



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

NICHOLAS J. TENNYSON
SECRETARY

August 11, 2015

Addendum No. 1

RE: Contract ID C203746

WBS # 2016CPT:03.04.10711, Etc.

State Funded

Pender County

US-117 From US-117 Business To SR-1504, NC-53 From US-117

To US-117 Business and 3 Sections of Secondary Roads

August 18, 2015 Letting

To Whom It May Concern:

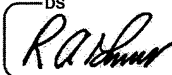
Reference is made to the proposal form furnished to you on this project.

The following revision has been made to the proposal:

Page No.	Revisions
Proposal Cover	Note added that reads "Includes Addendum No. 1 Dated August 11, 2015"
R-10	A sentence was added under "Construction Methods" (A) (1) within the project special provision entitled "Fine Milling"

Please void the above listed pages in your proposal and staple the revised pages thereto.

Sincerely,

^{DS}

R. A. Garris, PE
Contract Officer

RAG/jag
Attachments

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
CONTRACT STANDARDS AND DEVELOPMENT UNIT
1591 MAIL SERVICE CENTER
RALEIGH NC 27699-1591

TELEPHONE: 919-707-6900
FAX: 919-250-4119
WEBSITE: www.ncdot.gov

LOCATION:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH NC 27610

C203746

Pender County

cc: Mr. Ron Hancock, PE
Ms. Karen Collette, PE
Ms. D. M. Barbour, PE
Mr. Rodger Rochelle, PE
Mr. R.E. Davenport, PE
Mr. Ken Kennedy, PE
Project File (2)

Mr. Ray Arnold, PE
Ms. Theresa Canales, PE
Mr. Mike Gwyn
Ms. Marsha Sample
Ms. Lori Strickland

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH, N.C.

PROPOSAL

INCLUDES ADDENDUM No. 1 DATED 08-11-15

DATE AND TIME OF BID OPENING: **AUGUST 18, 2015 AT 2:00 PM**

CONTRACT ID C203746
WBS 2016CPT.03.04.10711, 2016CPT.03.04.20711

FEDERAL-AID NO. STATE FUNDED

COUNTY PENDER

T.I.P. NO.

MILES 17.550

ROUTE NO.

LOCATION US-117 FROM US-117 BUS TO SR-1504, NC-53 FROM US-117 TO
US-117 BUS AND 3 SECTIONS OF SECONDARY ROADS.

TYPE OF WORK MILLING, WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.

NOTICE:

ALL BIDDERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE BIDDER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE BID IS \$30,000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. BIDDERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA. NOTWITHSTANDING THESE LIMITATIONS ON BIDDING, THE BIDDER WHO IS AWARDED ANY FEDERAL - AID FUNDED PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF BID OPENING.

BIDS WILL BE RECEIVED AS SHOWN BELOW:

THIS IS A ROADWAY PROPOSAL

5% BID BOND OR BID DEPOSIT REQUIRED

Construction Method**(A) Equipment**

Use power-driven, self-propelled fine-milling equipment possessing the size and shape to allow traffic safe passage through areas adjacent to the work. Also, ensure the fine-milling equipment will be:

- (1) Equipped with a cutting mandrel with carbide or equivalent tipped cutting teeth designed for fine-milling (5/16 inch spacing) bituminous pavement full lane width to close tolerances. It is acceptable to use two machines or two passes, to obtain the full lane width in the same operation.
- (2) Equipped with grade and slope controls operating from a string line or ski and based on mechanical or sonic operation.
- (3) Capable of removing pavement to an accuracy of 3/8 in.
- (4) Furnished with a lighting system for night work, as necessary.
- (5) Provided with conveyors capable of side, rear, or front loading to transfer the milled material from the roadway to a truck.

(B) Fine Milling Operation

Follow the Plans to fine-mill the designated areas and depths, as required. Ensure the following requirements are met:

- (1) Ensure fine-milling methods produce a uniform finished surface and maintain a constant cross slope between extremities in each lane.
- (2) Provide positive drainage to prevent water accumulation on the fine-milled pavement, as shown on the Plans or directed by the Engineer.
- (3) Bevel back the longitudinal vertical edges greater than 2 inch produced by the removal process and left exposed to traffic. Bevel the vertical edges back at least 3 inch for each 2 inch of material removed. Use an attached mold board or other approved method.
- (4) Taper the transverse edges 10 ft to avoid creating a traffic hazard and to produce a smooth surface when removing material at ramp areas and ends of milled sections.
- (5) Protect with a temporary asphaltic concrete tie-in (paper joint) vertical edges at other areas such as bridge approach slabs, drainage structures, and utility appurtenances greater than 1/2 inch areas left open to transversing vehicles. Place the temporary tie-in at taper rate of at least 6 to 1 horizontal to vertical distance.
- (6) Remove dust, residue, and loose milled material from the fine-milled surface. Do not allow traffic on the milled surface and do not place asphaltic concrete on the milled surface until removal is complete.