



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

February 14, 2020

**Addendum No. 3**

RE: Contract # C204467

WBS # 48755.3.GV1

F.A.# NHPIM-0040(097)

**Buncombe County (I-6063)**

I-40 FROM MILE MARKER 50 TO MILE MARKER 55.

**February 18, 2020 Letting**

To Whom It May Concern:

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

The following revisions have been made to the proposal:

Page No.	Revision
Proposal Cover	Note added that reads "Includes Addendum No. 3 Dated 02-14-2020"
G-30	Third Bullet added to "Notes to Contractor" project special provision.
R-7	"Repair of 8" Continuously Reinforced Concrete Pavement" project special provision has been revised under Option 2.

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

The contract will be prepared accordingly.

Sincerely,

DocuSigned by:  
*Ronald E. Davenport, Jr.*  
F81B6038A47A442...  
Ronald E. Davenport, Jr., PE  
State Contract Officer

RED/cms

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
CONTRACT STANDARDS AND DEVELOPMENT  
1591 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1591

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1020 BIRCH RIDGE DR.  
RALEIGH, NC 27610

Website: www.ncdot.gov

Attachments

cc: Mr. Lamar Sylvester, PE  
Mr. Mark T. Gibbs, PE  
Mr. Chris Peoples, PE  
Mr. Jon Weathersbee, PE  
Mr. Ken Kennedy, PE  
Mr. Ray Arnold, PE  
Project File (2)

Ms. Jaci Kincaid  
Mr. Kyle Kempf  
Ms. Penny Higgins  
Ms. Lori Strickland  
Mr. Mike Gwyn  
Mr. Mitchell Dixon

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

PROPOSAL

**INCLUDES ADDENDUM No.3 DATED 02-14-2020**

DATE AND TIME OF BID OPENING: **FEBRUARY 18, 2020 AT 2:00 PM**

CONTRACT ID      C204467  
WBS                48755.3.GV1

FEDERAL-AID NO. NHPIM-0040(097)  
COUNTY            BUNCOMBE  
T.I.P. NO.         I-6063  
MILES               5.000  
ROUTE NO.         I 40  
LOCATION            I-40 FROM MILE MARKER 50 TO MILE MARKER 55.

TYPE OF WORK    PAVEMENT REHABILITATION.

**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**

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be needed for protection of rare or unique resources or where special environmental conditions exist at the site which have led to additional requirements being placed in the DWQ's 401 Certifications and approval letters, Isolated Wetland Permits, Riparian Buffer Authorization or a DOT Reclamation Plan's Environmental Assessment for the specific site. Should the Contractor exhaust all Tier I Methods on a site exclusive of rare or unique resources or special environmental conditions, Tier II Methods may be required by regulators on a case by case basis per supplemental agreement.

The Contractor may use cation exchange capacity (CEC) values from proposed site borings to plan and develop the bid for the project. CEC values exceeding 15 milliequivalents per 100 grams of soil may indicate a high potential for turbidity and should be avoided when dewatering into surface water is proposed.

No additional compensation for monitoring borrow pit discharge will be paid.

#### **AWARD OF CONTRACT:**

Revise the 2018 *Standard Specifications* as follows:

**Page 1-23, Subarticle 103-4 (A) General, first paragraph**, replace the 3<sup>rd</sup> and 4<sup>th</sup> sentences with the following:

Where award is to be made, the notice of award will be issued within 60 days after the opening of bids or upon issuance of any necessary debt instrument, whichever is later, but not to exceed 120 days; except with the consent of the lowest responsible bidder the decision to award the contract to such bidder may be delayed for as long a time as may be agreed upon by the Department and such bidder. In the absence of such agreement, the lowest responsible bidder may withdraw his bid at the expiration of 120 days without penalty if no notice of award has been issued.

#### **NOTES TO CONTRACTOR:**

- Prior to other construction operations along either direction of I-40, shoulder edge drain shall be installed along that direction. Other construction operations that the Contractor deems necessary for the installation of shoulder edge drain may be permitted with written permission from the Engineer.
- Prior to paving operations along either direction of I-40, continuous slope barrier shall be installed along that direction.
- No separate measurement or payment will be made for the removal of any existing barrier wall necessary to construct Concrete Barrier, Type Single Slope as the cost of such work shall be included in the contract unit price bid per linear foot for *Concrete Barrier, Type (Single Slope)*.

**Option 1:**

Reinforcing steel may be exposed as shown in the plans to the existing CRC pavement. An 18" lap splice shall be provided at the center of each patch regardless of the steel attachment mechanism.

**Option 2:**

Reinforcing steel of the size shown on the plans shall be installed and spliced in accordance with the details in the plans. The reinforcing steel shall be cleaned of loose concrete, rust and other materials to the degree acceptable to the Engineer before making the splice.

The bar coupler shall be a cold forged mechanical splice applied by dies of an appropriate shape. The completed splice shall achieve 125% of the required minimum yield strength. Samples of complete splices shall be furnished to the Engineer for testing purposes. The proposed bar coupler shall be approved by the Engineer before being used. An 18" lap splice shall be provided at the center of each patch.

As a result of the full depth sawing of the existing pavement to remove the distressed area, saw cuts that extend into the adjacent pavement shall be filled with epoxy prior to placing traffic on the new area.

The Contractor shall take necessary measures to protect the exposed subgrade and base from damage resulting from surface water and rain during the period between the pavement removal and replacement. The Contractor shall replace the concrete within 24 hours after removal of the distressed concrete unless otherwise directed by the Engineer.

The surface finish of the proposed concrete pavement shall be a burlap drag finish and conform to the cross-section of adjacent pavement. Immediately after finishing operations have been completed and surface water has disappeared, all exposed surfaces of the pavement shall be cured in accordance with the applicable provisions of Article 700-9 Curing and Section 1026 Curing Agents for Concrete of the *Standard Specifications*.

The placement of continuously reinforced concrete pavement shall be conducted in one lane at a time. The work shall be accomplished with other operations in progress in the same area.

The pavement shall not be opened to traffic until the minimum specified strength is obtained.

**Measurement and Payment**

*8" Continuously Reinforced Concrete Pavement Repair* will be measured and paid for in square yards completed and accepted. The width of the repair will be measured perpendicular to the centerline of the lane. The length will be the actual length constructed, measured along the centerline of the pavement. The unit price will be full compensation for furnishing, placing, and curing concrete; furnishing and placing reinforcing steel; splicing reinforcing steel; sawing and removing concrete and filling saw cuts around the pavement repair, and for all labor, materials, tools, equipment, and incidentals necessary to complete the work.