

# NOTIFICATION OF ADDENDUM

## ADDENDUM NO. 1

**DATED 8/06/2010**

<b>Control</b>	<b>0365-03-044</b>
<b>Project</b>	<b>STP 2011(301)</b>
<b>Highway</b>	<b>SH 171</b>
<b>County</b>	<b>JOHNSON</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 2011(301)

CONTROL: 0365-03-044

COUNTY: JOHNSON

LETTING: 08/11/2010

REFERENCE NO: 0806

**PROPOSAL ADDENDUMS**

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- PROPOSAL COVER
- BID INSERTS (SH. NO.:
- GENERAL NOTES (SH. NO.: F AND G

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

DELETED:

- SPECIAL SPECIFICATIONS:
- ADDED:

DELETED:

- OTHER: PLAN SHEETS

DESCRIPTION OF ABOVE CHANGES  
(INCLUDING PLANS SHEET CHANGES)

GENERAL NOTES: SHEET F: NOTE TO ITEM 341 HAS BEEN REVISED.  
THE ABOVE CHANGE HAS CAUSED INFORMATION ON SHEETS F AND G TO SHIFT

PLAN SHEETS: PLAN SHEETS 7B AND 7C HAVE BEEN REPLACED

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

**GENERAL NOTES:**

**Specification Data**

**Basis of Estimate**

<b>Item</b>	<b>Description</b>	<b>Rate</b>	<b>Unit</b>
210	Roll (Med Pneum Tire)(TYB) Surf Treat	1 Hr/2,000 SY/crse**	Hr
276	Cement (Exist. Base)(Plant Mixed)(CI N)(For Ty E, Gr 4)	125 lb/CY	Ton
310	Asph Mat'l (MC-30 )(Cem Trt Bs)	0.2 gal/SY	Gal
341	Hot Mix (All Types)	115 lb/SY/in	Ton

\*\* Non-Pay, for Contractor's Information Only.

**Compaction Requirements for Base Courses:**

**(Percent Of Density As Determined By Compaction Ratio Test TEX-113-E)**

<b>ITEM</b>	<b>MATERIAL</b>	<b>COURSE</b>	<b>MIN DENSITY</b>
276	Cement Treat.	All	95 %

**Surface Treatment Data:**

**One Course on Subgrade or Flex Base**

Asph Type AC-10  
Rate 0.56 gal/SY

Aggr Type PB  
Grade 4  
Rate 1 CY/135 SY

Note: The rates of application of asphalt and aggregate are for estimating purposes only and may be varied as directed by the Engineer.

**Special Notes:**

Calculating, Recording and Reporting Test Data - Use appropriate TxDOT Excel templates to calculate and record all test data. These forms are available on the TxDOT website at [www.dot.state.tx.us/forms/construction.htm](http://www.dot.state.tx.us/forms/construction.htm) under the "Site Manager" heading. Submit test results within 24 hours of test completion by email or CD.

For dimensions of R.O.W. not shown on the plans, see the link at [http://www.txdot.gov/business/road\\_construction/row\\_map.htm](http://www.txdot.gov/business/road_construction/row_map.htm) or the R.O.W. map on file at the TxDOT District Office.

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

Mail box manipulation made necessary because of construction shall be done in accordance with Item 560, except that this work will not be paid for directly but will be considered subsidiary to the various bid items.

Provide all-weather surface for temporary ingress and egress to adjacent property, as directed. Materials, labor, equipment and incidentals necessary to provide temporary ingress and egress will not be paid for directly, but will be subsidiary to the various bid items.

In those instances where necessary, the governing slopes indicated herein may be varied from the limits shown, to the extent approved.

On superelevated curves the shoulders shall have the same cross-slope as the pavement, unless otherwise indicated.

Remove the grass from the crown of shoulders or pavement edges by blading or other approved methods. Payment for this work will not be made directly but shall be considered subsidiary to the various items of the contract.

Provide temporary drain openings at all low points or other drainage structures, as required, at the Contractor's expense.

Remove any obstructions to existing drainage due to the contractor's operations, as required, at the Contractor's expense.

#### **Item 5. Control of the Work**

Perform construction surveying to record and re-establish the road profile, cross slopes and super-elevations in accordance with Article 5.6.B, "Method C".

#### **Item 7. Legal Relations and Responsibilities**

Do not initiate activities in a project specific location (PSL) associated with a U.S. Army Corps of Engineers (USACE) permit area that have not been previously evaluated by the USACE as part of the permit review of this project. Such activities include, but are not limited to, haul roads, equipment staging areas, borrow and disposal sites. "Associated" as defined here means materials are delivered to or from the PSL. The permit area includes all waters of the U.S. or associated wetlands affected by activities associated with this project. Special restrictions may be required for such work. The contractor shall be responsible for any and all consultations with the USACE regarding activities, including project specific locations (PSLs) that have not been previously evaluated by the USACE. Provide the Department with a copy of all consultation(s) or approval(s) from the USACE prior to initiating activities.

The Contractor may proceed with activities in PSLs that do not affect a USACE permit area if a self determination has been made that the PSL is non jurisdictional or proper USACE clearances

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

have been obtained in jurisdictional areas or have been previously evaluated by the USACE as part of the permit review of this project. The contractor is solely responsible for documenting any determination(s) that their activities do not affect a USACE permit area. Maintain copies of their determination(s) for review by the Department or any regulatory agency.

Document and coordinate with the USACE, if required, prior to any excavation hauled from or embankment hauled into a USACE permit area by either (1) or (2) below.

**Restricted Use of Materials for Previously Evaluated Permit Areas.**

Document both the project specific location (PSL) and its authorization. Maintain copies for review by the Department or any regulatory agency when an area within the project limits has been evaluated by the USACE as part of the permit process for this project:

Suitable excavation of required material in the areas shown on the plans and cross sections as specified in Item 110 is used for permanent or temporary fill (Item 132, Embankment) within a USACE permit area;

Suitable embankment (Item 132) from within the USACE permit area is used as fill within a USACE evaluated area; and,

Unsuitable excavation or excess excavation [“Waste”] (Item 110) that is disposed of at a location approved by the Engineer within a USACE evaluated area.

**Contractor Materials from Areas Other than Previously Evaluated Areas.**

Provide the Department with a copy of all USACE coordination or approval(s) prior to initiating any activities for an area within the project limits that has not been evaluated by the USACE or for any off right of way locations used for the following, but not limited to, haul roads, equipment staging areas, borrow and disposal sites:

Item 132, Embankment, used for temporary or permanent fill within a USACE permit area; and,

Unsuitable excavation or excess excavation [“Waste”] (Item 110, Excavation) that is disposed of outside a USACE evaluated area.

The total area disturbed for this project is 21.69 acres. The disturbed area in this project, all project locations in the Contract, and the 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 required authorization from the TCEQ for Contractor PSLs for construction support activities on or off the ROW. When the total area

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

disturbed 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 ROW to the Engineer and to the local government that operates a separate storm sewer system.

### **Item 8. Prosecution and Progress**

Working days will be computed and charged in accordance with Article 8.3.A.4, Standard Workweek.

### **Item 110. Excavation**

Review proposed waste sites to determine if any site is located in a "Base Floodplain" or "Floodway" as defined by the Federal Emergency Management Agency (FEMA).

If waste material from this project is placed in a base floodplain as defined by FEMA, a permit will have to be obtained from the local community responsible for enforcing National Flood Insurance Program (NFIP) regulations. The Contractor is responsible for ensuring that the owner of the property receiving the waste has obtained the necessary permit.

### **Items 110. Excavation**

Sulfate-laden subgrade material that is to be treated with either lime or cement, including material up to a depth of one foot below and laterally to one foot outside the proposed treatment limits, is susceptible to sulfate heave. Test soils for soluble sulfates in accordance with Test Method TEX-145 and TEX-146-E.

Moderate and high levels of sulfate are defined below.

3,001 – 7,000 PPM = moderate concentration

> 7,000 PPM = high concentration

Treat soils of moderate sulfate concentration with lime at the full 150 lb/CY rate or with cement at the full 75 lb/CY rate. Do not split the rates to ensure complete reaction and mitigation of sulfate heaves. Allow the mixture to mellow for 7 days to provide for complete reaction.

Soils of high sulfate concentration are not allowed within the treatment and surrounding areas as defined above. Excavate and replace soils of high sulfate levels.

Treat subgrade areas that may be identified during construction as having moderate to high sulfate concentrations to a depth of one foot below and laterally to one foot outside the proposed treatment limits. Treatment of the moderate level material shall be paid for under Item 260 or Item 275. Removal of the high level material shall be measured and paid for in accordance with

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

Item 110 and replacement with suitable material shall be measured and paid for in accordance with Item 132.

Any excavated sulfate-laden material will be acceptable for use in fill areas. Do not place within previously specified section boundaries of subgrade to be treated with either lime or cement.

Off-Site Borrow Sources. In addition to meeting pertinent specification requirements, test off-site borrow sources for sulfate content. Test soils for soluble sulfates in accordance with Test Method TEX-145 and TEX-146-E and provide documentation that supports compliance with previously stated requirements. The Engineer will perform additional testing for sulfates of this material upon delivery to the project. Only material that is placed within one foot vertically or laterally of subgrade treatment will require testing for sulfates. Remove and replace failing material (sulfate concentrations >7,000 PPM by dry weight).

**Item 247. Flexible Base**

(TY E, GR 4) Furnish aggregate from the Item 251, Rework Base Material on this project:

Do not add field sand to modify the final material to meet the requirements.

Cement treat in accordance with Item 276.

**Item 276. Cement Treatment (Plant-Mixed)**

Treat base material with a maximum 4% cement by weight. The 7-day compressive strength of treated material shall be 250 psi.

Place treated base in lifts not to exceed 9 inches.

**Item 301. Asphalt Antistripping Agent**

Furnish a liquid antistripping agent unless directed.

**Item 310. Prime Coat**

Provide an MC-30 for this Item.

**Item 316. Surface Treatments**

PG64-22, PG58-22 or CRS-2 may be substituted for AC-10, with written approval. CRS-2 may not be used with precoated aggregates. Provide and apply CRS-2 at a rate approximately 50% asphalt residue. Apply CRS-2 at a rate approximately 50% higher than specified for AC-10, or as directed.

Asphalt storage tanks may be used.

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

Remove vegetation and blade pavement edges as directed.

Provide a minimum of 3 pneumatic rollers as specified under Article 316.3.C.

**Item 341. Dense-Graded Hot Mix Asphalt (QC/QA)**

When placed adjacent to travel way, construct longitudinal joints using a tapered extrusion device capable of forming a tapered joint as detailed in the plans or as directed.

RAP aggregate must meet the requirements of Table 1.

Department owned RAP is available to the Contractor. The stockpile location is on US 377 north of IH 20 in Tarrant County. Contact the Keene Maintenance Office at (817) 558-6294 (metro) with at least 72 hours advanced notice, to coordinate the acquisition and accounting of RAP material.

Target laboratory molded density is 97%.

Provide aggregate with a Surface Aggregate Classification value of B for the surface course of the travel lanes.

Provide PG70-22 asphalt for surface course when using fractionated RAP

Provide one (1) lower asphalt PG grade for surface mixtures when using fractionated RAP and or RAS.

Provide the PG70-22 asphalt with any of the following modification alternatives:

PG64-22 modified with SBR Latex at the Hot Mix Plant

AC-10 modified with SBR Latex at the Hot Mix Plant.

PG64-22 modified with Crumb Rubber and Vestenamer (TOR) at the Hot Mix Plant.

When modified at the Hot Mix Plant, provide the PG 64-22 or AC-10 refinery certification.

Provide a PG64-22 asphalt for the base course.

Provide a PG70-22 asphalt for the surface course.

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

Furnish a CSS-1P with greater than 50% asphalt residue for the tack coat on this project.

If the Contractor elects to use Warm Mix Asphalt (WMA) the following notes will apply.

Notify the District Pavement Engineer.

Use only fractionated RAP.

Use an Evotherm DAT Warm Mix Asphalt (WMA), a SASOBIT WMA, or an Advera WMA product additive for all mix applications. Delivery temperature shall be a maximum of 235° F. Delivery and roll out temperatures will be modified by the supplier and accepted by the engineer. All work related to WMA product additives is subsidiary to this item.

To produce an Evotherm WMA, the mix production facility will receive Evotherm DAT Concentrate from the concentrate supplier or via an authorized representative of either supplier. Evotherm DAT Concentrate, a chemical solution, is metered into the asphalt line at a rate of 5.26% by asphalt weight. Evotherm DAT Concentrate contains approximately 15% Evotherm chemistry and 85% water. The Evotherm DAT supplier will provide the delivery pump, if necessary.

To produce a SASOBIT WMA, the mix production facility will receive SASOBIT from the solution supplier. SASOBIT is metered into the asphalt line at a rate of 1.5% by weight of total binder content.

To produce an Advera WMA, the mix production facility will receive Advera from the solution supplier. Advera is added into the mixing drum at a rate of 0.25% by asphalt weight to create a foaming effect in the binder. Advera WMA is a synthetic zeolite (hydrated aluminosilicate, containing 18-21% water).

An authorized representative of the WMA product additive supplier shall be present onsite during the first day of asphalt placement.

WMA allows the asphalt mix to work at a lower delivery temperature, which is not only better for the environment, but will result in lower contractor fuel cost.

Use the boil test, test method TEX-530-C, and provide only mixes that produce zero percent (0%) stripping for design verification and during production.

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

Include the approved mix design number on each delivery ticket

Place mixture when the roadway surface temperature is equal to or higher than the temperatures listed in Table 11A unless otherwise approved or shown on the plans. Measure the roadway surface temperature with a handheld infrared thermometer. The Engineer may allow mixture placement to begin prior to the roadway surface reaching the required temperature requirements if conditions are such that the roadway surface will reach the required temperature within 2 hrs. of beginning placement operations. 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 11A**  
**Minimum Pavement Surface Temperatures**

	Minimum Pavement Surface Temperatures in Degrees Fahrenheit	
High Temperature Binder Grade	Subsurface Layers or Night Paving Operations	Surface Layers Placed in Daylight Operations
PG 64	45	50
PG 70	55 <sup>1</sup>	60 <sup>1</sup>

Note 1: Contractors may pave at temperatures 10°F lower than the values shown in Table 11A when utilizing a paving process or equipment that eliminates thermal segregation. In which cases, the contractor must 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 Test Method 244-F to demonstrate to the satisfaction of the engineer that the uncompacted mat has no more than 10°F of thermal segregation.

Trimming of a core sample will be performed at the request of TxDOT only and is for the purpose of removing underlying material or removing an uneven bottom portion of the core to the extent that the new surface is suitable for testing. Trimming of core samples will be limited to ¼". Notify TxDOT prior to trimming cores so that a TxDOT representative may be present if so desired. Cores that have been trimmed without providing proper notification will not be accepted for testing. Trimming of a core sample where the resulting thickness is less than the plan thickness requirements for the HMAC layer that the core was taken from will not be accepted for testing.

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

Existing signs are to remain as long as they do not interfere with construction and they do not conflict with the traffic control plan.

**Project Number:** STP 2011(301)

**County:** Johnson

**Control:** 0365-03-044

**Highway:** SH 171

When traffic is obstructed, arrange warning devices in accordance with arrangements indicated in the latest revision of the "Texas Manual on Uniform Traffic Control Devices".

Cover or remove any work zone signs when work or condition referenced is not occurring.

**Item 504. Field Office and Laboratory**

Furnish the following structures for this project:

Type	No.
Field Lab (Ty. A)	1
Field Lab(Ty. D)	1

**Item 506. Temporary Erosion, Sedimentation, and Environmental Controls**

The SW3P for this project shall consist of using the following items as directed:

Biodegradable Erosion Control Logs

Remove accumulated sediment and/or replace SW3P controls when the capacity has been reduced by 50% or when the depth of sediment at the control structure exceeds one foot.

**Item 585. Ride Quality for Pavement Surfaces**

Use Surface Test Type B pay adjustment schedule 2 to evaluate ride quality of the travel lanes in accordance with Item 585, "Ride Quality for Pavement Surfaces."

**Item 666. Reflectorized Pavement Markings**

This project requires the use of special specification Item 8251, Reflectorized Pavement Markings with Retroreflective Requirements for all 4 inch wide pavement markings.

**Item 8251. Reflectorized Pavement Markings with Retroreflective Requirements**

Collection of retro-reflectivity readings using a mobile retro-reflectometer is the preferred method. If retro-reflectivity readings are collected using a portable/handheld unit, then measurement is defined as a collective average of at least 20 readings taken along a 200-foot test section. A minimum of three measurements will be required per mile of roadway. Measurements collected on a centerline stripe will be averaged separately for stripe in each direction of travel. A TxDOT inspector must witness the calibration and collection of all retro-reflectivity data.

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