

ADDENDUM NO. 2

**PROJECT NAME: 2017-2018 TASK ORDER CONTRACT FOR BASE REPAIR PACKAGE 11
– 23-01474-11**

DATE: 10/25/2016

ADDENDUM NO. 2

This addendum should be included in and be considered part of the plans and specifications for the name of the project. The contractor shall be required to sign an acknowledgement of the receipt of this addendum and submit with their bid.

Remove and Replace the following:

- A. 025 Unit Pricing Form
- B. Governing Specifications
- C. Special Provision to Item 205
- D. General Notes Sheet 2 of 5
- E. General Notes Sheet 3 of 5
- F. General Notes Sheet 5 of 5

Insert the following:

- A. Supplemental Specification 5 Additional Mobilization

Pre-Construction Agenda:

- A. Contract information
 - a. 730 Calendar Days
 - b. Bids due Tuesday, November 1, 2016 @ 2:00 p.m.
 - c. Deadline for questions is October 21, 2016 @ 12:00 p.m.
 - i. Direct to Consultant (in writing)
 - d. Spec books available online or at LAN office 10101 Reunion Place ste 200, SA 78216
 - e. See supplemental conditions and special provisions for additional contract information
 - f. \$1.0MM Engineers Estimate
- B. Project Scope
 - a. Base Repair
 - b. Final surface course (Type D 64-22)
 - c. Pavement markings and markers
 - d. SAWS valve box and manhole adjustments
- C. No direct payment for the following items:
 - a. Mobilization (Item 100)
 - b. Insurance & Bond (Item 100)

- c. Preparing Right-of-Way (Item 101)
- d. Barricades, Signs & Traffic Handling (Item 530)
- e. Temporary Erosion, Sedimentation & SW3P (Item 540)

D. General Notes & Traffic Notes

- a. Traffic control in accordance with MUTCD standards
- b. Accessibility requirements – driveways, post offices
- c. Contractors must acquire Right-of-Way permits for each project location (no charge)
- d. City of San Antonio Traffic Engineering determines final working restrictions
 - i. Reduced working times in school zones – no extra payment
- e. City of San Antonio Inspectors will perform inspection services for proposed projects
- f. **Blade laying asphalt will not be allowed for this contract.**
- g. **Contractor shall anticipate night/weekend work for this contract. Cost for night/weekend work shall be considered subsidiary and included in the various other bid items.**
- h. **Striping to be completed within 10 days of final course placement**

E. Invoicing through City of San Antonio PrimeLink System

- a. Contractors will be required to provide updated schedules with each invoice
- b. Training is available through City PRIMELink department

Contractor Questions:

1. How will the 2” surface course mill be paid for?
 - A. Item 208.1 will be added to the 025 Unit Pricing Form to cover the 2” surface course mill.
2. Does 2” surface course need to be installed the same day as the base repair?
 - A. The contractor shall anticipate placing the 2” surface course the same day as the base repair. The Engineer/Project Manager may allow the surface course to be placed the next day depending on the circumstances, but tapers at 3:1 shall be installed at no cost to the City with barricades around the exposed area.
3. What are the size of the proposed projects?
 - A. The project size and location are unknown at this time.
4. Will there be a minimal fee payment for striping?
 - A. No, the established unit price bid for striping items will govern payment for striping.
5. What is the timeline for ROW permit?
 - A. The timeline for ROW permit approval process varies, but is between 1 – 2 weeks for approval.
6. Will there be any level up with this contract?
 - A. Item 205.4B Hot Mix Asphaltic Pavement, Type D (Level-Up) is included with this contract.
7. Are CPS Energy items expected for this contract?
 - A. No, CPS Energy items are not expected for this contract.



Stephen J Aniol

10/25/2016

CITY OF SAN ANTONIO
025 UNIT PRICING FORM

PROJECT NAME: FY 2017-2018 Base Repair Task Order Contract Package 11
PROJECT NO. 23-01474-11

ITEM NO.	DESC. CODE	S.P. NO	BID ITEM DESCRIPTION	UNIT OF MEASURE	APPROX. QUANTITIES	UNIT BID PRICE	AMOUNT	ITEM SEQUENCE NO.
			The City only will accept bid pricing to the hundredths. Any pricing extended out to three decimal points will be truncated to two decimal points in the City's favor.					
205.4A			HOT MIX ASPHALTIC PAVEMENT TYPE D (2" THICK) (PG 64-22)	TON	1,000			
205.4B			HOT MIX ASPHALTIC PAVEMENT TYPE D (LEVEL-UP)	TON	600			
208.1			SALVAGING, HAULING & STOCKPILING RECLAIMABLE ASPHALTIC MATERIAL (2" DEPTH)	SY	20,000			
230.3			REPLACING BASE & PVMT WITH TYPE B PVMT (6" COMPACTED DEPTH)	TON	6,500			
533-A			ELIM EXIST PVMT MRK AND RAISED MARKERS (4")	LF	600			
533-B			ELIM EXIST PVMT MRK AND RAISED MARKERS (8")	LF	400			
533-C			ELIM EXIST PVMT MRK AND RAISED MARKERS (12")	LF	350			
533-D			ELIM EXIST PVMT MRK AND RAISED MARKERS (24")	LF	450			
533-E			ELIM EXIST PVMT MRK AND RAISED MARKERS (SYMBOL)	EA	20			
533-F			ELIM EXIST PVMT MRK AND RAISED MARKERS (WORD)	EA	20			
533-G			ELIM EXIST PVMT MRK AND RAISED MARKERS (RR-XING)	EA	16			
535.1			4" WIDE YELLOW LINE	LF	20,000			
535.2			4" WIDE WHITE LINE	LF	25,000			
535.4			8" SOLID WHITE LINE	LF	1,500			
535.5			12" WIDE WHITE LINE	LF	400			
535.7			24" WIDE WHITE LINE	LF	1,000			
535.12			WORD "ONLY"	EA	20			
535.14			RAILROAD CROSSING SYMBOL	EA	4			
535.16			STRAIGHT WHITE ARROW BICYCLE FACILITY	EA	35			
535.17			BICYCLE RIDER SYMBOL	EA	25			
535.22			WHITE SHARROW (BIKE SHARED LANE)	EA	12			
535.23			WHITE ARROW (LEFT/RIGHT/STRAIGHT)	EA	75			
537.1			TRAFFIC BUTTON (TYPE W)	EA	225			
537.2			TRAFFIC BUTTON (TYPE Y)	EA	225			
537.6			PAVEMENT MARKER (TYPE I-C)	EA	2,500			
537.8			PAVEMENT MARKER (TYPE II A-A)	EA	1,500			
537.9			PAVEMENT MARKER (TYPE II C-R)	EA	180			
SUP 1			DOOR HANGERS	LS	1			
SUP 2			POLICE OFFICER	HR	200			
SUP 3			TCI AT WORK PROJECT SIGN	EA	10			
SUP 4			PORTABLE CHANGEABLE MESSAGE SIGN (ELECTRONIC MESSAGE BOARD)	MO	2			
SUP 5			ADDITIONAL MOBILIZATION	EA	5			

CITY OF SAN ANTONIO
025 UNIT PRICING FORM

PROJECT NAME: FY 2017-2018 Base Repair Task Order Contract Package 11
PROJECT NO. 23-01474-11

ITEM NO.	DESC. CODE	S.P. NO	BID ITEM DESCRIPTION	UNIT OF MEASURE	APPROX. QUANTITIES	UNIT BID PRICE	AMOUNT	ITEM SEQUENCE NO.
826.			SAWS VALVE BOX ADJUSTMENT	EA	50			
851.			ADJUSTING EXISTING MANHOLES (SAWS)	EA	20			
						Total CoSA Bid Amount:		

_____ certifies that the unit prices shown on this complete computer print-out for all of the bid items and the alternates contained in this proposal are the unit prices intended and that its bid will be tabulated using these unit prices and no other information from this print-out.

_____ Acknowledged and agrees that the total bid amount shown will be read as its total bid and further agrees that the official total bid amount will be determined by multiplying the unit bid prices shown in this print-out by the respective estimated quantities shown in the proposal and then totaling all of the extended amounts. _____ agrees to the terms, conditions, and requirements of the bidder's bid proposal.

Signed: _____ Date: _____

Title: _____

CITY OF SAN ANTONIO, TEXAS

**GOVERNING SPECIFICATIONS, SPECIAL SPECIFICATIONS, SPECIAL
PROVISIONS, AND SUPPLEMENTAL SPECIFICATIONS**
FOR

2017-2018 BASE REPAIR TASK ORDER CONTRACT PACKAGE 11

All Standard Specifications and Special Specifications applicable to this project are identified as follows:

**CITY OF SAN ANTONIO STANDARD SPECIFICATIONS FOR CONSTRUCTION
JUNE, 2008 AND SPECIAL PROVISIONS DATED MAY 2009, FEBRUARY 2010,
JUNE 2010 and NOVEMBER 2013**

<u>ITEM</u>	<u>DESCRIPTION</u>
100	- MOBILIZATION
101	- PREPARING RIGHT-OF-WAY
104	- STREET EXCAVATION
202	- PRIME COAT
203	- TACK COAT
204	- SURFACE TREATMENTS
205	- HOT MIX ASPHALTIC CONCRETE PAVEMENT
210	- ROLLING
230	- BASE AND PAVEMENT REPLACEMENT
530	- BARRICADES, SIGNS AND TRAFFIC HANDLING
533	- CLEANING AND REMOVAL OF PAVEMENT MARKINGS AND MARKERS
535	- HOT APPLIED THERMOPLASTIC PAVEMENT MARKINGS
537	- RAISED PAVEMENT MARKERS
540	- TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION PREVENTION AND CONTROL

1000 - WEB PORTAL

SAN ANTONIO WATER SYSTEM
STANDARD SPECIFICATIONS FOR CONSTRUCTION APRIL, 2014

826 - VALVE BOX ADJUSTMENT

851 - ADJUSTING EXISTING MANHOLE

CITY OF SAN ANTONIO
SPECIAL PROVISIONS FOR CONSTRUCTION

100 - MOBILIZATION

101 - PREPARING RIGHT-OF-WAY

205 - HOT MIX ASPHALTIC CONCRETE PAVEMENT

230 - BASE AND PAVEMENT REPLACEMENT

530 - BARRICADES, SIGNS AND TRAFFIC HANDLING

533 - CLEANING AND REMOVAL OF PAVEMENT MARKINGS AND
MARKERS

535 - HOT APPLIED THERMOPLASTIC PAVEMENT MARKINGS

540 - TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION
PREVENTION AND CONTROL

SUPPLEMENTAL SPECIFICATIONS FOR CONSTRUCTION

SUP 1 – DOOR HANGERS

SUP 2 – POLICE OFFICER

SUP 3 – TCI “AT WORK” PROJECT SIGN

SUP 4 – PORTABLE CHANGEABLE MESSAGE SIGN (ELECTRONIC MESSAGE
BOARD)

SPECIAL DETAILS FOR CONSTRUCTION

TCI AT WORK PROJECT SIGN DETAIL

MANHOLE ENCASEMENT DETAIL

COSA STANDARD PAVEMENT MARKINGS DETAILS

COSA BARRICADE AND CONSTRUCTION STANDARDS

TXDOT TRAFFIC CONTROL STANDARDS

GENERAL NOTES FOR CONSTRUCTION

GENERAL NOTES FOR BASE REPAIR PROJECTS

SPECIAL PROVISION

Item 205 Hot Mix Asphaltic Concrete Pavement

Delete:

Section 205.4-G-3 Placement Operations 5th paragraph

Section 205.5 Measurement in its entirety

Section 205.6 Payment 1st paragraph

Section 205.7 Bid Item in its entirety

Add:

Section 205.4 Construction G. Placement 3. Placement Operations

Blade laying of asphalt will not be allowed for this contract.

Section 205.4 Construction G. Placement 7. Acceptable mat ranges

The thickness types used for Type D Asphalt for this Contract shall be 2.0" Compacted depth. Below are acceptable average ranges 2.0" thick Type D Asphalt layers:

2.0" Compacted Depth (PG 64-22)

Shall be applied at 220 LBS/SY

Minimum Average Rate – 210 LBS/SY

Maximum Average Rate – 230 LBS/SY

Section 205.5 Measurement:

Hot Mix Asphaltic Concrete Pavement shall be measured by the tonnage, complete in place, as per the thickness specified by the Engineer or Project Manager. Limits of payment will be from face of curb to face of curb. Pavement area shall not exceed the limits shown on the plans without written authorization. In the event the average rate for 2.0" Type D Asphalt falls below the approved ranges as stated in this provision, the newly laid asphalt will not be measured for payment and shall be removed and replaced at the contractor's expense. For situations where the contractor exceeds the maximum average rate for 2.0" Type D Asphalt, the excess asphalt will not be measured for payment.

Section 205.6 Payment:

The work performed and materials furnished, as described by this item and measured as provided in this provision, shall be paid for at the contract unit bid price per ton of "Hot Mix Asphaltic Concrete Pavement," which price shall be full compensation for furnishing and placing all materials, and for all labor, tools, equipment and incidentals necessary to complete the work. The prime and tack coat, when required, shall be paid under the provisions of Item Nos. 202 and 203, respectively.

Trial batches will not be paid for unless they are incorporated into pavement work approved by the Engineer or Project Manager.

Pay adjustment for ride quality, when required on the plans, will be determined in accordance with TxDOT Standard Specification Item 585, "Ride Quality for Pavement Surfaces."

As specified in the Measurement section of this provision, if the specified thickness is not achieved and falls below the average acceptable rate, the contractor will not be paid and will be required to remove and replace the entire area that did not fall within the acceptable range at his expense. Once the average rate is satisfactorily met, the contractor will be paid at the contract unit bid price per ton of "Hot Mix Asphaltic Concrete Pavement" for the successful surface course mat.

If the contractor exceeds the maximum average rate as specified in this provision for 2.0" Type D Asphalt, the amount laid over maximum average rate for the specified thickness will not be paid.

For areas that are considered low spots that require additional Type D Asphalt, they will be paid under the Type D Level Up Bid Item. These locations must be brought to the attention of the Engineer or Project Manager and approved prior to beginning the overlay.

Section 205.7 Bid Item:

Item 205.4A – Hot Mix Asphaltic Pavement, Type D (2.0" Thick) (PG 64-22) – Per TON

Item 205.4B – Hot Mix Asphaltic Pavement, Type D (Level Up) (PG 64-22) – Per TON

CITY GENERAL NOTES FOR BASE REPAIR PROJECTS (CONTINUED)

- 38. TYPE B HMAP "BASE AND PAVEMENT" MIXTURES SHALL BE AT A TEMPERATURE BETWEEN 225°F AND 350°F WHEN PLACED IN EXCAVATED CUTS. WHEN THE ASPHALT TEMPERATURES FALL BELOW 225°F, THE ASPHALT MUST BE DISCARDED AND PAYMENT WILL NOT BE MADE FOR THE DISCARDED MATERIAL. IF INSULATED TRUCKS ARE REQUIRED TO MAINTAIN TEMPERATURES, NO ADDITIONAL PAYMENT WILL BE MADE TO THE CONTRACTOR.
- 39. MILLING OF ASPHALTIC PAVEMENT SHALL BE PERFORMED THROUGHOUT TURNOUTS AND CUL DE SACS WHICH ARE ADJACENT TO STREETS WHICH HAVE BEEN IDENTIFIED IN THE PLANS TO BE MILLED.
- 40. ACTUAL DEPTHS OF MILLING ALONG CURB LINES AND ON BRIDGE DECKS SHALL BE AS DIRECTED BY THE ENGINEER. CONCRETE BRIDGE DECKS SHALL NOT BE MILLED. NO BUTT JOINTS ARE ALLOWED.
- 41. THE MINIMUM RATE OF TYPE "C & D" H.M.A.C. THAT WILL BE ACCEPTED IS 220 LBS/SY. IN THE EVENT THE AVERAGE RATE OF TYPE "C & D" H.M.A.C. FALLS BELOW 220 LBS./SY, THE CONTRACTOR WILL BE REQUIRED TO REMOVE THE ENTIRE PAVED AREA AND REPLACE AT HIS OWN EXPENSE. THE ENGINEER WILL DETERMINE THE THICKNESS OF TYPE H.M.A.C. NEEDED FOR EACH PROJECT. ACCEPTABLE ASPHALT RANGES & PAYMENT INFORMATION CAN BE FOUND IN SPECIAL PROVISION ITEM 205 HOT MIX ASPHALTIC CONCRETE PAVEMENT AND SPECIAL PROVISION ITEM 230 BASE & PAVEMENT REPLACEMENT. A LEVEL UP H.M.A.C. COURSE MATERIAL MAY ALSO BE REQUIRED TO BE PLACED ON STREETS AT LOCATIONS AND DEPTHS AS DIRECTED BY THE ENGINEER TO REMOVE LOW SPOTS. THIS WORK WILL BE PAID BY THE TON UNDER ITEM 205.
- 42. ALL QUANTITIES SHALL BE PRE-APPROVED BY THE ENGINEER.
- 43. CARE SHOULD BE TAKEN TO PREVENT MILLING FROM ENTERING INLETS AND STORM SEWERS. ALL MATERIAL ENTERING INLETS AND STORM SEWERS SHALL BE REMOVED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY.
- 44. WHEN THE CONTRACTOR PLACES A STOCKPILE OF HMAc MATERIAL ON SITE, THE MATERIAL SHALL BE USED PRIOR 'TO THE END OF' THE WORK DAY. IF THE MATERIAL IS NOT USED, IT SHALL NOT BE USED ON ANY STREET.
- 45. CONTRACTOR SHALL FURNISH ALL TRUCK TICKETS FOR ASPHALT AS PROVIDED BY THE MATERIAL SUPPLIER(S). THE FOLLOWING INFORMATION WILL BE PRINTED ON EACH TICKET BY THE SUPPLIER; DATE, TIME, AMOUNT (IN TONS), AND STREET NAME WHERE THE MATERIALS WILL BE USED. EACH TICKET MUST BE SUBMITTED TO CITY OFFICIALS NO LATER THAN 24 HOURS AFTER PLACEMENT OF ASPHALT.
- 46. WHEN A RUBBER ADDITIVE IS REQUIRED, THE ASPHALT BINDER SHALL MEET THE REQUIREMENTS OF PG 64-22 or 76-22 G. T.R 10 AS SPECIFIED IN THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.
- 47. THE CONTRACTOR SHALL VIDEO TAPE ALL PROJECTS PRIOR TO ANY CONSTRUCTION. A BACK UP COPY WILL BE SUBMITTED TO THE CITY OF SAN ANTONIO PAVEMENT ENGINEERING DIVISION 48 HOURS BEFORE PROJECTS COMMENCE. ITEMS TO BE VIDEOTAPED NEED TO BE IDENTIFIED BY ADDRESS;
 - FENCES
 - MAILBOX FROM ALL SIDES
 - DRIVEWAY ENTRIES
 - CURBS, SIDEWALK, AND PEDESTRIAN WALKWAYS
 - ANY FORM OF LANDSCAPING ON RIGHT-OF-WAY (TREES, PLANTS, ETC.)
- 48. THE CONTRACTOR SHALL PROVIDE A PROJECT DELIVERY SCHEDULE AND SEQUENCE OF WORK WITHIN FOURTEEN (14) DAYS MAXIMUM OF BEING ISSUED THE NOTICE TO PROCEED FOR APPROVAL FROM THE CITY. THE CITY RESERVES THE RIGHT TO MAKE SPECIAL REQUESTS FOR PROJECT SCHEDULE AND COMPLETION AT NO ADDITIONAL COST TO THE CITY. THE CONTRACTOR SHALL NOT SCHEDULE MORE THAN ONE WEEK GAP IN THE WORK IN THE BASE SCHEDULE.
- 49. THE CONTRACTOR SHALL UTILIZE AND MAINTAIN ITEM 1000-WEB PORTAL AT A MINIMUM OF ONCE A MONTH. PAYMENT IS SUBSIDIARY TO OTHER ITEMS.
- 50. NO ADDITIONAL PAYMENT WILL BE MADE TO THE CONTRACTOR FOR NIGHT OR WEEKEND WORK.
- 51. THE CONTRACTOR SHALL NOT CEASE WORK ON A CONTRACT FOR MORE THAN FOURTEEN (14) DAYS WITHOUT COMPLETION OF MAJOR WORK. MAJOR WORK CONSTITUES AS MILLING, BASE/PAVEMENT REPAIR, FINAL SURFACE MAT, STRIPING ETC.

- 52. THE CITY SHALL PROVIDE PAYMENT FOR SAWS/CPS ENERGY ITEMS AFTER WORK HAS BEEN COMPLETED PROVIDED PROPER DOCUMENTATION IS ATTACHED WITH THE INVOICE.
- 53. ALL WORK, INCLUDING UTILITY ADJUSTMENTS, STRIPING, FLATWORK, ETC. SHALL BE COMPLETED WITHIN CONTRACT TIME.
- 54. CONTRACTOR SHALL REFER TO SECTION 4.3.6 CLAIMS FOR ADDITIONAL TIME OF THE GENERAL CONDITIONS FOR INCLEMENT WEATHER DAYS.
- 55. FOR TASK ORDER CONTRACTS, TASK ORDERS CAN BE DISTRIBUTED AT THE CITY'S DISCRETION OVER THE ENTIRE LENGTH OF THE CONTRACT.
- 56. RECYCLED ASPHALT SHINGLES (RAS) WILL NOT BE ALLOWED IN THE SURFACE MIXES (TYPE C & D)
- 57. REQUIRED PERFORMANCE GRADE (PG) ASPHALT MIXES CAN BE ACHIEVED WITH MODIFIERS. A MAXIMUM OF ONE (1) GRADE INCREASE WITH MODIFIERS WILL BE ALLOWED TO ACHIEVE REQUIRED PERFORMANCE GRADE (PG).
- 58. REFER TO SPECIFICATION 205 "HOT MIX ASPHALTIC CONCRETE PAVEMENT" FOR INFORMATION ON HAMBURG WHEEL TEST REQUIREMENTS. AT THE ENGINEER'S OR PROJECT MANAGER'S DISCRETION, HAMBURG WHEEL TESTS WILL BE CONDUCTED TO ENSURE PRODUCT MEETS SPECIFICATION.
- 59. BLADE LAYING OF ASPHALT WILL NOT BE ALLOWED.

59. BLADE LAYING OF ASPHALT WILL NOT BE ALLOWED.



Plotted on: \$DATE\$ \$TIME\$

Design Filename: \$FILE\$



Stephen J. Aniol
10/25/2016

1	NOTES ADDED	HF	SA	10/25/16
NO.	REVISION	DRAWN	APPROVED	DATE
Lockwood, Andrews & Newnam, Inc. A LEO A. DALY COMPANY TBPE REGISTRATION NO. F-2614				
CITY OF SAN ANTONIO TRANSPORTATION AND CAPITAL IMPROVEMENTS				
2017-2018 BASE REPAIR TASK ORDER CONTRACT PACKAGE 11 GENERAL NOTES				
SHEET 2 OF 5				
DRAWN BY:	PROJECT NO.: 120-11729-020	DATE: OCT-2016		
DSGN. BY:	CHKD. BY:	SHEET NO.:		

Plotted on: \$DATE\$ \$TIME\$

Design Filename: \$FILE\$

UTILITY GENERAL NOTES

1. DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.181. THIS REQUIRES THAT C.P.S. MUST MAINTAIN ACCESS TO GAS VALVES AT ALL TIMES AT NO DIRECT PAY. THE CONTRACTOR MUST WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.
2. CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO EXCAVATION TO DETERMINE THE LOCATION OF EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO EXCAVATION OPERATION.

SAN ANTONIO WATER SYSTEM 233-2010/2009
 COSA DRAINAGE 207-8048
 COSA SIGNAL OPERATIONS 207-7720
 TEXAS STATE WIDE ONE CALL LOCATOR 1-800-545-6005
 -CITY PUBLIC SERVICE
 -TIME WARNER
 -SOUTHWESTERN BELL TELEPHONE
 -SBC
 -AT&T
 -MCI

3. THE CONTRACTOR SHALL PROTECT TELEPHONE COMPANY EQUIPMENT AND OPERATIONS DURING CONSTRUCTION.
4. CONTRACTOR SHALL INVESTIGATE AND VERIFY ALL UTILITIES BEFORE STARTING WORK. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE TO AND FOR THE MAINTANCE OF THE EXISTING UTILITIES. LOCATION AND DEPTH OF UTILITIES SHOWN BY LOCATES HERE ARE APPROXIMATE ONLY. ACTUAL LOCATIONS AND DEPTHS MUST BE VERIFIED PRIOR TO CONSTRUCTION AND THE CONTRACTOR SHALL BE RESPONSIBLE OR THE PROTECTION OF THE SAME DURING CONSTRUCTION.
5. ALL AT&T MANHOLE ADJUSTMENTS WILL BE PAID FOR UNDER ITEM 512.1B. ALL MATERIALS INCLUDING RING RISERS SHALL BE PROVIDED BY AT&T.
6. ALL MANHOLES AND OTHER UTILITY STRUCTURES IN THE CONSTRUCTION AREA SHALL BE ADJUSTED TO THE FINISHED GRADE. THIS ADJUSTMENT SHALL BE COMPLETED WITHIN 48 HOURS AFTER PLACEMENT OF ASPHALT. ALL PAY ITEMS INCLUDED IN BID PROPOSAL SHALL BE ADJUSTED WITHIN 48 HOURS.
7. BUILDING PAPER SHALL BE PLACED OVER ALL MANHOLES, VALVE BOXES, GRATES, ETC., SO AS TO PROTECT THE SURFACES FROM ASPHALTIC MATERIALS DURING APPLICATION OF SEAL COAT OR TACK COAT. ASPHALT MATERIALS SHALL NOT BE PLACED, LAPPED, OR SPLASHED ONTO ADJACENT STRUCTURES OR SURFACES. FOR STREETS THAT RECEIVE A FULL MILL APPLICATION, STREET SURFACES ADJACENT TO MANHOLES, WATER/GAS VALVES, DRAIN GATES, BRIDGE JOINTS, CURBS, ETC., SHALL BE COMPLETELY MILLED TO DEPTH AS SPECIFIED FOR THE STREET UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL MANHOLES AND VALVES SHALL BE ADJUSTED SO THAT THE RING AND COVER ARE WITHIN 1/2" MAXIMUM OF THE FINISHED GRADE OF THE NEW PAVEMENT. A SINGLE PAYMENT AT THE CONTRACTOR'S UNIT BID PRICE SHALL BE MADE FOR EACH MANHOLE ADJUSTED TO THE FINISHED GRADE OF NEW PAVEMENT. ALL UTILITY ADJUSTMENTS SHALL BE PERFORMED WITHIN 48 HOURS OF PAVING. ALL ADJUSTMENTS SHALL CONFORM TO THE "MANHOLE AND VALVE ADJUSTMENT" STANDARD DETAIL INCLUDED IN THE UTILITY EXCAVATION MANUAL GENERAL REQUIREMENTS AND PROCEDURES FOR EXCAVATION IN CITY OF SAN ANTONIO PUBLIC RIGHTS OF WAY, LATEST EDITION. DETAIL IS REVISED TO INSTALL A CIRCULAR CONCRETE COLLAR IN PLACE OF SQUARE CONCRETE COLLAR. CIRCULAR CONCRETE COLLAR TO BE 12-INCHES THICK CENTERED ON MANHOLE WITH FOUR RADIAL 1/2 -INCH SCORE MARKS. COLLAR DIAMETER TO BE O.D. OF RING PLUS 12". CIRCULAR CONCRETE COLLAR WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO ITEM 851 AND ITEM 851A. CIRCULAR CONCRETE COLLAR SHALL BE INSTALLED FOR ALL NEW, EXISTING, AND ADJUSTED MANHOLES.

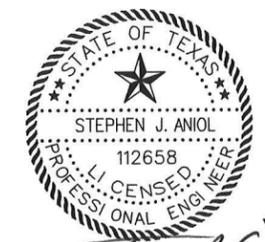
8. PAVEMENT MARKERS AND MARKINGS SHALL BE INSTALLED WITHIN 10 DAYS AFTER PAVING IS COMPLETED.

EROSION CONTROL AND SEDIMENTATION/STORM WATER POLLUTION PREVENTION PLAN GENERAL NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR DEVELOPING, IMPLEMENTING AND MAINTAINING A STORM WATER POLLUTION PREVENTION PLAN (SW3P) FOR THE DURATION OF THE CONSTRUCTION AS DESCRIBED IN ITEM NO. 540. COST OF PREPARING SW3P PLAN AND ALL COSTS FOR FURNISHING, IMPLEMENTING AND MAINTAINING ANY ON SITE POLLUTION CONTROL MEASURES REQUIRED BY THE SW3P (EG. SILT FENCING, CONSTRUCTION EXITS, GRAVEL FILTERS, ETC.) SHALL BE AT NO DIRECT PAY.
2. CONTRACTOR WILL BE RESPONSIBLE FOR COMPLETING WITH TCEQ'S TPDES PROGRAM FOR CONTROL OF SILT AND EROSION. CONTRACTOR SHALL PREPARE A SW3P AND SHALL UPDATE THE SW3P AS NECESSARY BASED ON FIELD CONDITIONS.
3. ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITIES. THE EROSION CONTROL MEASURES SHALL REMAIN IN PLACE AND FUNCTIONAL UNTIL AFTER THE PROPOSED IMPROVEMENTS ARE IN PLACE.
4. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND SIDEWALKS ADJACENT TO THE PROJECT FREE OF MUD AND DEBRIS FROM CONSTRUCTION AT ALL TIMES.
5. SEDIMENT CONTROL DEVICES SHALL BE INSTALLED PRIOR TO ANY EMBANKMENT OR EXCAVATION WORK BEING DONE. WHEN THE PROJECT IS COMPLETE AND THE ENTIRE SITE IS COMPLETELY STABILIZED, THE SEDIMENT CONTROL DEVICES AND ACCUMULATED SEDIMENT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER. THE CONTRACTOR HAS THE ULTIMATE RESPONSIBILITY FOR THE EFFECTIVE CONTROL OF EROSION AND SEDIMENTATION.
6. THE CONTRACTOR SHALL SEED OR SOD A COMPLETED EMBANKMENT AS SOON AS PRACTICABLE, BUT NO LATER THAN 14 DAYS AFTER AN EMBANKMENT IS COMPLETE. ALL SODDING SHALL BE PAID FOR UNDER ITEM NO. 516.1 "SODDING" AND AT THE SINGLE UNIT PRICE AS BID PER THE CONTRACT.
7. THE SITE SHALL BE REVIEWED WEEKLY AND AFTER ANY MAJOR STORM EVENTS. ADJUSTMENTS AND REPAIRS TO THE EROSION CONTROL DEVICES SHALL BE MADE AS NEEDED.

TREE PROTECTION AND PRESERVATION NOTES:

1. NO UTILITY OR STREET EXCAVATION WORK SHALL BEGIN IN AREAS WHERE TREE PRESERVATION AND TREATMENT MEASURES HAVE NOT BEEN COMPLETED AND APPROVED.
2. TREE PROTECTION FENCING SHALL BE REQUIRED AND TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED, AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION (NO SEPARATE PAY ITEM).
3. EXPOSED ROOTS SHALL BE COVERED AT THE END OF THE DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH OR WET BURLAP.
4. NO EQUIPMENT, VEHICLES OR MATERIALS SHALL OPERATE OR BE STORED WITHIN THE ROOT PROTECTION ZONE OF ANY TREE NEAR THE PROJECT. ROOT PROTECTION ZONE IS ONE (1) FOOT OF RADIUS PER INCH OF DIAMETER OF THE TREE TRUNK. A 10-INCH DIAMETER TREE WOULD HAVE A 10-FOOT RADIUS PROTECTION ZONE AROUND THE TREE. ROOTS OR BRANCHES IN CONFLICT WITH THE CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS. ALL OAK WOUNDS SHALL BE PAINTED OVER WITHIN 30 MINUTES TO PREVENT OAK WILT. NO DIRECT PAYMENT WILL BE MADE FOR TREE PRUNING.
5. THE CITY ARBORIST SHALL APPROVE ANY TREE REMOVAL, 207-0278.
6. TREES, WHICH ARE DAMAGED OR LOST DUE TO THE CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION, SHALL BE MITIGATED TO THE CITY'S SATISFACTION.
7. TREES, TREE LIMBS, BUSHES AND SHRUBS LOCATED IN THE CITY STREET OR ALLEY RIGHT OF WAY OR PERMANENT EASEMENTS WHICH INTERFERE WITH PROPOSED CONSTRUCTION ACTIVITIES MAY BE NEATLY TRIMMED BY THE CONTRACTOR ONLY AFTER APPROVAL FROM THE PAVEMENT ENGINEERING MANAGEMENT THROUGH THE INSPECTOR.
8. NO EXCESSIVE TREE TRIMMING WILL BE PERMITTED.
9. SAPLINGS, SHRUBS OR BUSHES TO BE CLEARED FROM THE PROTECTED ROOT ZONE AREA OF A LARGE TREE SHALL BE REMOVED BY HAND AS DESIGNATED BY THE INSPECTOR.
10. ALL DEBRIS GENERATED BY THE PRUNING AND TRIMMING OF THE TREES AND/OR BUSHES SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY. (NO SEPARATE PAY ITEM)



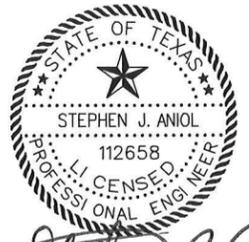
Stephen J. Aniol
 10/25/2016

1	NOTES REVISED	HF	SA	10/25/16
NO.	REVISION	DRAWN	APPROVED	DATE
 Lockwood, Andrews & Newnam, Inc. <small>A LEO A. DALY COMPANY</small> TBPE REGISTRATION NO. F-2614				
 CITY OF SAN ANTONIO TRANSPORTATION AND CAPITAL IMPROVEMENTS				
2017-2018 BASE REPAIR TASK ORDER CONTRACT PACKAGE 11 GENERAL NOTES				
SHEET 3 OF 5				
DRAWN BY:	PROJECT NO.: 120-11729-020	DATE:	OCT-2016	
DSGN. BY:	CHKD. BY:	SHEET NO.:		

TRAFFIC NOTES AND SPECIAL CONDITIONS: (CONTINUED)

31. AT NO DIRECT PAYMENT, APPROVED TEMPORARY SHORT-TERM EXPENDABLE PAVEMENT MARKINGS SHALL BE PROVIDED TO DELINEATE LANE CONTINUITY PRIOR TO THE APPLICATION OF STANDARD MARKINGS BY THE USE OF FLEXIBLE RELECTIVE ROAD MARKER TABS. ONCE THE EXISTING STANDARD PAVEMENT MARKINGS HAVE BEEN OBLITERATED, SUCH TABS SHALL REMAIN IN PLACE FOR A MAXIMUM OF FOURTEEN (14) DAYS AFTER WHICH TIME STANDARD THERMOPLASTIC PAVEMENT MARKINGS MUST BE APPLIED. AT THE CONTRACTOR'S OPTION, THE CONTRACTOR MAY APPLY STANDARD PAINTED MARKINGS PRIOR TO THE APPLICATION OF THE THERMOPLASTIC MARKINGS FOR AN INTERIM PERIOD OF TIME. SUBSEQUENT TO AN INITIAL APPLICATION OF STANDARD PAINTED MARKING, REPEATED APPLICATIONS OF SUCH MAY BECOME NECESSARY UNTIL STANDARD THERMOPLASTIC TRAFFIC MARKINGS ARE IN PLACE. AS A FUNCTION OF THE MARKINGS EFFECTIVE VISIBILITY, THE ENGINEER WILL DETERMINE WHEN RE-APPLICATION OF THE PAINTED MARKINGS IS NECESSARY. PAINTED MARKINGS SHALL BE APPLIED TO DELINEATE FULL CENTERLINES AND LANE LINES AND WILL REQUIRE GLASS BEADS. PAYMENT OF INITIAL PAINTED MARKING APPLICATION AND ALL REPEATED APPLICATIONS OF PAINTED MAKINGS SHALL BE AT NO DIRECT PAYMENT.
32. CONTRACTOR TO CONTACT THE CITY TRAFFIC ENGINEER OFFICE AT 207-7758 FORTH-EIGHT (48) HOURS PRIOR TO SIDEWALK AND CURB CONSTRUCTION WHERE CITY OWNED TRAFFIC FACILITIES EXIST. CONTRACTOR SHALL SECURE APPROVAL FROM ENGINEER OR PROJECT MANAGER PRIOR TO SUCH CONSTRUCTION. NO WIRE SPLICES SHALL BE MADE OUTSIDE THE PULL BOX. IF WIRES SHOULD BE CUT OUTSIDE THE PULL BOX BY THE CONTRACTOR, SAID CONTRACTOR SHALL THEN REPLACE THE ENTIRE WIRE AT NO EXTRA PAY.
33. LOCATION AND LAYOUTS OF DETECTOR LOOP REPLACEMENTS SHALL BE VERIFIED BY THE CITY ENGINEER PRIOR TO THEIR REMOVAL AND INSTALLATION.
34. PAVEMENT MARKINGS ARE TO BE COMPLETED NO LATER THAN TEN (10) DAYS AFTER MAINTENANCE APPLICATION IS PLACED. PERMANENT PAVEMENT MARKINGS SHALL BE APPLIED PRIOR TO THE OPENING OF THE COMPLETED STREET TO TRAFFIC. TEMPORARY ADDITIONAL SHORT-TERM EXPENDABLE PAVEMENT MARKINGS MAY BE PROVIDED PRIOR TO THE APPLICATION OF PERMANENT MARKINGS IN MINIMUM LENGTHS OF 36", OR RAISED PAVEMENT MARKINGS TO DELINEATE CONTINUITY UNTIL SUCH TIME AS STANDARD PAVEMENT MARKINGS IN NORMAL LENGTHS CAN BE PLACED AT NO DIRECT PAYMENT.
35. CONTRACTOR TO CONTACT CITY TRAFFIC ENGINEER SEVEN (7) DAYS PRIOR TO COMMENCING WORK ON STREETS WITH BIKE LANES. BIKE LANE MARKING LAYOUT SHALL BE PROVIDED TO THE CONTRACTOR BY THE CITY TRAFFIC ENGINEER.
36. DURING BASE REPAIR OPERATIONS, THE CONTRACTOR SHALL ALLOW RESIDENTS TRAFFIC ACCESS TO THE STREET WITH PROPER GUIDANCE, DIRECTION, FLAGMEN AND TRAFFIC CONTROL, AND ONLY AT SUCH TIME THAT DAMAGE WILL NOT OCCUR TO THE NEW ASPHALT OVERLAY OR TO THE VEHICLES. THIS INCLUDES BUT IS NOT LIMITED TO DAMAGE RESULTING FROM TACK COAT ON THE VEHICLES PAINTED SURFACES.
37. IN SO FAR AS POSSIBLE, THE CONTRACTOR SHALL SCHEDULE AND CONDUCT STREET OPERATIONS IN THE INTERSECTIONS AS RAPIDLY AS POSSIBLE TO MINIMIZE THE LENGTH OF TIME THE INTERSECTIONS WILL BE CLOSED TO TRAFFIC.
38. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL STREETS OUTSIDE OF THE PROJECT LIMITS WHICE ARE DAMAGED DUE TO CONSTRUCTION ACTIVITIES. THE CITY'S STREET ENGINEER MUST APPROVE THE REPLACED SECTION. THERE WILL BE NO DIRECT PAYMENT FOR THIS WORK. THE COST IS TO BE INCLUDED IN OTHER ITEMS.
39. IF REQUIRED, A BARRICADE COMPANY SHALL SUPPLY THE CONTRACTOR WITH A SUFFICIENT NUMBER OF QUALITY STANDARD BARRICADES AND OTHER TRAFFIC CONTROL DEVICES BY M.U.T.C.D. STANDARDS AS NEEDED. THE BARRICADE COMPANY SHALL ALSO SUPPLY THE CONTRACTOR WITH TWO (2) FULL TIME QUALIFIED PERSONNEL WHOSE SOLE RESPONSIBILITIES PERTAINING TO THIS PROJECT ARE TO ESTABLISH AND MAINTAIN PROPER CONSTRUCTION WORK ZONE TRAFFIC CONTROL AND RELATED DEVICES. THESE PERSONS SHALL PROVIDE DOCUMENTED EVIDENCE THEY HAVE RECEIVED SPECIALIZED TRAINING IN CONSTRUCTION WORK ZONE TRAFFIC CONTROL WITHIN TWO YEARS OF THE CONTRACT DATE. ANY AND ALL TRAFFIC CONTROL DEVICES NEEDED AND NECESSARY PERSONNEL WILL BE THE CONTRACTOR'S EXPENSE.
40. THE CONTRACTOR MUST CONTACT THE CITY'S COI FORTY EIGHT (48) HOURS IN ADVANCE (NOT INCLUDING WEEKENDS) OF ANY MINOR STREET CLOSURE. IT WILL BE THE CONTRACTOR'S RESPONSIBILTY TO ADVISE THE COI TEN (10) DAYS IN ADVANCE TO ARTERIAL TOTAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORIST A MINIMUM OF SEVEN (7) DAYS NOTICE OF THE STREET CLOSURE. THE COI, AFTER BEING NOTIFIED, WILL CONTACT THE TRAFFIC ENGINEERING OFFICE TO MAKE THE NECESSARY ARRANGEMENTS.

34. PAVEMENT MARKINGS ARE TO BE COMPLETED NO LATER THAN TEN (10) DAYS AFTER MAINTENANCE APPLICATION IS PLACED. PERMANENT PAVEMENT MARKINGS SHALL BE APPLIED PRIOR TO THE OPENING OF THE COMPLETED STREET TO TRAFFIC. TEMPORARY ADDITIONAL SHORT-TERM EXPENDABLE PAVEMENT MARKINGS MAY BE PROVIDED PRIOR TO THE APPLICATION OF PERMANENT MARKINGS IN MINIMUM LENGTHS OF 36", OR RAISED PAVEMENT MARKINGS TO DELINEATE CONTINUITY UNTIL SUCH TIME AS STANDARD PAVEMENT MARKINGS IN NORMAL LENGTHS CAN BE PLACED AT NO DIRECT PAYMENT.



Stephen J. Aniol
10/25/2016

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SUPPLEMENTAL SPECIFICATION 5

Additional Mobilization

The City will pay mobilization accordingly for the following situations:

1. If the final project construction cost plus additional mobilization fee does not surpass \$20,000, then the total bid price for mobilization will be applied.
2. In the event where the final project construction cost plus the additional mobilization fee is greater than \$20,000, the additional mobilization fee will be adjusted so that the total project cost is \$20,000.
3. Individual Task Orders can be lumped together as one Task Order if the project sites are no more than 5 city blocks apart from each other. In the event that the sum of the construction cost for all project sites within the Task Order is less than \$20,000, then item 1 will apply to this condition.
4. For Task Order with multiple sites where one or more of the sites is more than 5 city blocks apart from each other and the sum of all the sites is less than \$20,000.
5. For emergency Task Orders where the Project Manager requires immediate mobilization (within a 24 to 48-hour period) by the contractor.

BID ITEM:

SUP 5 – Additional Mobilization – per Each (EA)



Note: Addenda Acknowledgement Form for Addendum 2 is attached herein. This form must be signed and submitted with the bid package.

RECEIPT OF ADDENDUM NUMBER(S) 2 IS HEREBY ACKNOWLEDGED FOR PLANS AND SPECIFICATIONS FOR CONSTRUCTION OF THE **2017-2018 TASK ORDER CONTRACT FOR BASE REPAIR PACKAGE 11 – 23-01474-11**

FOR WHICH BIDS WILL BE OPENED ON **TUESDAY, NOVEMBER 1, 2016 AT 2:00 P.M.**

THIS ACKNOWLEDGEMENT MUST BE SIGNED AND RETURNED WITH THE BID PACKAGE.

Company Name: _____

Address: _____

City/State/Zip Code: _____

Date: _____

Signature

Print Name/Title