NOTIFICATION OF ADDENDUM

ADDENDUM NO. 2

DATED 9/30/2011

Control	**6225-25-001**
Project	**RMC - 622525001**
Highway	**FM3297**
County	**FANNIN**

Ladies/Gentlemen:

Attached please find an addendum on the above captioned project. Included in the attachment is an adendum 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.

04/99

SUBJECT: PLANS AND PROPOSAL ADDENDUMS
PROJECT: RMC - 622525001 CONTROL: 6225-25-001
COUNTY: FANNIN
LETTING: 10/07/2011
REFERENCE NO: 0930

PROPOSAL ADDENDUMS

_ PROPOSAL COVER
_ BID INSERTS (SH. NO.:)
X GENERAL NOTES (SH. NO.: SHEET B)
_ SPEC LIST (SH. NO.:)
_ SPECIAL PROVISIONS:
ADDED:

DELETED:

_ SPECIAL SPECIFICATIONS:
ADDED:

DELETED:

_ OTHER:

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

GENERAL NOTES, SHEET B - ITEM 8, REMOVED CALENDAR WORKWEEK AND REPLACED WITH STANDARD WORKWEEK.

GENERAL NOTES:

Project Description – The project consists of scarifying and reshaping the existing road, addition of new flex base, prime, and two course surface treatments for the rehabilitation of FM 3297 as shown in the contract and defined in these general notes and specifications. Mailbox turnouts, driveways, intersecting roads, and flexible pavement structure repair are to be addressed as detailed in the plans.

TXDOT Project Supervisor – All work on this contract will be scheduled and directed by the following person. The pre-construction conference will be held at this location. Payment will be made on a monthly basis for work completed and accepted according to specifications. All payment requests will be directed to the following:

Mr. David R. Selman, P.E., Area Engineer
3904 US 75 South
Sherman, TX 75090-0517
(903) 892-6529

Contract Prosecution: Each contract awarded by the Department stands on its own and, as such, is separate from other contracts. A Contractor awarded multiple contracts must be capable and sufficiently staffed to concurrently process any or all contracts at the same time.

The work performed, equipment used, and materials furnished for a complete project will be paid for directly as indicated elsewhere in the plans and specifications. Payment for completed work will be made upon acceptance of the work by the Department.

Provide access to private property at all times and any land disturbed outside of limits will be block sod at the Contractor's expense.

Trim trees and vegetation obstructing signs and sight distance on curves.

Item 2 "Instructions to Bidders"

Article 2.5 – This project includes plan sheets that are not part of the bid proposal.
View plans on-line or download from the web at:
http://www.txdot.gov/business/contractors_consultants/plans_online.htm

Order plans from any of the plan reproduction companies shown on the web at:
http://www.txdot.gov/business/contractors_consultants/repro_companies.htm

Item 5 "Control of the Work"

Upon completion of the work and before final acceptance and final payment is made, mow the entire project. Mowing will not be paid directly but shall be considered subsidiary. Clear and remove from the site(s) all surpluses and discarded materials and leave the entire project in a neat and clean condition.

Item 8 "Prosecution and Progress"

Time will be computed in accordance with Section 8.3.A.4, Standard Workweek.

Notify and obtain permission from the District Traffic Office a minimum of 24 hours before beginning striping operations each week during the operation. Provide proposed work location and schedule for the week. Do not place any contract stripe unless the designated striping technician is present. Leaving a recorded message does not meet the aforementioned requirements. Failure to have the required weekly permission and designated striping tech present will result in forfeiture of payment for each day these conditions are not met. District Traffic office hours are 8 am to 5 pm, Monday through Friday. The time of day allowed to work will be as directed.

Item 100 "Preparing Right of Way"

Neatly trim trees, overhanging branches and all underbrush at the ROW line to produce an 18' vertical clear area within the limits of ROW.

Item 112 "Sub grade Widening"

Roadway excavation will not be paid for directly but shall be considered subsidiary to Item 112.

Item 152 "Road Grader Work"

Use road grader work to windrow sod (6" depth), construct slopes, prepare driveways for HMAC taper, grade ditches as necessary to establish drainage and redistribute sod on finished slopes.

Cut ditches to proposed grade in the immediate vicinity of cross drain structures prior to placing Storm Water BMP devices at the early stages of the project.

If excess material is generated under this item, it may be utilized to construct slopes, or wasted as approved.

Item 247 "Flexible Base"

Grading requirements
Tests to be in accordance with TxDOT Standard Test Methods

Soil Constants

Item Desc.	Linear Shrinkage	LL	Wet Ball	WBMV(incr. passing #40 sieve)
Item 247 Flex Base	6.0 max.	40 max.	40 max.	20% max.

PERCENT RETAINED ON SIEVE:

1-3/4"	**7/8"**	**3/8"**	**No. 4**	**No. 40**
0	10-35	30-50	45-65	70-85

Flexible Base shall not contain more than 1% by weight of clay balls.

Ordinary compaction is specified for reworked base. The material will be sampled for the determination of target moisture content to most effectively facilitate field compaction.

At the project limits, intersections and at bridges, the project finished elevation must match existing grades. In these areas a vertical transition shall be built by salvaging the base and discarding adequate sub grade material to accommodate the construction of the full depth proposed pavement section up to each project boundary. A 150' transition to fixed elevations will be required. This work will not be paid for directly but will be considered as subsidiary.

Place blue top hubs for alignment and elevations of new base at centerline and edge of pavement. Consideration will be given to alternate methods of grade control should the contractor propose them.

Measure roadway profile smoothness with a high speed or lightweight inertial profiler that is certified by the Texas Transportation Institute. Acceptance for locations constructed under traffic will be based on no 0.10 mile section having an average IRI value greater than 110 inches per mile and no individual wheel path spike greater than 115. Acceptance for locations not constructed under traffic will be based on no 0.10 mile section having an average IRI value greater than 95 inches per mile and no individual wheel path spike greater than 105. Take profile measurements after the section is finished, swept and otherwise meets the satisfaction of the engineer. Correct any roadway section that fails to meet these requirements. In addition, correct any area identified as "localized roughness". Following corrections, re-profile the roadway to verify that corrective actions were successful. Roadway shall be sealed within 24 hours after a successful IRI.

Item 251 "Reworking Base Courses"

Within one day after setting barricades, collect existing base samples for strength testing as directed. Collect 750 pounds of existing base at a representative typical location directed, and deliver to the Paris District Lab, 1365 N. Main, Paris, TX. Repair collection location as directed. This work is subsidiary to Item 251.

Compact reworked base using density control.

The finished roadway must match existing grades at project limits, highway intersections and bridges. In these areas, salvage existing base and remove sufficient sub grade material to construct the full-depth proposed pavement section, according to the transition details shown in the plans. Transitions are to be a minimum 150' long. This work will not be paid for directly, but will be considered subsidiary to the various bid items. Excess sub grade material generated by these transitions may be utilized to construct slopes, or wasted as approved.

Maintain a field book of grade elevations to ensure uniformity of section and compliance to the proposed typical section. At a minimum of every 100 foot station, this will include:

1) Elevations of reworked base conforming to the proposed typical section and a smooth profile that is approved by the Engineer.
2) Blue top hub elevations at centerline and edge of pavement of reworked base. These hub elevations will be reworked base elevations plus proposed thickness of new base.

After each land of base or rework base operation is complete, provide a copy of the field book data to the Engineer for use in verification. Any elevation discrepancy of 0.04' or greater will be just cause for rejection of that land. Make any corrections necessary before proceeding with subsequent base operations. Consideration will be given to alternate methods of grade control should the contractor propose them.

Item 260 "Lime Treatment (Road Mixed)"

A minimum mellowing period of three days is required for this project.

Sub grade, embankment or backfill suspected of containing sulfates will be tested in accordance with Tex -145-E by the Department. Treat sub grade, embankment or backfill material to the required depth and width subject to the following restrictions:

<u>0 – 1,000 ppm (parts per million by dry weight of the soil)</u> - A minimum mellowing period of three days is required.

1,001 – 3,000 ppm - In a single application, add the prescribed total amount of lime. Maintain moisture content above optimum, and allow the mixture to mellow a minimum of 3 days. Three days after initial addition of lime, determine soluble sulfate concentration using Tex-145-E, and if the sulfate measurement has been reduced to 1,000 ppm or less, then no additional lime or mellowing time is necessary; however, if sulfate measurement has not been reduced to 1,000 ppm or less, then add 2% additional lime and mellow an additional 3 days while maintaining moisture content above optimum. Reprocess the soil-lime mixture to meet the gradation requirements in Item 260, Table 1, and compact it at the optimum moisture content.

3,001 – 7,000 ppm - In a single application, add the prescribed total amount of lime. Maintain moisture content above the optimum. Three days after initial addition of lime, determine soluble sulfate concentration using Tex-145-E, and if the sulfate measurement has been reduced to 1,000 ppm or less, then no additional lime or mellowing time is necessary; however, if sulfate measurement has not been reduced to 1,000 ppm or less, then add 4% additional lime and mellow an additional 7 days while maintaining moisture content above optimum. Reprocess the soil-lime mixture to meet the gradation requirements in Item 260, Table 1, and compact it at the optimum moisture content.

Greater than 7,000 ppm – Do not treat with any lime or other calcium based stabilizers. Material within one foot of any area to be treated with calcium based stabilizers must be removed or processed as directed.

The Department will pay for additional lime treatment of material originating in TxDOT right-of-way when sulfate concentrations are greater than 1,000 ppm and such material is required to be used as shown in the plans.

Item 275 "Cement Treatment (Road Mixed)"

Sub grade, embankment or backfill suspected of containing sulfates will be tested in accordance with Tex-145-E by the Department. Sub grade, embankment or backfill material within one foot of any area to be treated using cement is subject to the following restriction:

Greater than 7,000 ppm – Do not treat with any cement or other calcium based stabilizers. Material within one foot of any area to be treated with cement or other calcium based stabilizers must be removed or processed as directed

Item 314 "Emulsified Asphalt Treatment"

Dilute the asphalt with base finish water, distribute in successive applications, and work into the top 1/4" of flex base.

Item 316 "Surface Treatments"

	AC20-5TR AC20-XP AC15-P	AC10-2TR AC10 AC10-2%SBR AC5-2%SBR	AC12-5TR	CRS-2P	RC-250
JANUARY					
FEBRUARY					
MARCH					
APRIL	LOW TEMP'S ABOVE 60F	LOW TEMP'S ABOVE 60F		NIGHTTIME LOW TEMPS ABOVE 50F	
MAY					
JUNE					
JULY					
AUGUST					
SEPTEMBER					
OCTOBER					
NOVEMBER					
DECEMBER					

The months shown in the table above apply to first and intermediate courses only. Refer to Form 2388 (Seal Coat Material Selection Table) in the plans to determine when the final course can be applied to any section of the roadway.

RC-250 is ONLY to be used if uncontrollable circumstances cause the Contractor's first course surface treatment operations to occur in the months of December through February. Do not submit Project Work Schedules anticipating first course surface treatments during these months. If necessary, contract time may be suspended for these months or partial months to reach asphalt season. If a situation arises which causes the Contractor to seal in these months with RC-250, all corrective measures needed to resolve issues caused by the use of RC-250 will be at the expense of the Prime Contractor.

For Rehabilitation Projects:

ITEM *	APPLICATION		
	Emulsified Asphalt Treatment	1st Course	2nd Course
Asphalt Type	MS-2 or SS-1	Emulsion or AC	Asphalt Cement
Asphalt Rate (Gal/SY)	0.20	0.50 Emulsion / 0.44 AC	0.36
Aggregate Type		B or L / (P)B or (P)L	(P)B or (P)L
Aggregate Grade		3	4
Aggregate Rate (CY/SY)		1:105	1:120
Min. Cure Time	24 hrs	14 days (Emulsion)	

The Engineer will retrieve a minimum of one asphalt sample from the job site for each type of asphalt used for each particular project for quality control purposes.

* The information above is intended to provide general guidance and as a basis of estimate. Based on the season and weather conditions at the time, the engineer will determine the asphalt type and rates to be used at the time of application.

Item 502 "Barricades, Signs and Traffic Handling"

Correct all deficiencies noted on the Traffic Control Device Inspection Form 599 as soon as possible, but no later than 5 days after notification. Failure to make corrections within 5 days will result in no payment for this Item for the month of the noted deficiency.

Use "Traffic Control Plans for Seal Coat Project" to address operations that effect centerline stripes being obscured. "Loose Gravel", "Fresh Oil" signs will be required to address situations that involve asphalt operations. An approved traffic control plan is included (see sheet Construction: Temporary Traffic Control) in the proposal for informational purposes only. This plan in no way replaces or relieves the Contractor from total compliance with the "2006 Texas Manual of Uniform Traffic Control Devices" as specified in article 7.9 of the general requirements. Furnish signs, sign stands, and safety flags as shown on the plans and as required to protect the traveling public.
Perform work in such a manner that the base is in place and the roadway open for the safe passage of two way traffic at the end of each work day.

The roadway will remain open to traffic at all times. Make provisions for the safe and convenient passage of traffic at all times and under all weather conditions.

Utilize flaggers equipped with two-way radios to handle traffic through the work areas. Five minutes is the maximum allowable time for stopping vehicles.

Close only one lane of traffic at any time. Make every effort to minimize drop off conditions during patching operations. Pull up the shoulder material as soon as possible to eliminate edge drop off conditions. When operations create drop offs greater than 2 inches in depth, place vertical panels and shoulder drop off signs (CW8-9a) as specified or as directed. Use signs, cones, vertical panels, and flaggers called for but not detailed in these plans in accordance with the 2006 Texas Manual of Uniform Traffic Control Devices. The flaggers, signs, barricades, and traffic control devices are to meet or exceed minimum requirements. Additional traffic control measures may be required as specified or as directed.

A Pilot car will be required as directed.

Item 506 "Temporary Erosion, Sedimentation, and Environmental Controls"

Soil tracked onto roadways outside of immediate construction areas will be removed daily or when directed.

Install/Removal, construction exits as directed by the Engineer.

Exact locations and numbers of devices to be used will be determined in the field.

Removal of accumulated sediment along intersecting roads will be paid for under Item 506-2024.

Intersecting road locations are as shown on the plans.

Item 530 "Intersections, Driveways and Turnouts"

Use Type D HMAC tonnage in E&Q to account for taper from proposed pavement elevation to existing driveway elevation. All public roads (city Streets and county roads) are to be reconstructed/seal coated back to the ROW line.

Item 560 "Mailbox Assemblies"

Keep mailboxes accessible for the delivery of mail at all times.

Contact Postmaster to approve the new locations of all mailboxes prior to placement. Place existing mailboxes on temporary mounts until after roadway construction operations are completed.

Mailboxes damaged by construction operations will be replaced with approved units at the same size and quality as the damaged unit, at the Contractor's expense.

Permanent mailbox assemblies shall use the thin wall steel tubing with wedge anchor base set in a 12" diameter concrete foundation that is 30" in depth.

Item 644 "Small Roadside Sign Support and Assemblies"

Signs are to be temporarily located to facilitate construction

Use the clamp style triangular slip base set in an 18" diameter concrete foundation that is 42" in depth for all small sign support assemblies. Any sign assemblies to be removed according to this contract shall remain the property of the contractor and shall be disposed of in accordance with federal, state, and local regulations.

Items 666 & 8251 "Reflectorized Pavement Markings"

No section of roadway with a surface treatment will be without standard pavement markings for more than 14 calendar days. Failure to meet the 14-day requirement could result in work stopping or withholding the monthly estimate. Apply all continuous markings in one (1) application.

Prior to the placing of pilot lines and standard pavement markings TxDOT will determine the extent and location of passing and no-passing zones. No passing zones will be reestablished by the Department before placement of pilot lines for final pavement marking.

Allow at least two days for TxDOT to reestablish no passing zones.

Use a crew experienced in the application of Reflective Pavement Markings capable of placing the markings in neat straight lines and in a safe and timely manner. Verify centerline location with the Engineer prior to placing centerline pilot lines. Pilot lines will be laid out and will be approved by the Engineer two days prior to all final pavement-marking applications. Pavement markings will be placed as shown on standard sheet PM (1)-03 or may be varied as specified or as directed.
Pavement markings called for but not detailed in te plans will be in accordance with the "2006 Texas Manual on Uniform Traffic Control Devices".

A gravity flow applicator will be used, with Type III beads for construction zone applications, on each nozzle to achieve desired retro reflectivity.

Stop Bar locations will be determined by TXDOT. Stop Bars may not be necessarily installed directly adjacent to stop signs

This page intentionally left blank.