

# NOTIFICATION OF ADDENDUM

## ADDENDUM NO. 1

**DATED 6/25/2015**

<b>Control</b>	<b>1718-01-033</b>
<b>Project</b>	<b>STP 1502(408)</b>
<b>Highway</b>	<b>FM 1788</b>
<b>County</b>	<b>MIDLAND</b>

Ladies/Gentlemen:

Attached please find an addendum on the above captioned project. Included in the attachment is an addendum notification which details the changes and the respective proposal pages which were added and/or changed.

Except for new bid insert pages, it is unnecessary to return any of the pages attached.

Bid insert pages must be returned with the bid proposal submitted to the Department, unless your firm is submitting a bid using a computer print out. The computer print out must be changed to reflect the new bid item information.

Contractors and material suppliers, etc. who have previously been furnished informational proposals are not being furnished a copy of the addendum. If you have a subcontractor on the above project, please advise them of this addendum. Acknowledgment of this addendum is not requested if your company has been issued a proposal stamped "This Proposal Issued for Informational Purposes."

You are required to acknowledge receipt of this addendum on the Addendum Acknowledgement form contained in your bid proposal by placing a mark in the box next to the respective addendum.

Failure to Acknowledge receipt of this addendum in your bid proposal will result in your bid not being read.

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: STP 1502(408)

CONTROL: 1718-01-033

COUNTY: MIDLAND

LETTING: 07/07/2015

REFERENCE NO: 0624

**PROPOSAL ADDENDUMS**

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- PROPOSAL COVER
- BID INSERTS (SH. NO.:
- GENERAL NOTES (SH. NO.: A

- SPEC LIST (SH. NO.:
- SPECIAL PROVISIONS:
- ADDED:

DELETED:

- SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

X OTHER: PLAN SHEET AND OTHER CHANGES

DESCRIPTION OF ABOVE CHANGES  
(INCLUDING PLANS SHEET CHANGES)

\*\*\*\*\*GENERAL NOTES\*\*\*\*\*

SHEET A: REVISED GENERAL NOTES FOR GRADING REQUIREMENTS

PLAN SHEETS

\*\*\*\*\*

SHEET 12 (GENERAL NOTES): REVISED GENERAL NOTE AS INDICATED ABOVE

**GENERAL NOTES:**

**Material Specification Information**

Grading Requirements

<u>Item</u>	<u>Description</u>	<u>Grading Requirements</u>				<u>Soil</u>		<u>Wet</u>
		<u>Percent Retained - Sieves</u>				<u>Constants</u>		<u>Ball</u>
						<u>L.L.</u>	<u>P.I.</u>	<u>Mill</u>
						<u>Max.</u>	<u>Max.</u>	<u>Max.</u>
247	Type A GR 4	1-3/4" 0-3	7/8" 10-35	3/8" 20-55	#40 65-85	40	12	45

The maximum increase in material passing the number 40 sieve resulting from the wet ball mill test shall not exceed 20%.

Clean all proposed structures of silt and debris by the completion of the project.

**Item 5: Control of the Work**

For this project, establish a rate verification section (rock land) for each individual grade of aggregate. Provide the Engineer with this information prior to the seal coat application. Provide control that is acceptable to the Engineer for yield calculations.

Except as detailed in the plans, the existing alignment is the control for the Contractor staking. Establish reference points for the control prior to removing the existing surface. For the section of the project within the limits of the new proposed alignment, establish a true and correct alignment with a transit or by other approved methods.

In the event the finished surface does not conform to the typical sections or does not ride to the satisfaction of the Engineer, rework the unsatisfactory area to the limits necessary and place construction stakes at closer intervals as directed. Provide the staking, personnel and equipment necessary to attain a satisfactory riding surface.

In curves and superelevation sections, place construction stakes at intervals of 50 feet along the centerline and at the crownline and quarter points of the typical sections. In the event that a satisfactory riding surface cannot be constructed, place additional staking as directed.

**Item 7: Legal Relations and Responsibilities**

Restrict storage of equipment and materials to approved areas. The Engineer will not approve storage in any TxDOT yard.

Properly dispose of any waste generated from servicing equipment on the project.

If access to the project is required through a new or unapproved driveway (i.e. Material source, stockpile location, field office, etc.), obtain an approved "Permit to Construct Access Driveway Facilities on Highway Right of Way" (TxDOT Form 1058) before beginning any construction operations.

Direct attention to the presence of existing utilities (public, private and TxDOT) throughout the project, and prior to any excavation, investigate to determine utility locations within the project right-of-way. Contact the TxDOT Odessa traffic operations shop at 432-498-4690 to investigate and determine if and where the location of any TxDOT utility may exist within the project right-of-way. Exercise caution when excavating in areas where investigations have determined that utilities exist.

The Contractor Force Account "Safety Contingency" that has been established for this project is intended to be utilized for work zone enhancements, to improve the effectiveness of the Traffic Control Plan, that could not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor's Responsible Person based on weekly or more frequent traffic management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

### **Item 8: Prosecution and Progress**

The following portions of the plans may affect the Contractor's planned construction sequencing. Direct attention to the appropriate plan sheet or standard sheet.

- Traffic Control Plan
- Storm Water Pollution Prevention Plan
- Environmental Permit, Issues and Commitments (EPIC)

Maintain ingress and egress to side streets and private property at all times.

Working days will be computed and charged in accordance with Article 8. 3.1.4. "Standard Workweek."

During the subgrade widening and rework existing base operations, longitudinal vertical drop-offs between lanes, at intersections, and at driveways shall be treated with a 3:1 or flatter slope by the end of each workday. Material will be as approved by the Engineer. This work will not be paid for directly but will be subsidiary to various bid items.

### **Item 105: Removing Treated and Untreated Base and Asphalt Pavement**

Saw cut and remove existing asphaltic pavement by an approved method.

In all excavated areas, broom the existing base or subgrade to remove any loose material. This work is considered subsidiary to this item.

**Item 110: Excavation**

Before excavation and embankment operations begin, windrow all topsoil (approx. 4 inches) to be reused on side slopes or behind the proposed concrete riprap. This work is subsidiary to Item 110, "Excavation" and Item 132, "Embankment".

**Item 132: Embankment**

For all material with a plasticity index of less than 20, use test method Tex-113-E in lieu of test method Tex-114-E for determining the percent of density.

Material quality test requirements will be waived for material excavated from the right of way on this project and utilized in embankment.

Excess material from reworked base may be used as TY B embankment.

**Item 150: Blading**

Use blading to construct and remove detours, side road turnouts, rebuild existing dikes, ditch blocks, and other work as directed.

When directed, use blading to fill and grade low areas outside the embankment areas to drain.

Use blading to establish positive drainage along FM 1787 just east of the FM 1788 intersection.

**Item 216: Proof Rolling**

Proof rolling will be required on rock embankments where density tests are not practical and at other locations as directed.

**Item 247: Flexible Base**

The estimated quantity of flexible base is for the roadways as well as intersecting streets and driveways. The measured area for payment will be the crown width only. The side slope tapers are not included in the measurements for the flexible base but are considered subsidiary to this item.

Correct 0.1-mile sections having an average international roughness index (IRI) value greater than 100.0 in. per mile to an IRI value of 100.0 in. per mile or less for each wheel path.

Maintain moisture during compaction as directed by the Engineer. Determine the moisture content of the material in accordance with Tex-115-E or Tex-103-E as directed by the Engineer.

**Item 302: Aggregates for Surface Treatments**

Flakiness index for aggregates will not be required on this project.

Coat aggregate with 1.0 percent by weight of residual bitumen.

Use an unmodified asphalt with a minimum performance grade of 64-16 (PG 64-16) or better for aggregate pre-coating.

**Item 314: Emulsified Asphalt Treatment**

Each application of the emulsified asphalt mixture will contain approximately 5% of emulsified asphalt and 95% water.

Emulsified asphalt CSS-1H will be used in the finishing of the flexible base.

**Item 316: Seal Coat**

Apply 3 surface treatment(s).

Do not apply asphalt cement between October 1<sup>st</sup> and May 1<sup>st</sup> unless authorized in writing.

Place a string line or other suitable marking where needed to assure smooth neat lines, or as directed.

Surface treat the existing surfaced intersections, auxiliary lanes, curve widenings and widened dip sections plus any additional areas encountered during construction to conform to the existing surface. The limits are the end of the curb returns, the right-of-way line, or the adjacent traffic lane, as directed.

Rates are shown in the plans.

For Hot Asphalt-Rubber Surface Treatments:

Furnish Type "II" asphalt-rubber binder containing Grade "B" crumb rubber.

Furnish Class "B" aggregate for the non-surface course.

Do not apply hot asphalt-rubber between October 1<sup>st</sup> and May 1<sup>st</sup> unless authorized in writing.

Place a string line or other suitable marking where needed to assure smooth neat lines, or as directed.

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Surface treat the existing surfaced intersections, auxiliary lanes, curve widenings and widened dip sections plus any additional areas encountered during construction to conform to the existing surface. The limits are the end of the curb returns, the right-of-way line, or the adjacent traffic lane, as directed.

Rates are shown in the plans.

### **Item 344: Superpave Mixtures**

#### Binder:

Provide a binder that has a performance grade of 70-22 (PG 70-22) for the “SP-D” mix.

#### Aggregate quality:

Furnish Class “B” aggregate for the Type “SP-D” mix.

Up to 10% RAP material may be used in the Type “SP-D” mix if desired.

#### Mixture design:

Design a mixture with a gradation that has stone on stone contact and passes below the reference zone.

Test method Tex-530-C (Boil Test) will not be required.

#### Placement:

Semi-trailer type vehicles are specifically prohibited from dumping directly into the finishing machine for the finished surface. This type of haul truck will be allowed to unload into the finishing machine if the trailer is equipped with an auger slatted chain or another approved conveyor.

Place mixture when the roadway surface temperature is equal to or higher than the temperatures listed in Table 1 (shown below), unless otherwise approved or shown on the plans. Measure the roadway surface temperature with a handheld infrared thermometer. Unless otherwise shown on the plans, place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable in the opinion of the Engineer.

Table 1  
 Minimum Pavement Surface Temperatures

Specification Item Number	High Temperature Binder Grade	Minimum Pavement Surface Temperatures In degrees Fahrenheit	
		Subsurface Layers in Night Paving Operations	Surface Layers Placed in Daylight Operations
Items 340, 341 & 344	PG 64	45	50
	PG 70	55	60
	PG 76	60	60
Items 342 and 346	PG 76	65	70
	Asphalt Rubber (A-R)	65	70

**Item 354: Planing and Texturing Pavement**

Variations in depth of +/- 1/2 inch are subsidiary to this item.

Planing of proposed base at intersections to be completed on the same day as overlay operations.

**Item 400: Excavation and Backfill for Structures**

The addition of cement stabilized backfill under the pipe will not be required for this project. However, the Contractor will be required to shape the subgrade (trench bottom) to conform to a class "C" bedding in sand or loam. If rock or rock outcrops are encountered, a class "B" bedding consisting of sand or chat material will be required under the pipe. Materials and labor to perform this work will not be paid for but is considered subsidiary to Item 464 "Reinforced Concrete Pipe".

**Item 420: Concrete Structures**

Within seven (7) days after concrete has been placed, provide a Surface Area I rub finish for exposed surfaces in accordance with Item 427, Surface Finishes for Concrete, Article 4.3.3.

**Item 421: Hydraulic Cement Concrete**

Furnish disposable 4" cylinder molds and caps that meet testing tolerances.

The Engineer will provide strength testing equipment for acceptance testing.

Furnish Type II or IP cement for cast in place concrete.

All plants and trucks will be inspected and approved by the Engineer in lieu of the NRMCA or non-department Engineer sealed certifications. The criteria and frequency of the Engineer approval of plants and trucks is the same used for NRMCA certification.

**Item 432: Riprap**

Use approved expansion joint material and place between the proposed riprap and culvert wingwall.

Reinforce all riprap on this project with No. 3 bars spaced 12 inches O.C.B.W. or No. 4 bars spaced at 18 inches O.C.B.W.

Polypropylene fiber may not be used in lieu of reinforcing steel.

Broom finish all riprap on this project unless otherwise directed.

**Item 502: Barricades, Signs, and Traffic Handling**

Stop equipment for traffic when crossing any traffic lanes. Furnish flaggers to warn equipment operators of approaching traffic, unless otherwise directed.

Relocate or remove temporary signs as necessary. This work is considered subsidiary to various bid items.

Use an advanced warning flashing arrow panel for the closing of traffic lanes. Provide one standby unit in good working condition at the job site ready for immediate use.

Keep all barricades and construction signs up and in place until partial acceptance is complete. Maintain "No Center Line", "Do Not Pass" and "Pass With Care" signs until the permanent lane markings have been placed and accepted.

Use Shoulder Drop-Off (CW8-9A) signs during construction when shoulder drop-off conditions are 3 inches or greater or as directed. Placement shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices".

This project has a regulatory work zone speed reduction within the project limits. The work zone speed limit will reduce the existing speed limit, which ranges from 75 mph to 55 mph, down to 45 mph. Placement of speed zone reduction signs shall comply with BC(3)-14. Speed resumption sign(s) is(are) required at the end of a speed zone reduction.

Place chevrons, at a minimum, on every other drum used for outsides of curves, merging tapers and shifting tapers.

Vertical panels shall be self-righting.

### **Item 506: Temporary Erosion, Sedimentation, and Environmental Controls**

The total disturbed area for this project is 157.45 acres. The disturbed area in this project, all project locations in the contract, and Contractor Project Specific Locations (PSLS), within 1 mile of the project limits, for the contract will further establish the authorization requirements for storm water discharges. The department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction activities shown on the plans. The Contractor is to obtain any required authorization from the TCEQ for any Contractor PSLS for construction support activities on or off the right of way. When the total area disturbed for all projects in the contract and PSLS within 1 mile of the project limits exceeds 5 acres, provide a copy of the Contractor NOI for PSLS on the right of way, to the Engineer (or to the appropriate MS4 operator when on an off-state system route).

Upon acceptance of the project, any remaining SWP3 devices will become property of the State and maintenance responsibility is transferred to the State until final stabilization is attained.

### **Item 530: Intersections, Driveways, and Turnouts**

Reinforce concrete driveways with No. 3 bars spaced at 12" O.C.B.W. or with No. 4 bars spaced at 18" O.C.B.W.

Surface treat turnouts before the roadway is treated with the second one course surface treatment.

Polypropylene fiber may not be used in lieu of reinforcing steel. In addition to reinforcing steel, polypropylene fiber is required at a rate of 1.5 lbs/cy.

### **Item 585: Ride Quality for Pavement Surfaces**

Use surface test type "B" pay adjustment schedule "3" to evaluate ride quality of the travel lanes in accordance with Item 585, "Ride Quality for Pavement Surfaces."

### **Item 644: Small Roadside Sign Assemblies**

All new sign supports for stop and yield signs will have a 12" red strip of Type C high specific intensity reflective tape. Place the top of the tape 4' above the edge of the roadway. This work will not be paid for directly and will be subsidiary to the pertinent bid item.

For standard small sign details and dimensions, refer to the "Standard Highway Sign Designs for Texas (SHSD)"; a supplement to the Texas Manual on Uniform Traffic Control Devices (TMUTCD)".

Mark and locate existing reference markers perpendicular to the road and along the right of way, or as directed, prior to removal. Erect new reference markers at the original location, upon completion of construction.

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County road signs will be turned back to county for mounting.

**Item 658: Delineator and Object Marker Assemblies**

Delineator and object marker assembly posts shall be composed of post-consumer recycled materials. Embedded stub shall be perforated square tubing.

**Item 662: Work Zone Pavement Markings**

After permanent pavement markings are placed, cut off tabs flush with the pavement. Remove tabs from the project and dispose of properly.

Materials used for non-removable work zone pavement markings will be paint and beads or other approved materials.

**Item 677: Eliminating Existing Pavement Markings and Markers**

Remove pavement markers by a method which causes the least damage to the pavement surface.

Remove pavement markers from the project and dispose of properly.

Repair excessive damage to the pavement with an approved material at the Contractor's expense.

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