

NOTIFICATION OF ADDENDUM

ADDENDUM NO. 1

DATED 7/05/2011

Control	0072-07-056
Project	IM 0104(375)
Highway	IH 10
County	BEXAR

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: IM 0104(375)

CONTROL: 0072-07-056

COUNTY: BEXAR

LETTING: 07/07/2011

REFERENCE NO: 0705

PROPOSAL ADDENDUMS

_ PROPOSAL COVER

X BID INSERTS (SH. NO.: 1-3)

X GENERAL NOTES (SH. NO.: Sheet A)

_ SPEC LIST (SH. NO.:)

_ SPECIAL PROVISIONS:

ADDED:

DELETED:

_ SPECIAL SPECIFICATIONS:

ADDED:

DELETED:

X OTHER: On General Notes sheet Sheet 4, Added to Surface Treatment Data
(Base Bid).

DESCRIPTION OF ABOVE CHANGES

(INCLUDING PLANS SHEET CHANGES)

Changed E & Q (sheet No. 5) to reflect that the 316 items are to be part
of the Base Bid 1 Item Package.

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
1	316	2223	016	AGGR(TY-PB GR-4 SAC-B) DOLLARS and CENTS	CY	2,393.000	1
1	316	2418	016	ASPH(AC-5 OR AC-10)LATEX OR CRS-1P/2P DOLLARS and CENTS	GAL	78,958.000	2
	340	2138	003	D-GR HMA(METH) TY-D PG76-22 DOLLARS and CENTS	TON	538.000	3
1	342	2002	002	PFC (ASPHALT) PG76-22 DOLLARS and CENTS	TON	1,098.000	4
1	342	2008	002	PFC (AGGREGATE)(PG76 MIX) SAC-B DOLLARS and CENTS	TON	17,190.000	5
	354	2021		PLANE ASPH CONC PAV(0" TO 2") DOLLARS and CENTS	SY	4,336.000	6
	354	2045		PLANE ASPH CONC PAV (2") DOLLARS and CENTS	SY	5,160.000	7
	454	2006		HEADER TYPE EXPANSION JOINT DOLLARS and CENTS	LF	1,170.000	8
	500	2001	005	MOBILIZATION DOLLARS and CENTS	LS	1.000	9
	502	2001	033	BARRICADES, SIGNS AND TRAFFIC HAN- DLING DOLLARS and CENTS	MO	3.000	10

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	506	2016	011	CONSTRUCTION EXITS (INSTALL) (TY 1) DOLLARS and CENTS	SY	200.000	11
	506	2019	011	CONSTRUCTION EXITS (REMOVE) DOLLARS and CENTS	SY	200.000	12
	506	2034	011	TEMPORARY SEDIMENT CONTROL FENCE DOLLARS and CENTS	LF	200.000	13
	533	2008	014	SHOULDER TEXTURING (ROLLED)(ASPHALT) DOLLARS and CENTS	LF	128,198.000	14
	662	2113		WK ZN PAV MRK SHT TERM (TAB) TY W DOLLARS and CENTS	EA	5,414.000	15
	666	2072		REFL PAV MRK TY I(W)(ENTR GORE)(100MIL) DOLLARS and CENTS	EA	5.000	16
	666	2075		REFL PAV MRK TY I(W)(EXIT GORE)(100MIL) DOLLARS and CENTS	EA	5.000	17
	666	2096		REFL PAV MRK TY I (W) (WORD) (100MIL) DOLLARS and CENTS	EA	5.000	18
	666	2220		PAVEMENT SEALER (WORD) DOLLARS and CENTS	EA	5.000	19
	666	2225		PAVEMENT SEALER (ENTR GORE) DOLLARS and CENTS	EA	5.000	20

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	666	2226		PAVEMENT SEALER (EXIT GORE) DOLLARS and CENTS	EA	5.000	21
	672	2017	034	REFL PAV MRKR TY II-C-R DOLLARS and CENTS	EA	902.000	22
	6834	2001		PORTABLE CHANGEABLE MESSAGE SIGN DOLLARS and CENTS	DAY	51.000	23
	8251	2003	005	RE PM W/RET REQ TY I(W)4"(BRK)(100MIL) DOLLARS and CENTS	LF	16,024.000	24
	8251	2006	005	RE PM W/RET REQ TY I(W)4"(SLD)(100MIL) DOLLARS and CENTS	LF	64,100.000	25
	8251	2018	005	RE PM W/RET REQ TY I(Y)4"(SLD)(100MIL) DOLLARS and CENTS	LF	64,100.000	26
	8251	2033	005	PAVEMENT SEALER 4" DOLLARS and CENTS	LF	144,244.000	27
				ALTERNATE NO. 1A DOLLARS and CENTS			
	3127	2001		TBPFC (MEMBRANE) DOLLARS and CENTS	GAL	69,300.000	28
	3127	2002		TBPFC (ASPHALT)(PG 76-22) DOLLARS and CENTS	TON	1,098.000	29
	3127	2005		TBPFC (AGGREGATE)(SAC-B) DOLLARS and CENTS	TON	17,190.000	30

Project Number: IM

Sheet

County: BEXAR

Control: 0072-07-056

Highway: IH 10

*****GENERAL NOTES*****
2004 Specification Book (Revised January 5, 2011)

=====ACP=====

D-GR HMA (METH) TY-D PG 76-22

Location	Depth	AREA	Rate/Area	Quant-Tons
RAMPS	1 1/2"	6,520 SY	165 lbs/sy	538 Tons

Project Total 538 TONS

===== Surface Treatment Data (Base Bid) =====

Asph (AC-5 or AC-10) Latex or CRS-1P/2P

	AREA	Rate/Area	Quant-gal
West Bound Main Lanes	128,335 sy	0.30 GAL / SY	38,501 gal
East Bound Main Lanes	128,335 sy	0.30 GAL / SY	38,501 gal
Ramps	6520 sy	0.30 GAL / SY	1,956 gal

Project Total 78,958 gal

=====

AGGR (TY-PB GR-4 SAC-B)

	AREA	Rate/Area	Quant-cy
West Bound Main Lanes	128,335sy	1 CY / 110 SY	1,167 cy
East Bound Main Lanes	128,335sy	1 CY / 110 SY	1,167 cy
Ramps	6520 sy	1 CY / 110 SY	59 cy

Project Total 2,393 cy

Project Number: IM

Sheet

County: BEXAR

Control: 0072-07-056

Highway: IH 10

=====PFC Overlay (Base Bid)=====

PFC Asphalt PG 76-22 @ 6% of 142.5 lbs

	Depth	AREA	Rate/Area	Quant-Tons
West Bound Main Lanes	1 1/2"	128,335 sy	8.55 lbs/sy	549 Tons
East Bound Main Lanes	1 1/2"	128,335 sy	8.55 lbs/sy	549 Tons

Project Total 1,098 Tons

=====PFC Aggregate PG 76-22 SAC-B @ 94% of 142.5 lbs

	Depth	AREA	Rate/Area	Quant-Tons
West Bound Main Lanes	1 1/2"	128,335 sy	133.95 lbs/sy	8,595 Tons
East Bound Main Lanes	1 1/2"	128,335 sy	133.95 lbs/sy	8,595 Tons

Project Total 17,190 Tons

=====TBPFC Overlay (Alternate No. 1A)=====

TBPFC (Membrane)

	AREA	Rate/Area	Quant-gal
West Bound Main Lanes	128,335 sy	0.27 GAL / SY	34,650 gal
East Bound Main Lanes	128,335 sy	0.27 GAL / SY	34,650 gal

Project Total 69,300 gal

TBPFC (Asphalt) (PG76-22) @ 6% of 142.5 lbs

	Depth	AREA	Rate/Area	Quant-Tons
West Bound Main Lanes	1 1/2"	128,335 sy	8.55 lbs/sy	549 Tons
East Bound Main Lanes	1 1/2"	128,335 sy	8.55 lbs/sy	549 Tons
Project Total				1,098 Tons

TBPFC (Aggregate) (SAC-B) @ 94% of 142.5 lbs

	Depth	AREA	Rate/Area	Quant-Tons
West Bound Main Lanes	1 1/2"	128,335 sy	133.95 lbs/sy	8,595 Tons
East Bound Main Lanes	1 1/2"	128,335 sy	133.95 lbs/sy	8,595 Tons
Project Total				17,190 Tons

Remove existing raised pavement markings as the work progresses or as approved. This work is subsidiary to the various bid items. Properly dispose materials removed.

If there are waste areas or material source areas, follow the Texas Aggregate Quarry and Pit Safety Act requirements.

Any materials removed and not reused and determined to be salvageable shall be stored within the project limits at an approved location or delivered undamaged to the storage yard as directed. Properly dispose unsalvageable materials in accordance with local, state, and federal regulations. Deface traffic signs so that they will not reappear in public as signs.

--Item 5--

Reference all existing striping and other pavement markings to allow these markings to be re-established. Ensure the markings (lane lines, edge lines, ramp gores, etc.) are in line with signs, TMS arrows, etc. located on overhead sign supports.

Taper ACP placed at curb inlets, traffic inlets and slotted drains.

When a bridge deck is milled, seal coated and overlaid, remove excess material. Do not just broom to the sides of the bridge, under guardrail, etc. Cover or protect all sealed expansion joints and rails on bridges and all railroad tracks encountered as approved. Clean all of these features if they weren't properly protected. This work is subsidiary work to applicable bid items.

When working near aerial electrical lines or utility poles, comply with Federal, State and local regulations. For electrical lines and poles shown in the plans, if the lines need to be de-energized or if poles need to be braced, contact the electrical company. Work pertaining to de-energizing lines, bracing poles and other protective measures will not be paid by TxDOT.

Prevention of Migratory Bird Nesting

It is anticipated that migratory birds, a protected group of species, may try to nest on bridges, culverts, vegetation, or gravel substrate, at any time of the year. The preferred nesting season for migratory birds is from February 15 through October 1. When practicable, schedule construction operations outside of the preferred nesting season. Otherwise, nests containing migratory birds must be avoided and no work will be performed in the nesting areas until the young birds have fledged.

Structures

Bridge and culvert construction operations can not begin until swallow nesting prevention is implemented, until after October 1 if it's determined that swallow nesting is actively occurring, or until it's determined swallow nests have been abandoned. If the State installed nesting deterrent on the bridges and culverts, maintain the existing nesting deterrent to prevent swallow nesting until October 1 or completion of the bridge and culvert work, whichever occurs earlier. If new nests are built and occupied after the beginning of the work, do not perform work that can interfere with or discourage swallows from returning to their nests. Prevention of swallow nesting can be performed by one of the following methods:

1. By February 15 begin the removal of any existing mud nests and all other mud placed by swallows for the construction of nests on any portion of the bridge and culverts. The Engineer will inspect the bridges and culverts for nest building activity. If swallows begin nest building, scrape or wash down all nest sites. Perform these activities daily unless the Engineer determines the need to do this work more frequently. Remove nests and mud through October 1 or until bridge and culvert construction operations are completed.
2. By February 15 place a nesting deterrent (which prevents access to the bridge and culvert by swallows) on the entire bridge (except deck and railing) and culverts.

No extension of time or compensation payment will be granted for a delay or suspension of work caused by nesting swallows. This work is subsidiary to the various bid items.

--Item 7--

The total disturbed areas within the project is anticipated at less than one (1) acre. Due to this type of construction, the project qualifies for exclusion under the Construction General Permit (CGP) issued by the Texas Commission on Environmental Quality (TCEQ) on March 5, 2008. However; should the sum of the Engineer's anticipated disturbances and the Contractor's (On ROW and off ROW) PSL's equal or exceed the one (1) acre threshold; both TxDOT and the Contractor have project responsibilities under the CGP that reverts to non-exclusion status. Obtain approval for all non-depicted areas of disturbance that increases the initial soil and vegetation disturbed area estimates before work starts at these locations.

Notify the Engineer of the disturbed acreage within one (1) mile of the project limits. Obtain authorization from the TCEQ for Contractor PSL's for construction support activities on or off ROW.

--Item 8—

Working days will be computed and charged in accordance with Article 8.3.A.1: 5-Day work week.

Night work is required.

Working Hours will be restricted to 9:00 pm to 6:00 am Sunday thru Thursday.

The number of working days and interim milestones, if any, were calculated using a conceptual time determination schedule that assumes generic resources, production rates, sequences of construction and average weather conditions based on historic data. If requested, the Engineer will supply bidders a CD of the time determination schedule compatible with Primavera Project Planner software. The time determination schedule is provided for informational use only and is not intended for bidding or construction purposes. If the schedule is used for bidding or construction purposes, the bidder accepts the schedule and assumes the responsibility for verifying all aspects of the schedule. The department will not adjust the number of working days and milestones, if any, due to differences in opinion regarding any assumptions made in the preparation of the schedule or for errors, omissions or discrepancies found in the schedule.

LANE RENTALS

The contractor will be assessed a lane rental charge for each Freeway main lane or exit/entrance ramp closed or obstructed after 6:00 A.M. and/or before 9:00 P.M. on allowed workdays from Notice to Proceed until Project Completion. The Department will use the time as displayed by the cellular phone service provider on the Department issued cell phones. The schedule of lane rental rates will be as follows:

IH 10 MAIN LANE & EXIT/ENTRANCE RAMP RENTAL RATES

Lane Rental Period	Rental Rate for Thru Lane or Ramp Closure (per lane)
0 – 15 minutes	\$ 1,000
15 – 30 minutes	\$ 2,000
30 – 45 minutes	\$ 3,000
45 – 60 minutes	\$ 4,000
Every additional 0-15 minutes interval after 1 hour	\$ 2,500
<p>Note: Late charges are cumulative</p> <p>Example: Contractor fails to have 1 thru-lane re-opened to traffic until 7:20 A.M.; Assessed lane rental charge would be \$ 15,000.</p>	

Situations resulting from conditions not controlled by the Contractor causing lost time (i.e. natural disasters, unusually severe weather, etc) will not be subject to lane rental charges when the overlap occurs after the lane closure has been set.

Waiver of lane rental charges, due to conditions not controlled by the Contractor, will only be considered when the Contractor fails to re-open the lane(s) within thirty (30) minutes or the time allowed by the Engineer at the onset or discovery of these conditions.

Closures will be allowed during the time stated above for the purpose provided that the Contractor has fully implemented the approved Traffic Control Plan (TCP) and obtained the approval of the Engineer.

--Item 9--

When approved, provide uniformed, off-duty law enforcement officers with marked vehicles during work that requires a lane closure. The officer in marked vehicles shall be located as approved to monitor or direct traffic during the closure. The method used to direct traffic at signalized intersections shall be as approved. Additional officers and vehicles may be provided when approved or directed.

Complete the daily tracking form provided by the department and submit invoices that agree with the tracking form for payment at the end of each month approved services were provided.

Minimums, scheduling fees, etc. will not be paid; TxDOT will consider paying cancellation fees on a case by case basis.

--Item 300--

The asphalt binder used in the manufacture of all types of hot mix asphalt concrete, shall be PG 76-22.

--Item 302--

Previously tested aggregates found to contain excessive quantities of dust (more than 0.5 percent passing the No. 40 sieve) during precoating, stockpiling or hauling operations, may be rejected. Use Test Method Tex-200-F, Part I for testing.

Precoated Aggregate Type PE shall consist of crushed slag, crushed stone or natural limestone rock asphalt.

The Engineer will utilize the Ignition Oven Method (Tex 236-F) for aggregate gradation, with the option of utilizing belt or vacuum extraction gradation in the event the ignition oven malfunctions.

--Item 316--

When using latex asphalt, avoid drifting of asphalt onto traffic and adjacent properties.

Asphalt season will be year around, but meet sections 316.4.D.1 through 3.

Ensure that the asphalt for precoating the aggregate and the asphalt used for the surface treatment will not result in a reaction that may adversely affect the bonding of the aggregate and asphalt during the surface treatment operation.

Do not add bag house fines in the production of precoated material.

Clean all concrete curbs, islands, medians, etc. that get coated with asphalt.

--Item 320--

Construct all longitudinal ACP joints adjacent to a travel lane with a joint maker device that will create a 3:1 to 6:1 taper. For placement of 2 inches or more, the device shall provide a maximum ½ inch vertical edge. Taper outside edges (next to the grass) or backfill (shoulder-up) the same day.

Provide a material transfer device capable of providing a continuous flow of material to the paver. The material transfer device will consist of a windrow elevator or better.

--Item 340--

Table 6, in Item 340, Table 8 in Item 341 and Table 8 in Item 344, Hamburg Wheel Test Requirements tested in accordance with Tex-242-F are changed for PG 64-22 or lower and PG 70-22. Minimum number of passes at 1/2" Rut Depth, Tested at 122 degrees F will be 5,000 and 10,000 respectively.

Design all mixture types using a target laboratory-molded density of 96.5%.

The asphalt plant shall have truck scales as defined in Item 520. Give three weight tickets bearing the date, the truck number, the gross, net & tare weights to the truck driver for the State inspector at the spreading and finishing operation. Trucks may be required to weigh on public scales or portable platform scales to verify the weight of the ticket.

Submit a copy of the Tex 233-F production charts on a weekly basis. At the end of the ACP work, provide all originals.

Crushing of aggregate for hot mix and immediate use for production of the mix is not allowed. Stockpile the aggregate until enough material is available for five days of production unless prior approval is provided. Hold a pre-placement meeting one month prior to the placement of the hot mix.

The main purpose of hot mix cores taken by the State are for payment calculations. If (for quality control purposes) the core information is needed sooner, take additional cores.

Do not use diesel or solvents as asphalt release agents in production, transportation, or construction. A list of approved asphalt release agents is available from the District Laboratory.

No more than one hot mix lot will be open for any specific type of hot mix, unless authorized. After a lot is open and the Contractor gets approval to change plants, the previous lot will be closed and a new lot will be opened. The numbering for the lots produced at the new plant will start with No. 1. If allowed to switch back to the original or previous plant, the next lot from that plant will resume numbering sequentially from the last lot produced by that plant.

Schedule lay-down placement where uneven travel lanes are minimized and eliminated weekly.

If asphalt material is obtained from other than a commercial source presently inspected by TxDOT, furnish a Type D structure for the asphalt mix control laboratory for the Engineer's use. Provide a minimum height of 8 feet and a minimum of 400 square feet of gross floor area for permanently located asphalt plants or 200 square feet for a temporary plant. The floor area will be partitioned into a minimum of two rooms, with a minimum of two windows per room. The floor shall have an impervious cover and sufficient strength to support the testing equipment. Portable structures shall be support blocked for stability and shall be tied down.

Minimum Roadway Placement Temperature

--Item 340, 342, & 3127--

Place mixture when the roadway surface temperature is equal to or higher than listed in Table 1 unless otherwise approved or shown on the plans. Measure the roadway surface temperature with a handheld infrared thermometer. Placement may be allowed to begin prior to the roadway surface reaching the required temperature if conditions are such that the roadway surface will reach the required temperature within 2 hrs. of beginning placement operations. Place mixtures only when weather 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 or Night Paving Operations	Surface Layers Placed in Daylight Operations
Items 340 & 344	PG 64	45	50
	PG 70	55	60
	PG 76	60	60
Items 342 and 346 SS 3127 & SS 3142	PG 76	65	70
	Asphalt Rubber (A-R)	65	70

* Except for PG 64, may pave at temperatures 10° F lower than the values shown in Table 1 when utilizing a paving process or equipment that eliminates thermal segregation. In these cases, use either an infrared bar attached to the paver, or a hand held thermal camera, or a hand held infrared thermometer operated in accordance with Text Method 244-F to demonstrate that the uncompacted mat has no more than 10° F of thermal segregation.

--Item 354--

The Department will retain all Rap material from planing operations and will be delivered to this location.

Boerne Sub. Loc. 4
IH 10 West, RM 537-538
N29.4945 W98.4546

Contact the Boerne Maintenance Supervisor for location assistance if needed
Chad Lux
1375 N. Main
Boerne, Texas 78006
(830)816-2430

Take precaution to avoid damage to existing bridge decks and armor joints. Repair any damage to the bridge decks and/or armor joints as approved.

--Item 454--

The list of approved Header Type Expansion Joints can be found at:
http://www.txdot.gov/txdot_library/publications/producer_list.htm title is "Elastomeric Concrete".

--Item 500--

"Materials on Hand" payments will not be considered in determining percentages for mobilization payments.

--Item 502--

Place standard markings no later than 14 days after surface treatment operations are completed.

When advanced warning flashing arrow panels and/or changeable message sign is specified, have one standby unit in good condition at the job site.

After written notification, the time frame to provide properly maintained signs and barricades before considered in non-compliance is 48 hours from receipt of the notification.

Notify the Engineer 5 business days in advance of any temporary or permanent lane, ramp, connector, etc. closures/detours, restrictions to lane widths, alterations to vertical clearances, or modifications to radii. Any other modifications to the roadway that may adversely affect the mobility of oversized/overweight trucks also require 5 business days advance notice to the Engineer. Unless shown in the TCP, no lane, ramp, connector, etc. closures are allowed during special events. At least one lane has to remain open at all times. For all lane closures, provide written closure information by 1:00PM on the business day prior to the closure. For closures on a Monday or following a Holiday, furnish the information the workday prior to the closure. Lane closures will not be allowed if this reporting requirement is not met.

Avoid placing stockpiles within the roadway's horizontal clear zone. If a stockpile is placed within the clear zone, address in accordance with the TMUTCD.

Do not place barricades, signs, or any other traffic control devices where they interfere with sight distance at driveways or side streets.

In addition to providing a Contractor's Responsible Person and a phone number for emergency contact, have an employee available to respond on the project for emergencies and for taking corrective measures within 2 hours or within a reasonable time frame as specified by the Engineer.

--Item 506--

It is not anticipated that erosion control devices will be needed. However; in the event devices are needed, the SW3P shall consist of the control measures approved. Depending on the type and amount of work, payment will be handled with the Force Account Procedure, or by individual pay items.

--Item 585--

Use Surface Test Type B, pay adjustment schedule 2 to evaluate ride quality of travel lanes.

--Item 666 & 8251--

If TY II material is used (vs. an acrylic or epoxy) as the sealer for the TY I markings, place the TY II a minimum of 14 calendar days (to provide adequate curing) before placing the TY I markings.

--Item 672--

Place all adhesive material directly from the heated dispenser to the pavement. Do not use portable or non-heated containers. Use adhesive of sufficient thickness so that when the marker is pressed into the adhesive, 1/8" or more adhesive will remain under 100% of the marker. The adhesive should extend not less than 1/2" but not more than 1 1/2" beyond the perimeter of the marker.