

**MILFORD & ASSOCIATES, INC.**


*Civil & Consulting Engineers*

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**ADDENDUM NO. 1**

**TO:** All Bidders

**From:** F. E. Milford, III, P.E. 

**Date:** May 1, 2025

**Ref:** Pavement Markings Project Phase 2  
TPCG Project No. 20-ROAD-54  
Terrebonne Parish, LA  
M&A Project No. 24-29

This Addendum is issued and shall become a part of the Bidding Documents for TPCG Pavement Markings Project Phase 2, Project No. 20-ROAD-54.

An answered in bidder's question posted to Central Auction House.com regarding striping removal is made part of this addenda.

Bidder's Question: *Is there any removal on this project? If yes, where and how much?*

Answer: *Yes, removal of old striping on the Paved sections is required as part of the required proper surface preparation for all striped sections. Surface preparation is not a separate pay item and is to be included with the striping line item.*

Additional clarification of the above answer.

It is the intent of these plans that any existing striping that is in conflict with the proposed striping shall be removed or otherwise covered, masked or rendered unseen to eliminate driver confusion with the new striping. For this project, such conflict striping is considered minimal if any exists. Preparatory work shall be included in the striping cost and will not be a direct pay item.

General

Furnish and maintain equipment in good working condition. Use moisture and oil traps in air compression equipment to remove all contaminants from the blasting air and prevent the deposition of moisture, oil, or other contaminants on the roadway surface.

Prepare only enough pavement surface for the pavement that can be reasonably striped in a timely manner or re-cleaning shall be required. Remove all contamination and loose material. Avoid damaging the pavement surface. Remove loose and flaking material when existing pavement markings are present.

### Surface Moisture

The presence of moisture on the pavement should be checked whenever conditions are questionable. Presence of pavement surface moisture can be determined using either of the following two methods.

- *Asphalt or Concrete Surfaces* — Place a 12×12-inch square piece of plastic wrap on the pavement surface using duct tape to affix the edges. Let stand approximately 15 minutes and check for moisture bubbles on the inside surface of the plastic. If moisture bubbles on the plastic are larger than a pencil eraser, then the pavement contains too much excess water. Notify the contractor of this condition and postpone all marking operation until the pavement is dry enough to prevent the large moisture bubbles from forming on the plastic.
- *Thermoplastic Applications on Asphalt Only* — Using roofing felt paper, place a 12×12-inch square of felt on the asphalt and install the thermoplastic material directly onto the felt paper. Let it cool for approximately 10 seconds, then lift the paper to check for moisture on the back side. If moisture bubbles larger than a pencil eraser are present on the backside of the roofing paper, then the pavement contains too much excess water. Notify the contractor of this condition and postpone all marking operations until the pavement is dry enough to prevent the large moisture bubbles from forming on the back of the felt paper.

### Dirt and Debris

The pavement surface must be free of dirt, debris, curing compound (new concrete only), grease, oil, mud, dust, grass, loose gravel, and other deleterious material that could affect the bonding capabilities of the material to the pavement. In addition, if the material is being placed as restripe over old markings, glass beads and loose or flaking marking materials should be removed from the existing markings. A number of approved methods exist for cleaning of the roadway surface. These methods include: sweeping, brushing, washing, air blasting, flail milling, and blast cleaning, and high-pressure water.

Air blast concrete pavement surfaces, in addition to the above, after the removal of contamination or existing material and just before placing the stripe. Perform air blasting with a compressor capable of generating compressed air at a minimum of 150 cu. ft. per minute and 100 psi using 5/16 in. or larger hosing.

Contaminants up to 0.5 sq. in. may remain if they are not removed by the following test, performed just before application of markings:

- Step 1. Air blast the surface to be tested, to simulate blasting during application of markings.
- Step 2. Firmly press a 10-in. long, 2-in. wide strip of monofilament tape onto the surface, leaving approximately 2 in. free.
- Step 3. Grasp the free end and remove the tape with a sharp pull

### Material Temperature

Application temperatures vary among materials. Material temperature should be verified with the striping contractor shortly before striping. Thermoplastic will scorch if kettle temperatures are too high. It may be less durable or may not retain beads if kettle temperatures are too low.

Pre-Bid meeting notes and sign in sheet are attached.

Please bid accordingly. Please note on your bid that you acknowledge receipt of Addendum No. 1.

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JOB PAVEMENT MARKINGS PROJECT PHASE 2

PARISH PROJECT NO: 20-ROAD-54

SHEET NO: 1 OF 1

BY: FEM III DATE: APRIL 29, 2025

SCALE: N/A

**PRE-BID MEETING**

FOR

**TERREBONNE PARISH CONSOLIDATED GOVERNMENT  
PAVEMENT MARKINGS PROJECT PHASE 2**

✓ Attendees: See sign-in  
Scope of Project  
Pay Request Schedule – Once a month on the 1st  
Inspection – TPCG Employees and Project Representation  
Utility Conflicts – La One Call

Contractor Concerns: no contractions

TPCG Concerns:

OTHER NOTES: (renewal)  
proper surface prep shall be included in the  
striping cost and will not be a direct pay item.