

**ADDENDUM NO. 1**  
**JULY 25, 2025**

**PROJECT: CITY OF MARFA  
STREET IMPROVEMENTS**

**BID DATE: JULY 29, 2025 AT 2:00 PM**

The following changes and/or additions shall be made to the Plans, Specifications, and Contract Documents for the above referenced project. Bidder shall acknowledge receipt of this Addendum by signing below and returning this Addendum with the Bid.

**1) GENERAL**

Jacob & Martin will be providing construction staking, construction phase materials testing, and resident project representative (RPR) observation for the construction project, at the direct cost of the City of Marfa and at no direct cost to the Contractor, except for the following conditions: (1) additional expenses due to conditions resulting in liquidated damages or (2) additional expenses required from rework, such as restaking. Jacob & Martin shall be notified 1-week prior to staking needs or the beginning of construction. See the construction notes on sheet 02 of the plans. Per section 01 02 01 of the specifications, the Contractor has the “full responsibility for providing a completed project of high quality, first class finish and appearance and satisfactory for operation, all within the apparent intent of the plans and specifications.” Therefore, construction staking, materials testing, and RPR will be provided for the project at no cost to the contractor and feedback from these services will be given to the contractor, but the quality of the execution of the work is the responsibility of the contractor.

**2) PLAN SHEETS**

Sheets 20, 21, and 22 are hereby revised to require Type D Hot Mix at a compacted thickness of 1.5”, 165#/SY. Revised Sheets 20, 21, and 22 are attached.

**3) SPECIFICATIONS**

Section 32 01 01 ASPHALTIC CONCRETE SURFACE: Item 1.1 “General” of the specifications is hereby revised to require Type D Hot Mix at a compacted thickness of 1.5”, 165#/SY. Revised specification section 32 01 01 is attached.

**4) BID SCHEDULE**

The Bid Schedule has been revised to include 1.5” Type D HMAC to reflect the changes of this addendum. The quantities, which are listed as SY, did not change.

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**Bidder's Acknowledgment**

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**Date**

**Prepared by:**

**JACOB | MARTIN**

**TBPE Firm No. 2448**



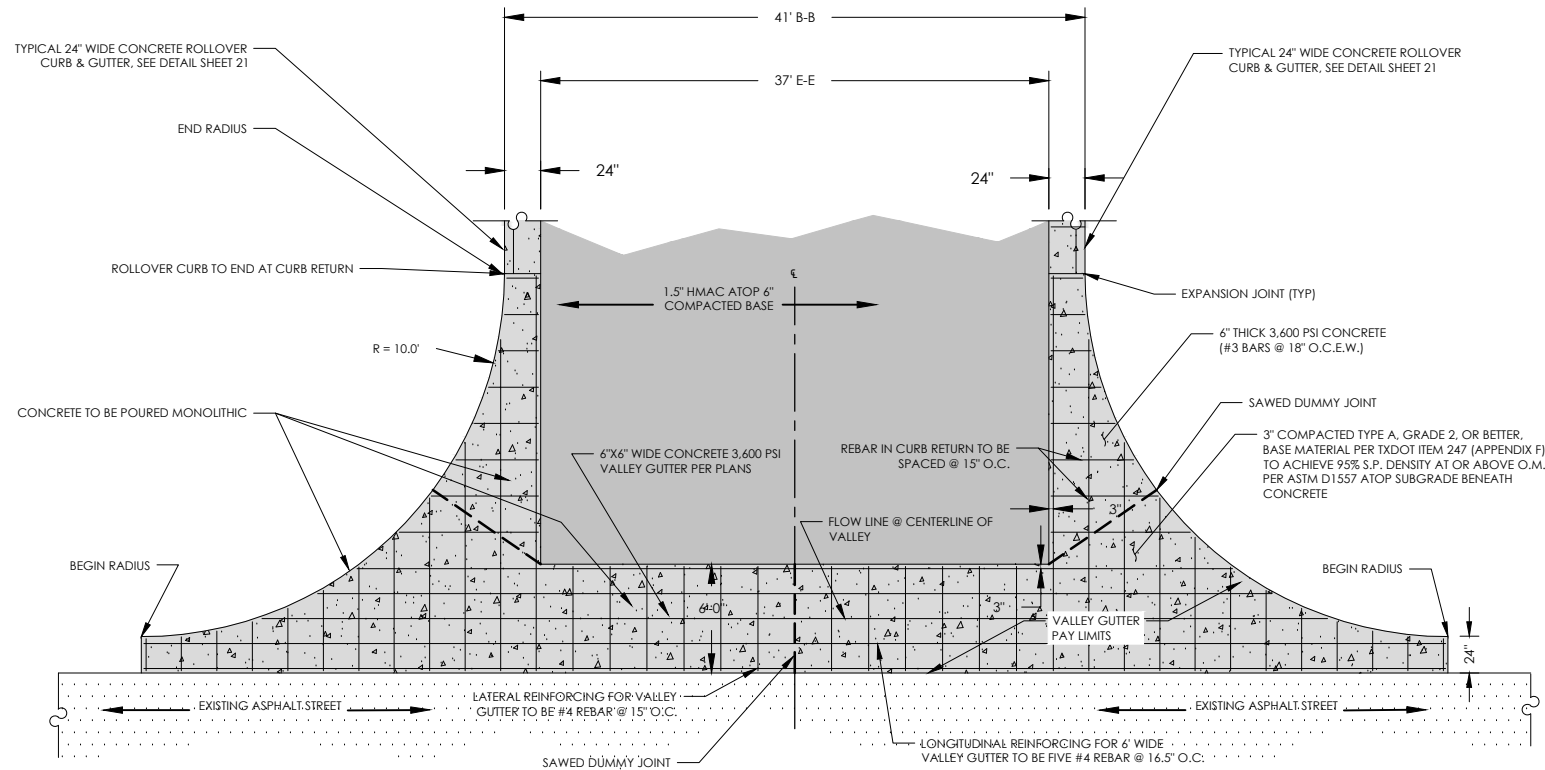
**7-24-25**

Plotted by: emma meek Plot Date: 7/24/2025 4:34 PM

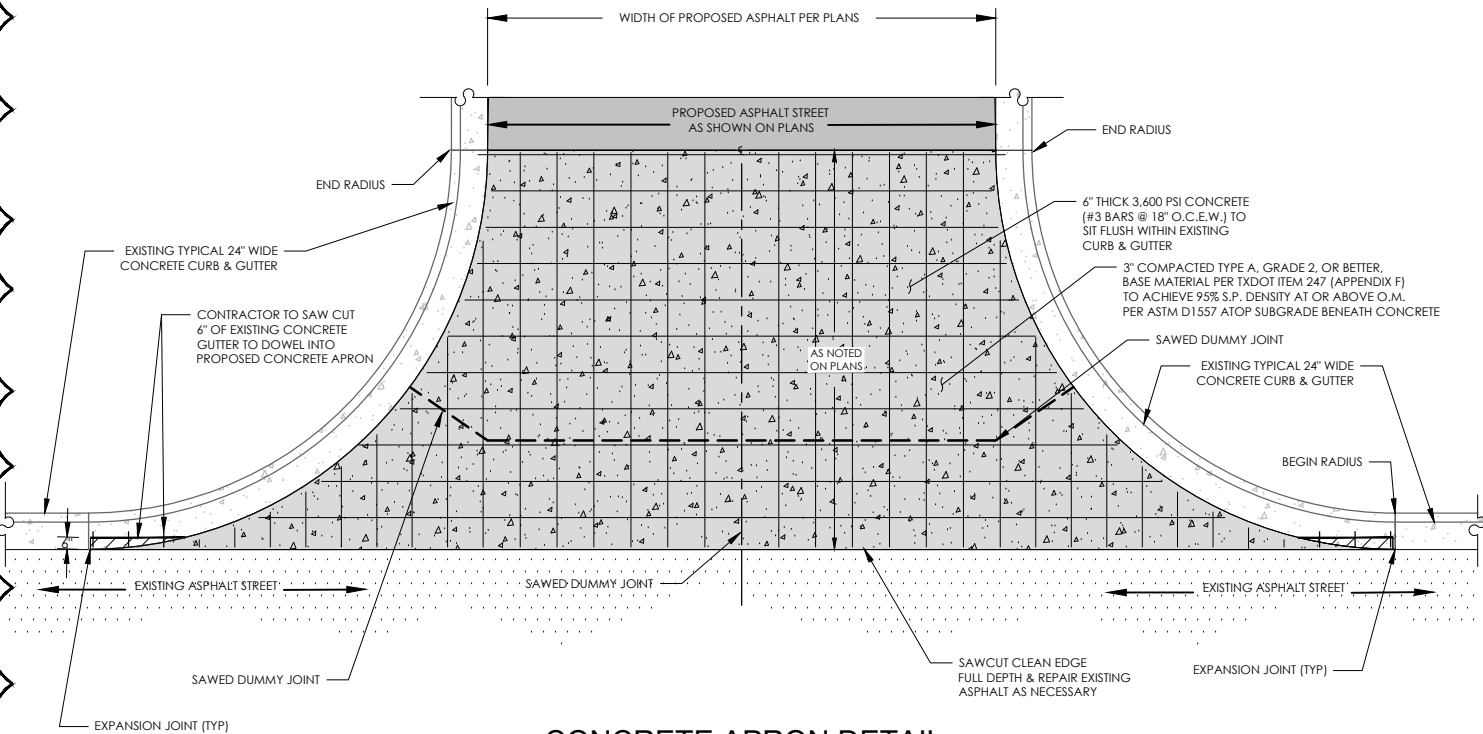
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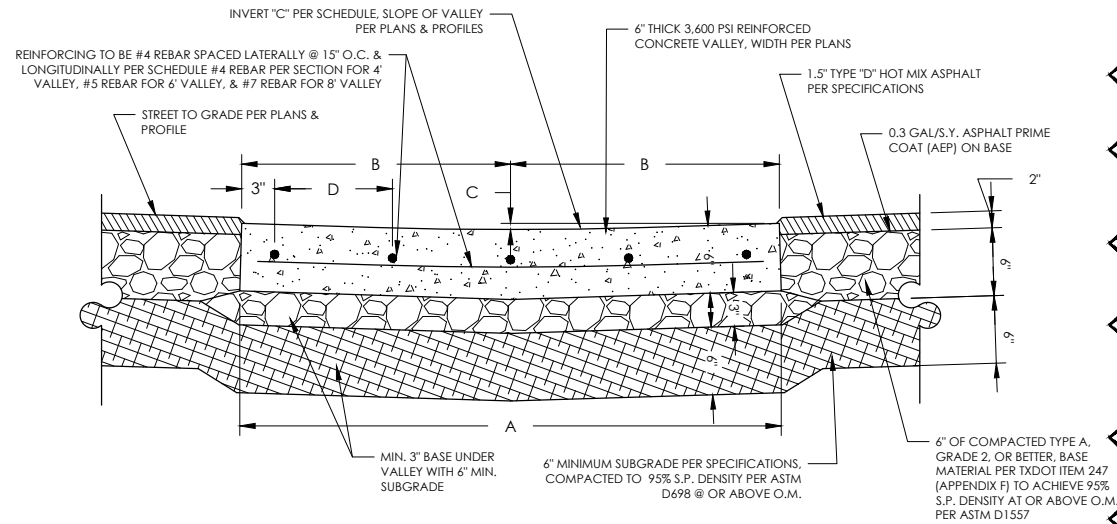


3RD ST / AUSTIN ST INTERSECTION DETAIL  
N.T.S.

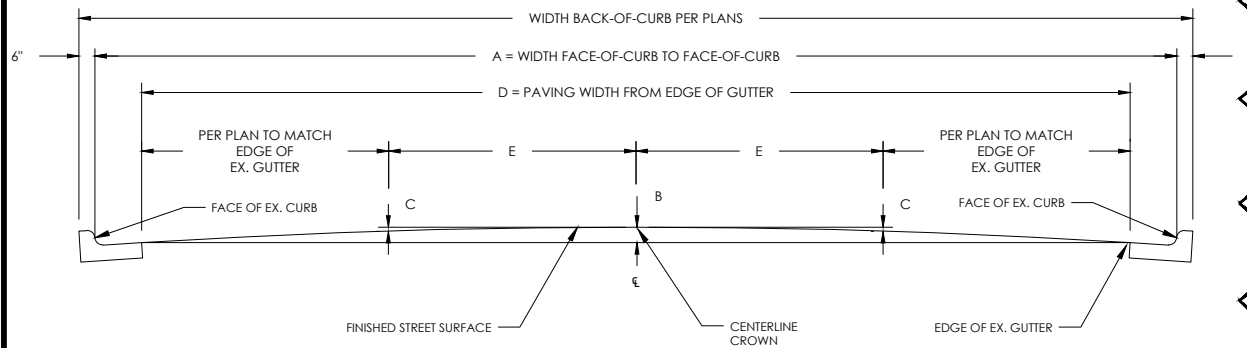


CONCRETE APRON DETAIL  
N.T.S.

VALLEY DIMENSION SCHEDULE			
A	4'-0"	6'-0"	8'-0"
B	2'-0"	3'-0"	4'-0"
C	3/8"	1/2"	3/4"
D	10 1/2"	16 1/2"	22 1/2"



CONCRETE VALLEY SECTION  
N.T.S.



TYPICAL CROWN DETAIL  
N.T.S.

STREET CROWN SCHEDULE						
STREET	A = WIDTH (FACE OF CURB)	B = TOC @ COR	C = CROWN @ 1/4 POINT	D = PAVING WIDTH	E = WIDTH @ 1/4 POINT	WIDTH BACK OF CURB
3RD ST	PER PLAN	PER PLAN	0.18'	PER PLAN	9'-3"	PER PLAN
RUSSELL ST	PER PLAN	PER PLAN	0.20'	PER PLAN	12'-6"	PER PLAN

NOTE:  
STREET CROWN TRANSITIONS SHALL BE 50' MINIMUM.



ISSUED FOR BID

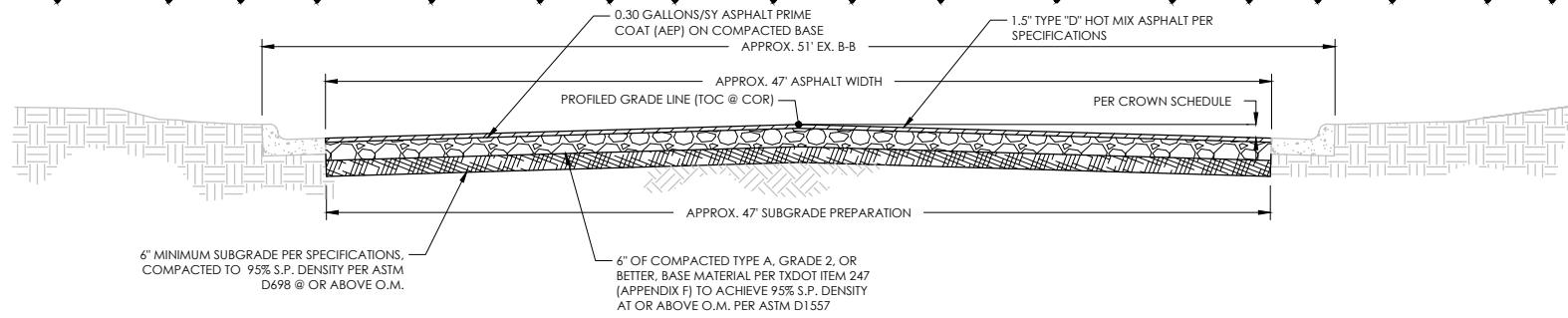


CITY OF MARFA  
STREET IMPROVEMENTS

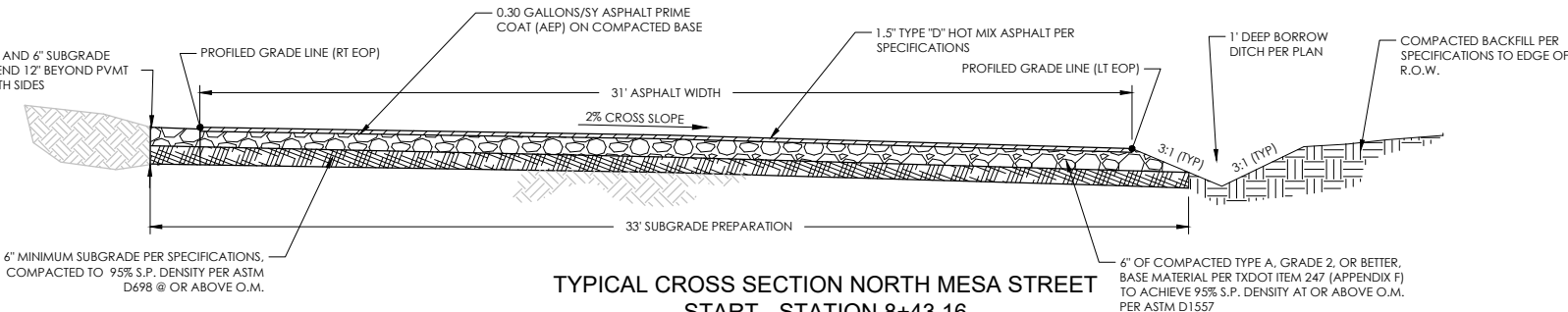
PAVING DETAILS

NO.	REVISION	DATE	PROJECT #	SCALE	SHEET
1	SEE ADDENDUM 1	07/24/2025	24178	N/A	22
BARS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.					24

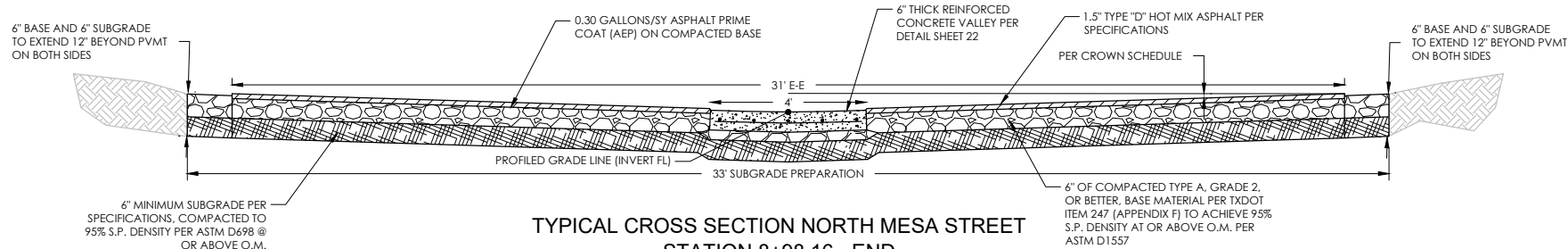
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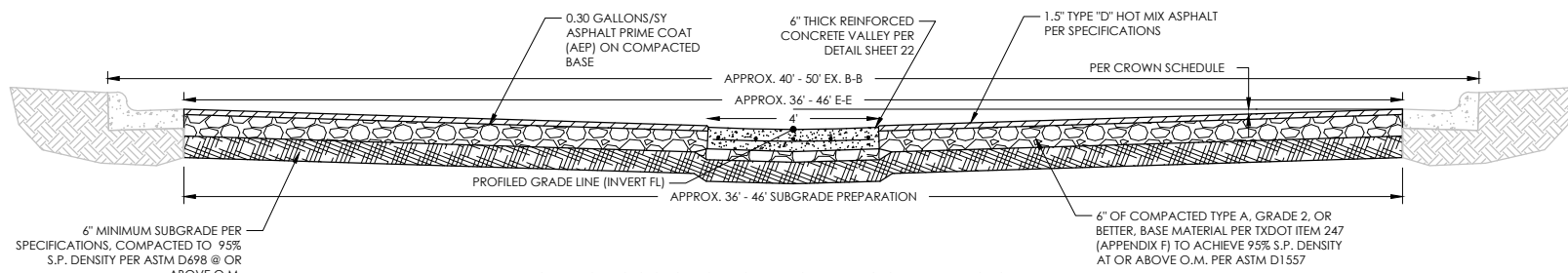
TYPICAL CROSS SECTION RUSSELL STREET  
N.T.S.



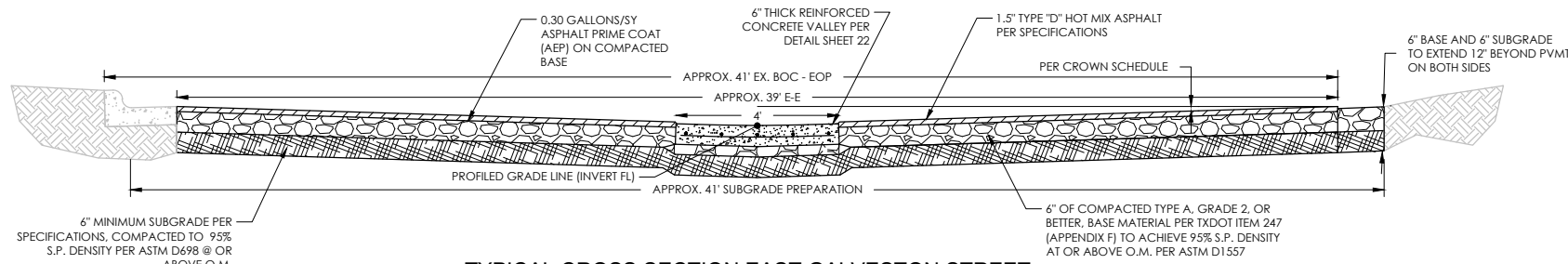
TYPICAL CROSS SECTION NORTH MESA STREET  
START - STATION 8+43.16  
N.T.S.



TYPICAL CROSS SECTION NORTH MESA STREET  
STATION 8+98.16 - END  
N.T.S.



TYPICAL CROSS SECTION NORTH GONZALES STREET  
N.T.S.



TYPICAL CROSS SECTION EAST GALVESTON STREET  
N.T.S.

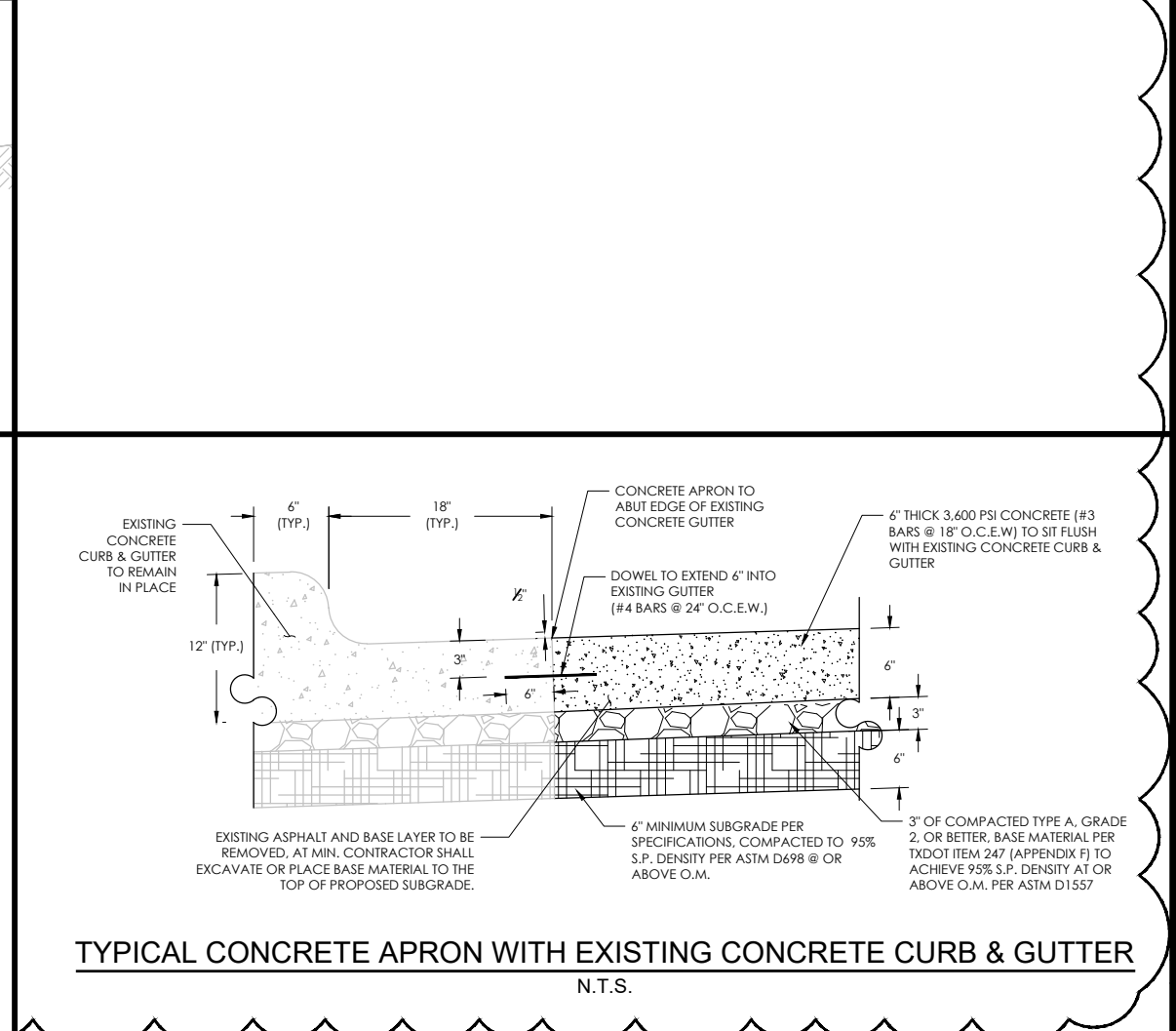
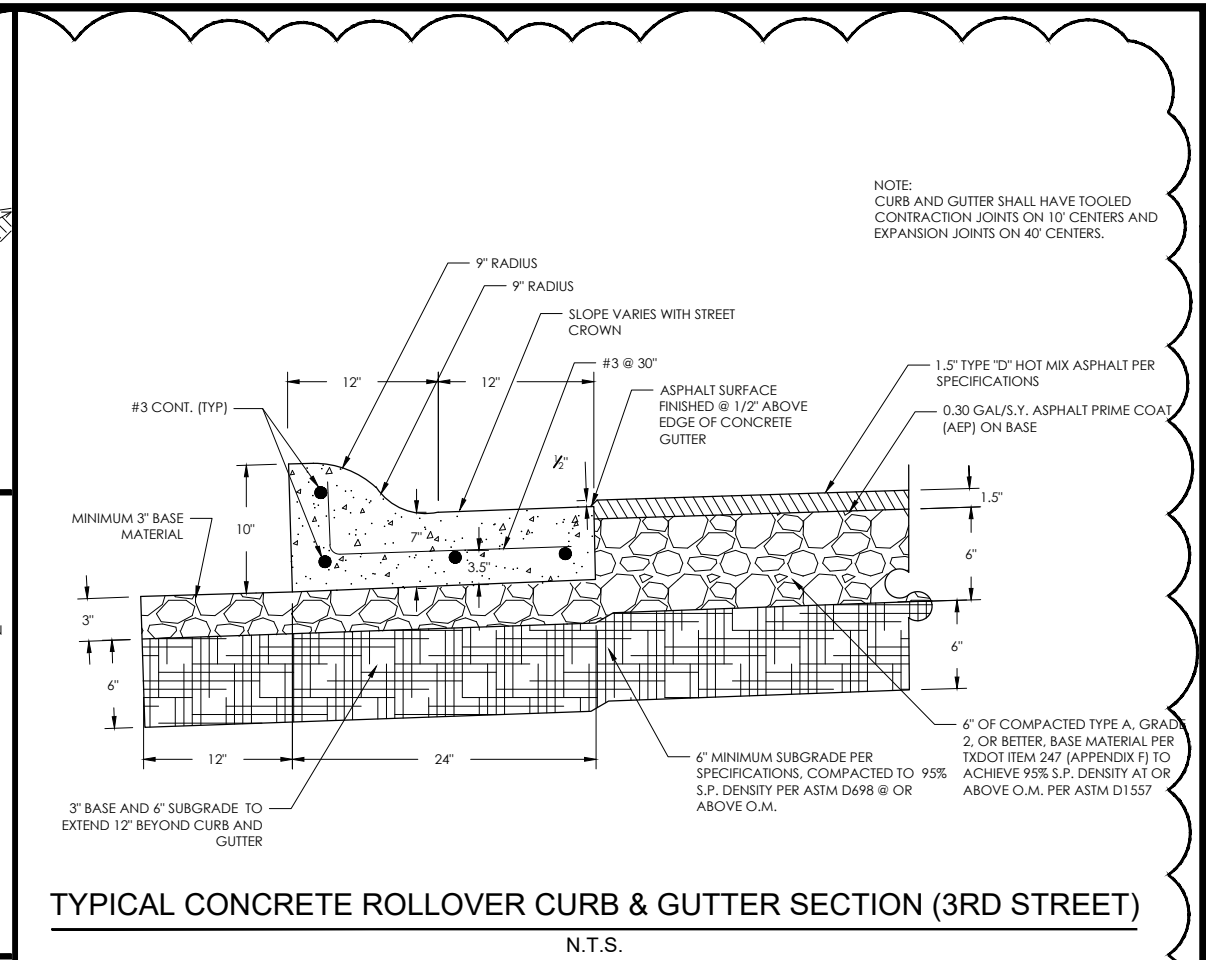
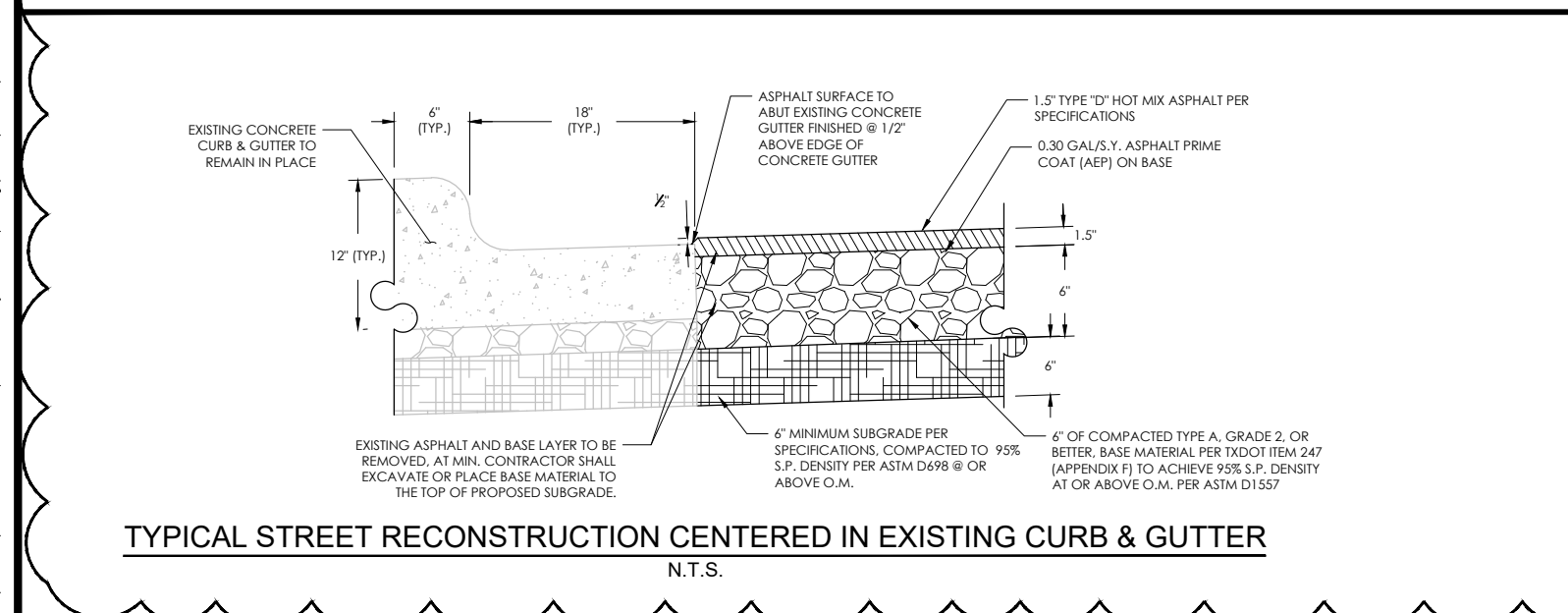
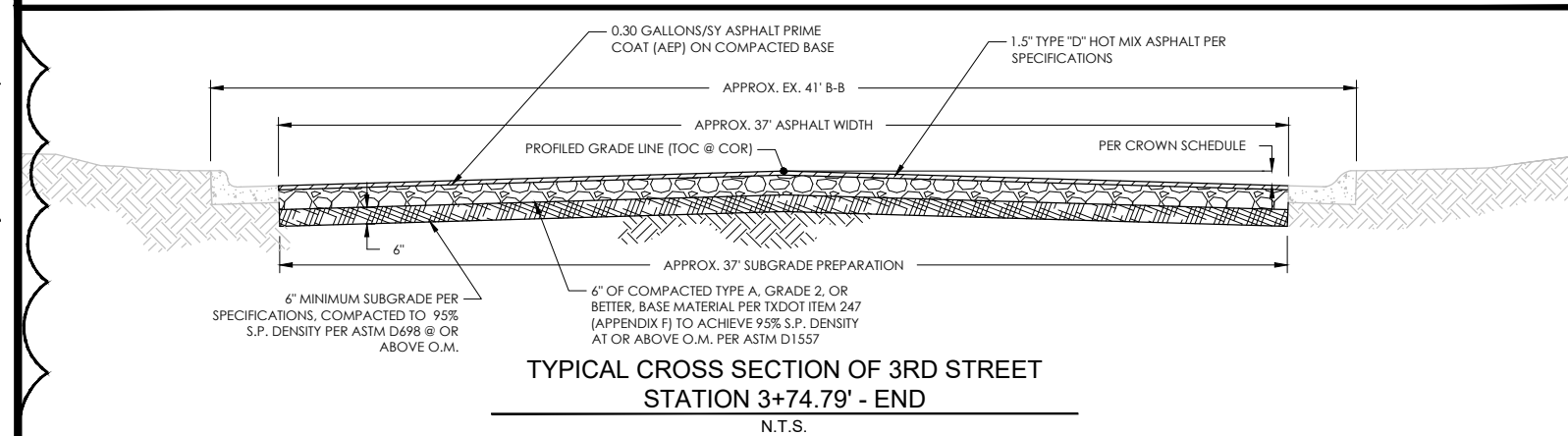
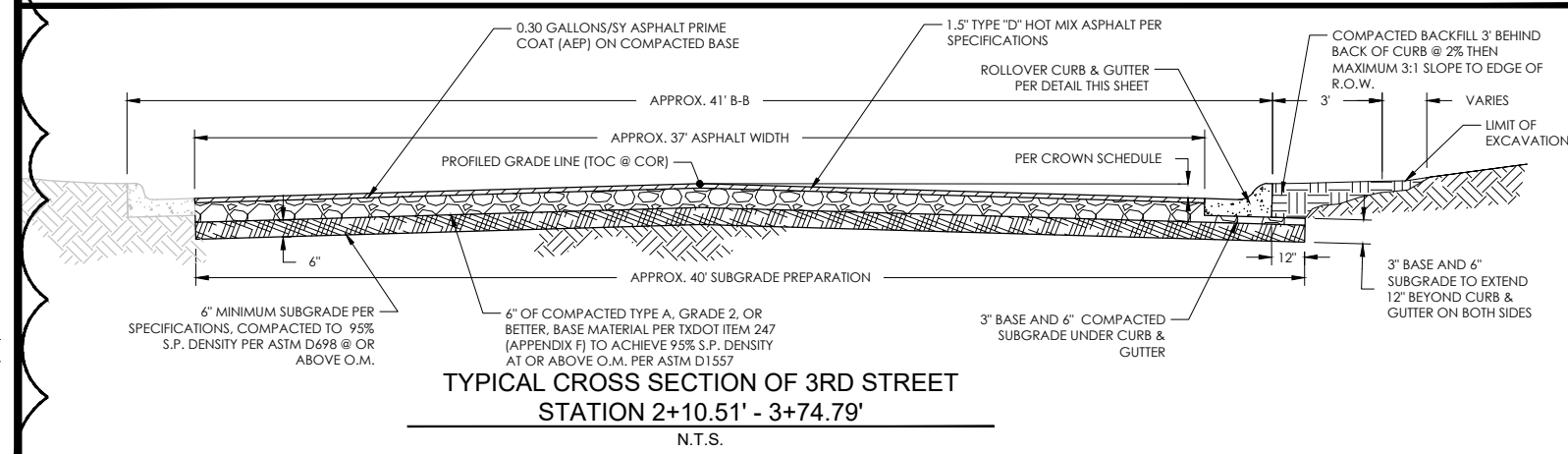
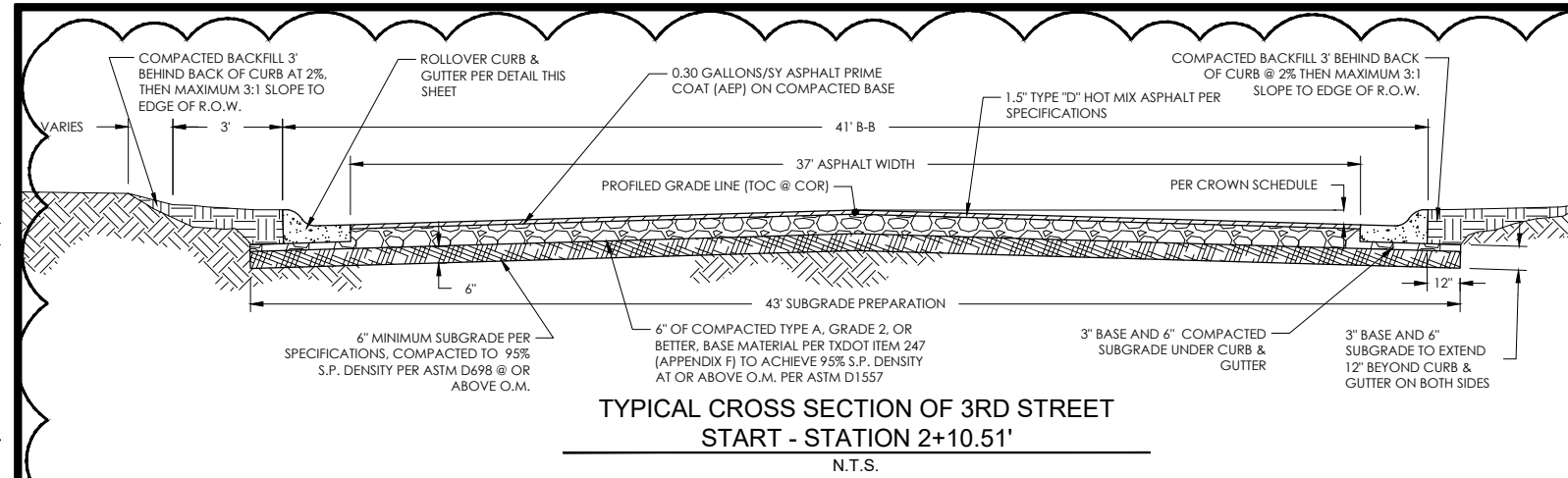


ISSUED FOR BID



CITY OF MARFA  
STREET IMPROVEMENTS  
STREET CROSS SECTIONS

NO.	REVISION	DATE	PROJECT #	SCALE	SHEET
20	SEE ADDENDUM 1	07/24/2025	24178	N/A	20
BARS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.					



6/26/25

## SUED FOR BID



261 | #10194493

# 2448 | # BR 2

# CITY OF MARTHA STREET IMPROVEMENTS

## SINGLE CROSS SECTIONS & PAVING DETAILS

REQ. 21	SEE ADDENDUM 1	07/24/2025
24		
21		



## **SECTION 32 01 01 - ASPHALTIC CONCRETE SURFACE**

### **PART 1 GENERAL**

#### **1.1 DESCRIPTION**

This item shall consist of a surface course compound of a compacted mixture of mineral aggregate and asphaltic material in a compacted thickness of 1.5", 165#/SY for Type D Hot Mix surface as described in the Plans. The pavement shall be constructed on the previously completed and approved base in accordance with the details shown on the Plans and in the provisions of these Specifications.

#### **1.2 REFERENCE STANDARDS**

TxDot Item 300 (2014) Item 300 Asphalts, Oils, And Emulsions

TxDot Item 340 (2014) Item 340 Dense-Graded Hot-Mix Asphalt (Method)

### **PART 2 PRODUCTS**

#### **2.1 MATERIALS**

- A. Coarse Aggregate, Fine Aggregate and Mineral Filler shall conform with the requirements of TxDot Item 340.2.
- B. Asphalt for the paving mixture shall conform with the provisions of TxDot Item 300.2, Table 2, for AC-10 Asphalt Cement or other only as approved by the ENGINEER.
- C. Prime Coat Material shall be AEP or Cut-Back Asphalt conforming with TxDot Item 300.2, Table 5 for MC-30 Cut-Back or Table 11 for AEP.
- D. Paving Mixture shall conform with the provisions of TxDot Item 340.4, Type "D" grading with the asphaltic material forming 4.5 to 7 .5 percent of the mixture by weight.  
It shall be the CONTRACTOR's entire responsibility to determine the asphalt content within above limits that will produce a mixture that when tested will conform to the minimum requirements of TxDot Item 340.4, Table 4.

### **PART 3 EXECUTION**

#### **3.1 INSTALLATION**

The prime coat, tack coat or the asphaltic mixture when placed with a spreading and finishing machine shall not be placed when the air temperature is below 60 degrees F. and is falling, but may be placed when air temperature is above 50 degrees F. and rising. It is further provided that the prime coat, tack coat or asphaltic mixture shall be placed only when the humidity, general weather conditions and temperature and moisture conditions of the base, in the opinion of the ENGINEER, are suitable.

If the temperature of the asphaltic mixture of a load or any part of a load becomes 50 degrees F. (or more) less than the temperature specified at discharge from the mixer after being dumped from the mixer and prior to placing while passing through the lay-down machine, all or any part of the load may be rejected, and payment will not be made for the rejected material.

- A. Prime Coat shall be applied on the completed base course in an amount of 0.25 gallon per square yard, evenly and with complete coverage of the base course surface and without streaks or "fat" spots. The prime coat shall be protected from traffic until it has cured to the satisfaction of the ENGINEER. Allow 48 hours for curing of prime coat.  
Immediately prior to placement of the asphaltic surfacing material, the primed surface shall be completely cleaned of foreign material of any nature whatsoever by brooming or other satisfactory methods.
- B. Weight Tickets: The CONTRACTOR shall provide the ENGINEER with weight or volumetric tickets for each truck load of asphaltic material delivered, setting out the truck number, the

gross tare and net weights, the source, the date and the Street on which the material was used. These tickets are to be furnished to the ENGINEER not later than the day following delivery of the material.

- C. Placing: The asphaltic mixture shall be dumped and spread on the approved prepared surface with the specified spreading and finishing machine in such a manner that when properly compacted, the finished pavement will be smooth, of uniform density and will meet the requirements of the typical cross sections and the surface tests. During application of the asphaltic material, care shall be taken to prevent splattering of adjacent pavement, curb and gutter, and structures. Bucket lids shall be utilized on the end of asphaltic spray bars to prevent the asphalt prime coat from being sprayed on the new curb and gutter. When the asphaltic mixture is placed in a narrow strip along the edge or placed in small irregular areas where the use of a finishing machine is not practical, the finishing machine may be laminated when authorized by the ENGINEER, provided a satisfactory surface can be obtained by other methods.
- D. Compacting: As directed by the ENGINEER, the pavement shall be compressed thoroughly and uniformly with the specified rollers and/or other approved rollers. Rolling with the three wheel tandem rollers shall start longitudinally at the sides and proceed toward the center of the pavement, overlapping on successive trips by at least one-half the width of the rear wheel unless otherwise directed by the ENGINEER. Alternate trips of the roller shall be slightly different in length. Rolling with the pneumatic tire roller shall be done as directed by the ENGINEER. Rolling shall be continued until no further compression can be obtained and all roller marks are eliminated. One tandem roller and one pneumatic tire roller shall be provided for each job. The motion of the roller shall be slow enough at all times to avoid displacement of the mixture. If any displacement occurs, it shall be corrected at once by the use of rakes and of fresh mixtures where required. All rollers must be in good mechanical condition. Necessary precautions shall be taken to prevent dropping of gasoline, oil, grease or other foreign matter on the pavement while rollers are in operation or when standing.
- E. In Place Density: If considered necessary by the ENGINEER, in place density and thickness tests will be made by a commercial testing laboratory in the locations as may be selected at the entire expense of the CONTRACTOR. Should the tests indicate the in-place materials do not conform with the minimum thickness, density and stability, the asphaltic surfacing shall be removed to the extent directed by the ENGINEER and satisfactorily replaced by the CONTRACTOR at his entire expense. The hot mix density shall have a minimum of 91% of the Rice Theoretical.

-- END OF SECTION --

**CITY OF MARFA  
STREET IMPROVEMENTS  
BASE BID SCHEDULE A - RUSSELL STREET**

Show prices in numerals. Round off unit prices to two decimal places only.

These Bid Prices must include all labor, materials, equipment, insurance, overhead, superintendence, transportation, taxes, permits, profits & incidentals to cover the finished Work called for in the Contract Documents.

**For all Labor, Materials, Equipment and Incidentals to Furnish and Install the Following:**

<b>Bid Item</b>	<b>Description</b>	<b>Est. Qty.</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
<b>1</b>	Mobilization, Bonds, and Insurance	1	LS	\$	\$
<b>2</b>	Excavation and Hauloff	2,605	CY	\$	\$
<b>3</b>	Prepared Subgrade	11,721	SY	\$	\$
<b>4</b>	Crushed Aggregate Base Course	1,954	CY	\$	\$
<b>5</b>	Asphalt Prime Coat (0.30 GAL/SY)	3,318	GAL	\$	\$
<b>6</b>	1.5" Type D HMA	11,060	SY	\$	\$
<b>7</b>	Concrete Apron	662	SY	\$	\$
<b>8</b>	Traffic Control	1	LS	\$	\$
<b>9</b>	Erosion Control	1	LS	\$	\$
<b>10</b>	Utility Adjustments (Valve Boxes, Manholes, Meter Boxes)	1	LS	\$	\$
<b>TOTAL BASE BID A (Items 1 - 10)</b>					

Note:

1. Owner will select a combination of Bid Schedules A-E that falls within the City's budget for the street improvements project. Bid Schedules A-E are listed in order of priority for selection by the city.
2. Owner will select the streets and low bidder based on the bids for each street and based on the City's budget. Streets are listed in order of priority and base bid selection is the order of priority.



**CITY OF MARFA  
STREET IMPROVEMENTS  
BASE BID SCHEDULE B - MESA STREET**

Show prices in numerals. Round off unit prices to two decimal places only.

These Bid Prices must include all labor, materials, equipment, insurance, overhead, superintendence, transportation, taxes, permits, profits & incidentals to cover the finished Work called for in the Contract Documents.

**For all Labor, Materials, Equipment and Incidentals to Furnish and Install the Following:**

<b>Bid Item</b>	<b>Description</b>	<b>Est. Qty.</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
<b>1</b>	Mobilization, Bonds, and Insurance	1	LS	\$	\$
<b>2</b>	Excavation and Hauloff	1,049	CY	\$	\$
<b>3</b>	Prepared Subgrade	4,722	SY	\$	\$
<b>4</b>	Crushed Aggregate Base Course	771	CY	\$	\$
<b>5</b>	Asphalt Prime Coat (0.30 GAL/SY)	1,214	GAL	\$	\$
<b>6</b>	1.5" Type D HMA	4,047	SY	\$	\$
<b>7</b>	4' Concrete Invert	201	SY	\$	\$
<b>8</b>	Concrete Apron	193	SY	\$	\$
<b>9</b>	Traffic Control	1	LS	\$	\$
<b>10</b>	Erosion Control	1	LS	\$	\$
<b>11</b>	Utility Adjustments (Valve Boxes, Manholes, Meter Boxes)	1	LS	\$	\$
<b>TOTAL BASE BID B (Items 1 - 11)</b>					

Note:

1. Owner will select a combination of Bid Schedules A-E that falls within the City's budget for the street improvements project. Bid Schedules A-E are listed in order of priority for selection by the city.
2. Owner will select the streets and low bidder based on the bids for each street and based on the City's budget. Streets are listed in order of priority and base bid selection is the order of priority.

**CITY OF MARFA**  
**STREET IMPROVEMENTS**  
**BASE BID SCHEDULE C - NORTH GONZALES STREET**

Show prices in numerals. Round off unit prices to two decimal places only.

These Bid Prices must include all labor, materials, equipment, insurance, overhead, superintendence, transportation, taxes, permits, profits & incidentals to cover the finished Work called for in the Contract Documents.

**For all Labor, Materials, Equipment and Incidentals to Furnish and Install the Following:**

<b>Bid Item</b>	<b>Description</b>	<b>Est. Qty.</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
<b>1</b>	Mobilization, Bonds, and Insurance	1	LS	\$	\$
<b>2</b>	Excavation and Hauloff	976	CY	\$	\$
<b>3</b>	Prepared Subgrade	4,389	SY	\$	\$
<b>4</b>	Crushed Aggregate Base Course	698	CY	\$	\$
<b>5</b>	Asphalt Prime Coat (0.30 GAL/SY)	1,073	GAL	\$	\$
<b>6</b>	1.5" Type D HMAc	3,577	SY	\$	\$
<b>7</b>	4' Concrete Invert	407	SY	\$	\$
<b>8</b>	Concrete Apron	406	SY	\$	\$
<b>9</b>	Traffic Control	1	LS	\$	\$
<b>10</b>	Erosion Control	1	LS	\$	\$
<b>11</b>	Utility Adjustments (Valve Boxes, Manholes, Meter Boxes)	1	LS	\$	\$
<b>TOTAL BASE BID C (Items 1 - 11)</b>					

Note:

1. Owner will select a combination of Bid Schedules A-E that falls within the City's budget for the street improvements project. Bid Schedules A-E are listed in order of priority for selection by the city.
2. Owner will select the streets and low bidder based on the bids for each street and based on the City's budget. Streets are listed in order of priority and base bid selection is the order of priority.

**CITY OF MARFA  
STREET IMPROVEMENTS  
BASE BID SCHEDULE D - EAST GALVESTON STREET**

Show prices in numerals. Round off unit prices to two decimal places only.

These Bid Prices must include all labor, materials, equipment, insurance, overhead, superintendence, transportation, taxes, permits, profits & incidentals to cover the finished Work called for in the Contract Documents.

**For all Labor, Materials, Equipment and Incidentals to Furnish and Install the Following:**

<b>Bid Item</b>	<b>Description</b>	<b>Est. Qty.</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
<b>1</b>	Mobilization, Bonds, and Insurance	1	LS	\$	\$
<b>2</b>	Excavation and Hauloff	443	CY	\$	\$
<b>3</b>	Prepared Subgrade	1,990	SY	\$	\$
<b>4</b>	Crushed Aggregate Base Course	318	CY	\$	\$
<b>5</b>	Asphalt Prime Coat (0.30 GAL/SY)	456	GAL	\$	\$
<b>6</b>	1.5" Type D HMA	1,519	SY	\$	\$
<b>7</b>	4' Concrete Invert	174	SY	\$	\$
<b>8</b>	Concrete Apron	226	SY	\$	\$
<b>9</b>	Traffic Control	1	LS	\$	\$
<b>10</b>	Erosion Control	1	LS	\$	\$
<b>11</b>	Utility Adjustments (Valve Boxes, Manholes, Meter Boxes)	1	LS	\$	\$
<b>TOTAL BASE BID D (Items 1 - 11)</b>					

Note:

1. Owner will select a combination of Bid Schedules A-E that falls within the City's budget for the street improvements project. Bid Schedules A-E are listed in order of priority for selection by the city.
2. Owner will select the streets and low bidder based on the bids for each street and based on the City's budget. Streets are listed in order of priority and base bid selection is the order of priority.

**CITY OF MARFA  
STREET IMPROVEMENTS  
BASE BID SCHEDULE E - 3RD STREET**

Show prices in numerals. Round off unit prices to two decimal places only.

These Bid Prices must include all labor, materials, equipment, insurance, overhead, superintendence, transportation, taxes, permits, profits & incidentals to cover the finished Work called for in the Contract Documents.

**For all Labor, Materials, Equipment and Incidentals to Furnish and Install the Following:**

<b>Bid Item</b>	<b>Description</b>	<b>Est. Qty.</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
<b>1</b>	Mobilization, Bonds, and Insurance	1	LS	\$	\$
<b>2</b>	Excavation and Hauloff	881	CY	\$	\$
<b>3</b>	Prepared Subgrade	3,962	SY	\$	\$
<b>4</b>	Crushed Aggregate Base Course	657	CY	\$	\$
<b>5</b>	Asphalt Prime Coat (0.30 GAL/SY)	1,105	GAL	\$	\$
<b>6</b>	1.5" Type D HMA	3,684	SY	\$	\$
<b>7</b>	Rollover Concrete Curb & Gutter	481	LF	\$	\$
<b>8</b>	6' Concrete Valley Gutter	39	SY	\$	\$
<b>9</b>	Concrete Apron	35	SY	\$	\$
<b>10</b>	Traffic Control	1	LS	\$	\$
<b>11</b>	Erosion Control	1	LS	\$	\$
<b>12</b>	Utility Adjustments (Valve Boxes, Manholes, Meter Boxes)	1	LS	\$	\$
<b>TOTAL BASE BID E (Items 1 - 12)</b>					

Note:

1. Owner will select a combination of Bid Schedules A-E that falls within the City's budget for the street improvements project. Bid Schedules A-E are listed in order of priority for selection by the city.
2. Owner will select the streets and low bidder based on the bids for each street and based on the City's budget. Streets are listed in order of priority and base bid selection is the order of priority.