

# NOTIFICATION OF ADDENDUM

## ADDENDUM NO. 3

**DATED 8/06/2010**

<b>Control</b>	<b>0519-01-027</b>
<b>Project</b>	<b>STP 2011(347)</b>
<b>Highway</b>	<b>SH 174</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(347)

CONTROL: 0519-01-027

COUNTY: JOHNSON

LETTING: 08/10/2010

REFERENCE NO: 0806

**PROPOSAL ADDENDUMS**

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\_ PROPOSAL COVER

\_ BID INSERTS (SH. NO.:

X GENERAL NOTES (SH. NO.: F

\_ SPEC LIST (SH. NO.:

\_ SPECIAL PROVISIONS:

ADDED:

DELETED:

\_ SPECIAL SPECIFICATIONS:

ADDED:

DELETED:

X OTHER: See changes outlined below.

DESCRIPTION OF ABOVE CHANGES  
(INCLUDING PLANS SHEET CHANGES)

General notes:

Sheet F: Revised note for item 341.

Plan set:

Sheet 6B is replaced.

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

**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
275	Cement (Subgr.)(PI<20)	125 lb/CY	Ton
275	Cement (Existing Base)(Road-Mixed)(For Type A, 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

\* Based On 50% Asphalt Residue.

\*\* 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>
275	Cement Treat.	All	95 %

**Surface Treatment Data:**

**One Course on Subgrade or Flex Base**

Asph Type AC-5, AC-10, or RC-3000  
Rate 0.56 gal/SY

Aggr Type B or Lightweight  
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 "SiteManager" heading. Submit test results within 24 hours of test completion by email or CD.

Single lane closures, except as otherwise shown in the plans, will be restricted to off-peak hours as defined in the following table:

Peak Hours	Off-Peak Hours
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**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

6 to 9 AM Monday through Friday	3 to 7 PM Monday through Friday	9AM to 3PM and 7 PM to 6 AM Monday through Friday	All day Saturday and Sunday
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Work that requires closure of multiple travel lanes in the same direction, except as otherwise shown in the plans, will be performed at night between the hours of 9:00 pm and 6:00 am.

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.

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.

All driveway openings will be determined by the Engineer and shall conform with Texas Department of Transportation "Regulations for Access Driveways to State Highways" adopted September 1953, and revised June 2004.

Locations and lengths of all private entrances are approximate only. The actual locations, lengths, lines, and grades are to be established in the field.

Take care that existing curb and curb and gutter is not discolored or damaged during construction operations. In the event of discoloration or damage, clean or repair as directed.

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.

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

Install all required concrete riprap flumes immediately following the construction of ditches in which they are to be placed. In addition, apply all erosion control measures as shown on the plans or as directed, immediately following construction of channels to their required line, grade and section.

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

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

Perform construction surveying to record and re-establish the road profile, and cross slopes 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 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.

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

**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 0 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 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 104. Removing Concrete**

When associated with a structure to be removed, removal of riprap as required, approach slabs and shoulder drains are to be included in the unit price bid for Item 496, ‘Removing Structures’.

**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.

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

**Item 275. Cement Treatment (Road-Mixed)**

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

If the Contractor elects to plant-mix cement with the foundation course, mix in accordance with Articles 276.3 and 276.4.A. Place the mixture in accordance with Article 276.4.B and compact in accordance with Article 276.4.C.

**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 or PG58-22 may be substituted for AC-10, with written approval.

Asphalt storage tanks may be used.

Remove vegetation and blade pavement edges as directed.

Furnish aggregate meeting a Surface Aggregate Classification rating of "B" for the roadways in this project:

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

The asphalt application season for this project is May 1 to September 30.

**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.

Target laboratory molded density is 97%.

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

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 a PG70-22 asphalt for the level-up course.

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.

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.

Provide a PG70-22 asphalt for the surface course.

Provide the PG76-22/PG70-22 asphalt with any of the following modification alternatives:

\*PG64-22 modified with SBS at the refinery

\*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.

**Table 11A  
Minimum Pavement Surface Temperatures**

Minimum Pavement Surface Temperatures in Degrees Fahrenheit		
High Temperature	Subsurface	Surface Layers

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

Binder Grade	Layers or Night Paving Operations	Placed in Daylight Operations
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.

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.

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

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.

**Item 360. Concrete Pavement (Driveways)**

The provisions of Article 360.6.B will not be a requirement and the pavement will not be cored.

Include the approved mix design number on each delivery ticket.

**Item 421. Hydraulic Cement Concrete**

Air entrainment requirements are waived.

Concrete will not be rejected for low air content.

Include the approved mix design number on each delivery ticket.

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

Permanent signs may be installed when construction in an area is complete and they will not be in conflict with the traffic control plan for the remainder of the job.

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

Any sign not detailed in the plans but called for in the layout shall be as shown in the current "Standard Highway Sign Designs for Texas".

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

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

- a. BIODEGRADABLE EROSION CONTROL LOGS(12IN)

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

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.

**Items 530 And 531. Intersections, Driveways and Turnouts, and Sidewalks**

The furnishing and installation of the sand cushion in the proposed sidewalks, sidewalk ramps and driveways will not be paid for directly but shall be considered subsidiary to this bid item.

**Item 540. Metal Beam Guard Fence**

The locations and lengths of guard fence shown on the plans are approximate. Actual lengths and locations are to be determined in the field.

The tops of timber posts shall be domed. Beveled tops will not be permitted for timber or steel posts.

When holes for timber posts are drilled below bottom of post elevation, backfill the excessive depth with an acceptable sand. The furnishing and installation of the sand backfill will not be paid for directly but shall be considered subsidiary to this Item.

When guardrail posts are placed in a finished surface, backfill the top 4 inches with an asphaltic material, domed to carry water away from the posts or as shown on the plans. The furnishing and installation of the asphaltic material backfill will not be paid for directly but shall be considered subsidiary to this Item.

**Item 542. Removing Metal Beam Guard Fence**

Remove existing metal beam guard fence only when authorized.

**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 6834. Portable Changeable Message Signs**

All portable changeable message signs and arrow panels are to be provided with a photoelectric device to allow for automatic dimming of operations to approximately 50% of their normal brightness when ambient light drops to approximately five footcandles, and then increase back again for daytime operations.

2 electronic portable changeable message sign unit(s) will be required. Individual or collective use of signs will be required by Engineer when deemed necessary to supplement the traffic control plan.

**Project Number: STP 2011 (347)**

**County: JOHNSON**

**Control: 0519-01-027**

**Highway: SH 174**

Each sign shall be programmed in its permanent memory the following 15 messages:

1. Exit Closed Ahead
2. Use Other Routes
3. Right Lane
4. Left Lane
5. Closed Ahead
6. Two Lane
7. Detour Ahead
8. Thru Traffic
9. Prepare To Stop
10. Merging Traffic
11. Expect 15 Minute Delay
12. Max Speed \*\* MPH
13. Merge Right
14. Merge Left
15. No Exit Next \*\* Miles

**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.