OTHERWISE APPROVED BY THE ENGINEER. PIPES ABANDONED IN PLACE SHALL BE EMPTIED, CLEANED OF SILT AND/OR DEBRIS, GROUT FILLED, AS SHOWN ON THE DRAWINGS, AND PLUGGED WITH 3' OF CONCRETE AT EACH END.
22.

DIMENSIONS AND ELEVATIONS RELATED TO EXISTING UTILITIES WERE OBTAINED FROM PREVIOUS CONSTRUCTION/RECORD DRAWINGS. ALL EXISTING DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
23.

ALL DEMOLISHED STRUCTURES AND EXCESS EXCAVATED SOILS BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED AND DISPOSED OF IMMEDIATELY IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND OTHER ORDINANCES. FURNISH WRITTEN VERIFICATION FROM SRA OF THE DISPOSAL SITE AUTHORIZING THE CONTRACTOR TO DISPOSE OF MATERIALS AT THAT LOCATION.
24.

EXISTING CONTOURS IN PLANS ARE SHOWN FOR TERRAIN RELIEF ONLY. ALL ELEVATIONS SHALL BE VERIFIED.
25.

EXCAVATION ADJACENT TO EXISTING UTILITIES TO REMAIN OR CROSSING UTILITIES SHALL BE EXCAVATED BY HAND AND IN SUCH A MANNER AS TO AVOID DAMAGE TO THE EXISTING FACILITIES.
26.

PROPOSED CONTOUR LINES, SPOT ELEVATIONS AND SLOPE INDICATORS REPRESENT FINISHED GRADES.
27.

CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN-UP OF THE SITE AND ADJOINING ACCESS ROADS AFTER CONSTRUCTION EVERYDAY. ALL ACCESS ROADS TO BE RESTORED TO ORIGINAL OR BETTER CONDITION AT NO COST TO SRA.
28.

BURNING TRASH OR DEBRIS AT THE PROJECT SITE IS NOT ALLOWED.

CARE OF WATER

1.

CONTRACTOR IS RESPONSIBLE FOR ALL WATER CONTROL AND DEWATERING NECESSARY TO PROTECT THE PROJECT AREA IN ORDER TO PERFORM PROPOSED WORK IN THE DRY, INCLUDING CANAL WATER, GROUND WATER (STATIC OR PRESSURIZED) AND SURFACE WATER. THIS COULD INCLUDE COFFERDAMS (EARTH, SHEET PILING, PORTADAM SYSTEM, AQUADAM SYSTEM, OR OTHER APPROVED COFFERDAM, DEEP WELLS/WELL POINTS, BYPASS PUMPING, ETC.) TEMPORARY MEASURES SHALL BE REMOVED AT THE END OF CONSTRUCTION OR UNTIL THE TEMPORARY MEASURES HAVE MET THEIR INTENDED PURPOSE.
2.

GROUNDWATER SHALL BE REDUCED TO NO LESS THAN 3-FT BELOW THE BOTTOM OF EXCAVATION OF THE HEADWALL STRUCTURES AT ALL TIMES DURING CONSTRUCTION.
3.

CONTRACTOR TO PROTECT EXPOSED SOILS FROM DESICCATION DURING CONSTRUCTION.
4.

3" THICK LEAN CONCRETE SLABS SHOULD BE INCLUDED BENEATH CONCRETE STRUCTURES.
5.

A MINIMUM FLOW OF 20 MGD SHALL BE MAINTAINED AT ALL TIMES BY CONTRACTOR. METHOD USED BY CONTRACTOR TO MAINTAIN FLOW IN SRA CANAL MUST BE SUBMITTED TO ENGINEER AND SRA FOR APPROVAL. ANY CHANGE OR DEVIATION TO APPROVED METHOD MUST BE RESUBMITTED AND APPROVED BY SRA.

STORMWATER POLLUTION PREVENTION PLAN

1.

THE CONTRACTOR SHALL CONTROL EROSION AND SEDIMENTATION PER APPLICABLE JURISDICTIONAL PERMITS, LAWS, AND REGULATIONS.
2.

CONTRACTOR SHALL PROVIDE TEMPORARY STRUCTURAL OR NON-STRUCTURAL STORMWATER PROTECTION AND POLLUTION PREVENTION MEASURES (SWPPP) THROUGHOUT THE PROJECT SITE WHERE REQUIRED. METHODS USED BY CONTRACTOR TO MAINTAIN FLOW IN DITCH AND PROVIDE SWPPP MEASURES MUST BE ACCEPTABLE TO SRA AND THE ENGINEER.

3.

THE CONTRACTOR SHALL MINIMIZE TURBIDITY IN WATERWAYS DURING ALL PHASES OF THE PROJECT. THE CONTRACTOR SHALL EMPLOY ADEQUATE METHODS TO ENSURE MINIMUM TURBIDITY FROM NEAR AND LONG-TERM EROSION FROM FILLS, SPOIL, AND DEVEGETATED AREAS DURING AND FOLLOWING CONSTRUCTION.
4.

CONTRACTOR SHALL RE-ESTABLISH THE GRASS AND MAINTAIN IT IN ALL AREAS THAT ARE DAMAGED OR DISTURBED BY CONSTRUCTION ACTIVITIES UNTIL SUCH TIME THAT THE GRASS IS FULLY GROWN AND ABLE TO PROVIDE EROSION PROTECTION FROM STORMWATER RUNOFF WITHOUT THE ASSISTANCE OF ANY TEMPORARY SWPPP MEASURES.
5.

THE CONTRACTOR SHALL NOT BE ALLOWED TO EXCAVATE LEVEE/EMBANKMENT MATERIAL TO INSTALL EROSION AND SEDIMENT CONTROL DEVICES.

SEQUENCE OF CONSTRUCTION NOTES

1.

PROPOSED CONSTRUCTION SEQUENCE IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR MAY PROPOSE AN ALTERNATIVE SEQUENCE OF CONSTRUCTION FOR APPROVAL BY SRA AND THE ENGINEER. ANY WORK DONE BY CONTRACTOR PRIOR TO CONSTRUCTION SEQUENCE APPROVAL WILL BE AT CONTRACTOR'S OWN RISK.
2.

EXISTING WESTERN PIPES TO REMAIN IN PLACE AND OPERATIONAL UNTIL PROPOSED PIPES ARE OPERATIONAL. CONTRACTOR MAY REQUEST 10 HOUR SHUTDOWN OF FLOWS DURING CONSTRUCTION FOR PROJECT WORK AS APPROVED BY SRA.
3.

UPSTREAM AND DOWNSTREAM CONSTRUCTION TO BE PERFORMED CONCURRENTLY.
4.

COFFERDAMS SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TEXAS AND SHALL BE SUBMITTED TO SRA AND THE ENGINEER FOR APPROVAL.
5.

CANAL SYSTEM TESTING NOTES: FILL PROPOSED CULVERTS BY PUMPING AT A MAXIMUM FLOW RATE OF 500 GALLONS PER MINUTE TO EVACUATE AIR FROM SYSTEM. FILL PROPOSED CANAL SECTION WITH WATER TO 90% FULL AND ALLOW IT TO REMAIN FOR 48 HOURS.
6.

FOR PROPOSED SEQUENCE OF CONSTRUCTION, SEE SHEETS C-9 AND C-10.

RAILROAD PIPELINE OR CULVERT ACCOMMODATION NOTES

1.

THE PROPOSED PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES. THIS INCLUDES TEMPORARY CONSTRUCTION CONDITIONS WHICH MAY OBSTRUCT OR RE-ROUTE SURFACE DRAINAGE WITH UPRR RIGHT-OF-WAY.
2.

THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD.
3.

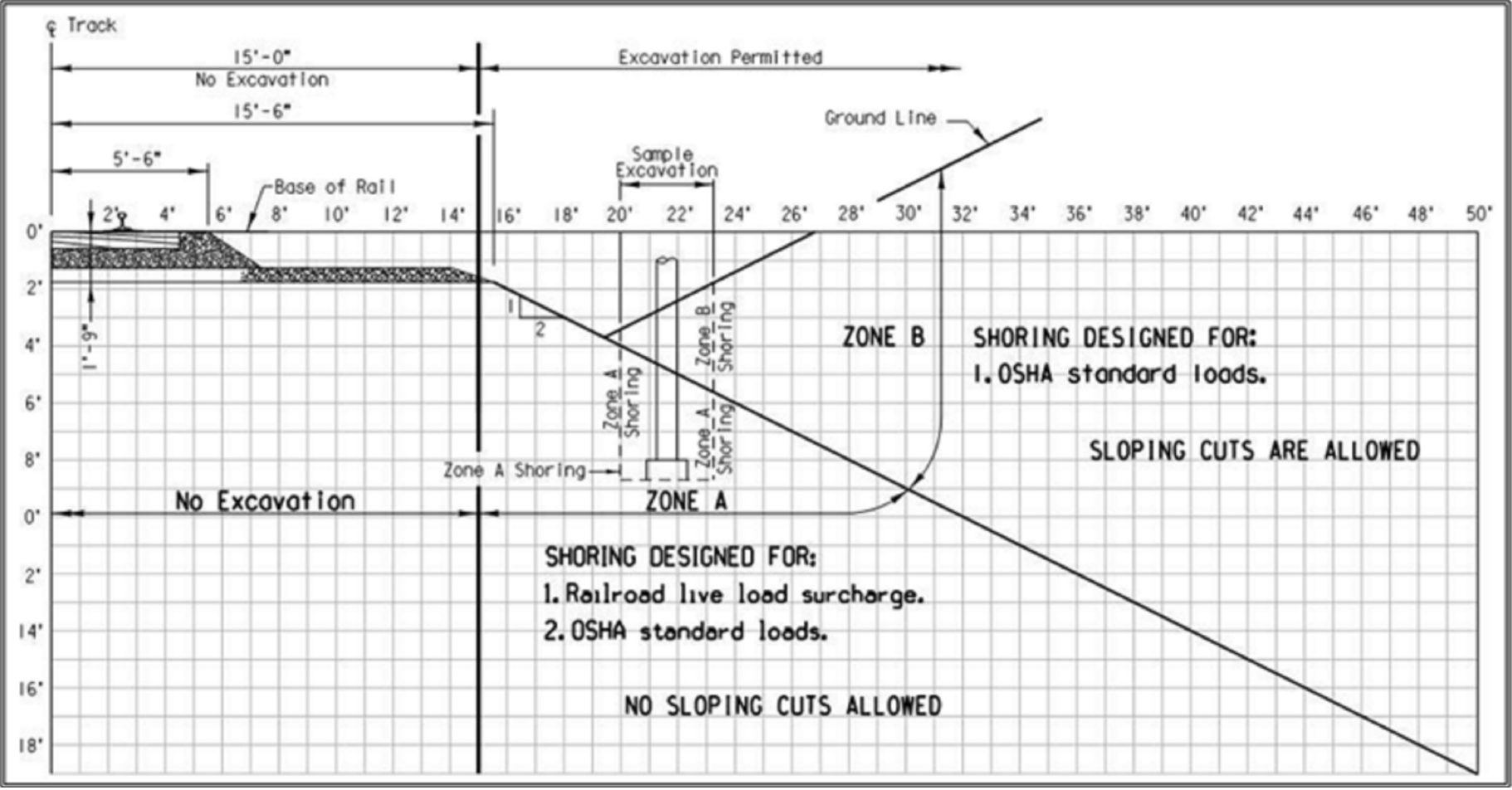
REGARDLESS OF UNDERLYING LAND OWNERSHIP, ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD'S OPERATIONS AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT UPRR-BNSF GUIDELINES FOR TEMPORARY SHORING. THE METHOD OF SHORING PERMISSIBLE IS DEPENDENT UPON THE AVAILABILITY OF TRACK WINDOWS, IF ANY.
4.

THE CONTRACTOR SHALL SUBMIT AND PROVIDE SUFFICIENT SAFETY MEASURES WHICH PROTECT UNATTENDED EXCAVATIONS TO THE RAILROAD FOR APPROVAL.
5.

ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE RAILROAD'S DEMOLITION GUIDELINES. DEMOLITION ACTIVITIES SHALL BE DESIGNED TO CAUSE NO INTERRUPTION TO THE RAILROAD'S OPERATION, ENABLING THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENTS. THE METHOD OF DEMOLITION PERMISSIBLE IS DEPENDENT UPON THE AVAILABILITY OF TRACK WINDOWS, IF ANY.
6.

RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.
7.

THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING CULVERT AND PIPELINE CONSTRUCTION REQUIREMENTS WHILE WITHIN THE RAILROAD'S RIGHT-OF-WAY.



- a.

THE BORING OPERATION SHALL PROGRESS THROUGH ZONE A AND UNDER TRACK PER DIRECT COORDINATION WITH ADAM WAGNER, UPRR MANAGER TRACK MAINTENANCE. ANY TIME BORING OPERATION PAUSES, THE LEADING PIPE SHALL BE SUPPORTED AND SECURELY BLOCKED, WITH NO PRESENCE OF VOIDS, TO PREVENT SETTLEMENT WITHIN ZONE A AND UNDER TRACK.
- b.

THE FRONT OF THE PIPE SHALL BE PROVIDED WITH MECHANICAL ARRANGEMENTS OR DEVICES THAT WILL POSITIVELY PREVENT THE AUGER FROM LEADING THE PIPE SO THAT NO UNSUPPORTED EXCAVATION IS AHEAD OF THE PIPE WHILE WITHIN ZONE A AND UNDER THE TRACKS.
- c.

THE AUGER AND CUTTING HEAD ARRANGEMENT SHALL BE REMOVABLE FROM THE WITHIN THE PIPE IN THE EVENT AN OBSTRUCTION IS ENCOUNTERED AND NEEDS TO BE REMOVED.
- d.

THE OVER-CUT BY THE CUTTING HEAD SHALL NOT EXCEED THE OUTSIDE DIAMETER OF THE PIPE (PLUS COATING) BY THAT APPROXIMATELY 1/2 INCH, GROUTING OR OTHER METHODS APPROVED BY THE RAILROAD, SHALL BE EMPLOYED TO FILL SUCH VOIDS.
- e.

THE FACE OF THE CUTTING EDGE SHALL BE ARRANGED TO RESTRICT AN OTHERWISE FREE FLOW MATERIAL LEADING TO OVER-EXCAVATING MATERIAL AHEAD/ABOVE THE PIPE.
- f.

WORK PLANS AND DESCRIPTION OF THE EQUIPMENT TO BE USED SHALL BE SUBMITTED TO THE RAILROAD FOR APPROVAL AND NO WORK SHALL PROCEED UNTIL SUCH APPROVAL IS OBTAINED.
- g.

WORK PLANS SHALL DETAIL ALL CONTINGENCY MEASURES REQUIRED TO ELIMINATE DISRUPTIONS TO RAILROAD OPERATIONS.
8.

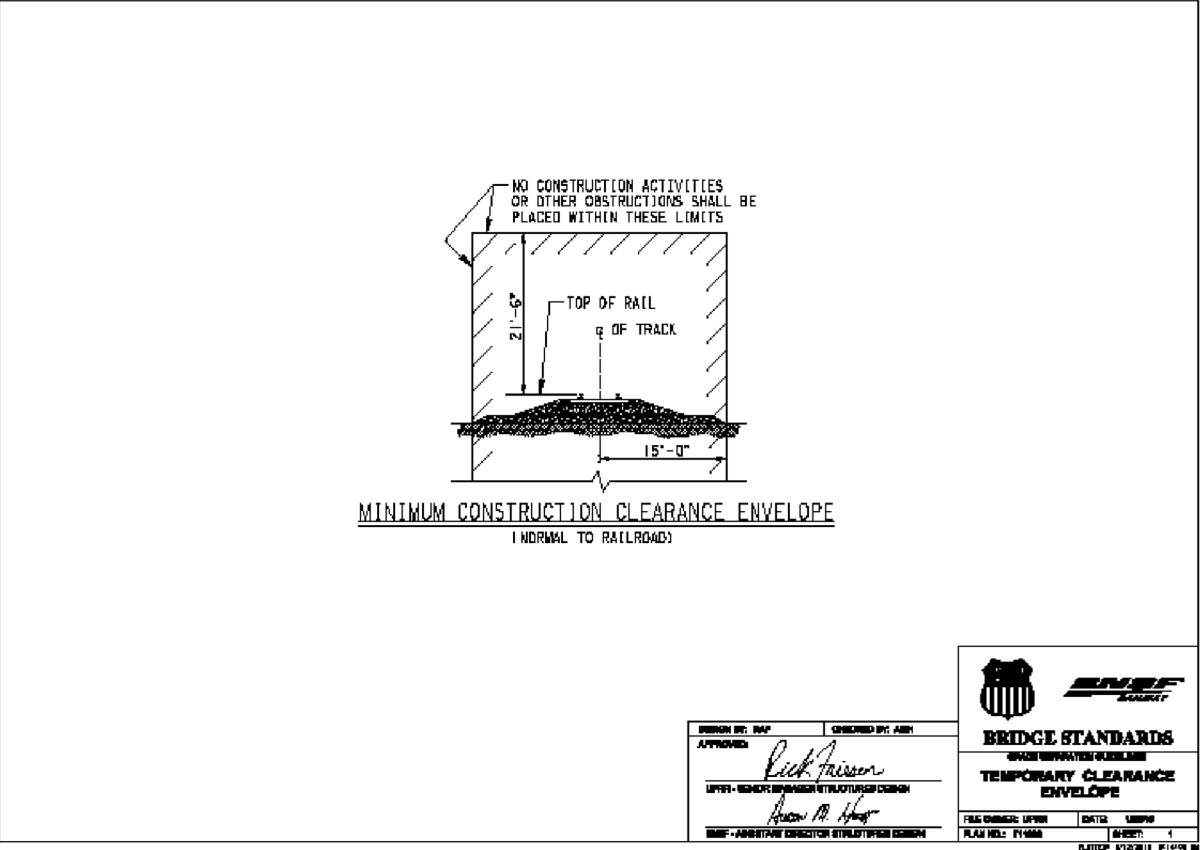
THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.
- a.

THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION AND AT PROJECT CLOSING.
- b.

AS DEEMED NECESSARY BY THE RAILROAD, CONTINUOUS MONITORING MAY BE REQUIRED AS WELL AS MONITORING FOR 14 DAYS AFTER THE INSTALLATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH MONITORING AND RESTORING THE TRACK PROFILE AS NECESSARY.
- c.

ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD.
10.

THE CONTRACTOR MUST SUBMIT THEIR UTILITY ABANDONMENT PLAN WHICH COMPLIES WITH THE CURRENT UPRR GUIDELINES FOR ABANDONMENT OF SUBSURFACE UTILITY STRUCTURES TO THE RAILROAD FOR REVIEW.



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SABINE RIVER AUTHORITY
TULANE ROAD SIPHON REPLACEMENT

GENERAL

GENERAL NOTES

VERIFY SCALE		Bar is one inch on original drawing. If not one inch on this sheet, adjust scale.	FILE NAME GN-ALL-OA-NOTE.dwg	CHECKED	AAH
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NO.	ISSUE	BY	DATE	F&N JOB NO.	SRA22674
				DATE	02/13/2023
				DESIGNED	JMW
				DRAWN	KAM
				REVISED	

SHEET
G-3

ISSUED FOR BID

SEQ.
3 OF 25