

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR

JAMES H. TROGDON, III SECRETARY

October 11, 2017

Addendum No. 1

RE: Contract # C204089 WBS # 2018CPT.13.01.10111, etc. STATE FUNDED

Buncombe County

1 SECT EACH OF US-19/23/74, US-25, US-70, US-70/74A, US-74A, NC-151, NC-191, NC-280, AND 109 SECT OF SECONDARY ROADS.

October 17, 2017 Letting

To Whom It May Concern:

Reference is made to the plans (Sketch Maps) and proposal form furnished to you on this project.

The following revisions have been made to the Sketch Maps:

Sheet No.	Revisions
33	"Portable Lighting" column revised to include additional maps

Please void existing Sheet No. 33 in your plans and staple the revised Sheet No. 33 thereto.

The following revisions have been made to the proposal:

Page No.	Revisions
Proposal Cover	Note added that reads "Includes Addendum No. 1 Dated 10-11-2017".
Table of Contents	Revised to include the new project special provision entitled "INTERMEDIATE CONTRACT TIME NUMBER 4 AND LIQUIDATED DAMAGES"
G-2	Revised project special provision entitled "INTERMEDIATE CONTRACT TIME NUMBER 3 AND LIQUIDATED DAMAGES" to include an additional map.
G-2 and G-3	Added a new project special provision entitled "INTERMEDIATE CONTRACT TIME NUMBER 4 AND LIQUIDATED DAMAGES"

Please void the Proposal Cover, the first page of the Table of Contents and Page Nos. G-2 and G-3 in your proposal and staple the revised pages thereto.

The contract will be prepared accordingly.

Sincerely,

Ronald E. Davenport, Jr. F81B603BA47A442...

Ronald. E. Davenport, Jr., PE State Contract Officer

RED/jjr Attachments

cc: Mr. Lamar Sylvester, PE

Mr. Jay Swain, PE

Chris M. Werner, PE Mr. Jon Weathersbee, PE Mr. Ken Kennedy, PE

Ms. Jaci Kincaid

Project File (2)

Mr. Ray Arnold, PE

Ms. Theresa Canales, PE

Mr. Mike Gwyn

Ms. Penny Higgins

Mr. Mitchell Dixon

Ms. Lori Strickland

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

PROPOSAL

INCLUDES ADDENDUM No. 1 DATED 10-11-2017

DATE AND TIME OF BID OPENING: OCTOBER 17, 2017 AT 2:00 PM

CONTRACT ID

C204089

WBS

2018CPT.13.01.10111, 2018CPT.13.01.10112, 2018CPT.13.01.20111, 2018CPT.13.01.20112

FEDERAL-AID NO. STATE FUNDED

COUNTY

BUNCOMBE

T.I.P. NO.

MILES

105.890

ROUTE NO.

US 19

LOCATION

1 SECT EACH OF US-19/23/74, US-25, US-70, US-70/74A, US-74A,

NC-151, NC-191, NC-280, AND 109 SECT OF SECONDARY ROADS.

TYPE OF WORK

MILLING, RESURFACING, AND 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

TABLE OF CONTENTS

COVER SHEET PROPOSAL SHEET

PROJECT SPECIAL PROVISIONS

CONTRACT TIME AND LIQUIDATED DAMAGES:	G-1
INTERMEDIATE CONTRACT TIME NUMBER 1 AND LIQUIDATED DAMAG	ES: G-1
INTERMEDIATE CONTRACT TIME NUMBER 2 AND LIQUIDATED DAMAGE	ES: G-2
INTERMEDIATE CONTRACT TIME NUMBER 3 AND LIQUIDATED DAMAG	
INTERMEDIATE CONTRACT TIME NUMBER 4 AND LIQUIDATED DAMAG	
PROSECUTION OF WORK:	
RAILROAD GRADE CROSSING:	
POSTED WEIGHT LIMITS:	
MAJOR CONTRACT ITEMS:	
SPECIALTY ITEMS:	
FUEL PRICE ADJUSTMENT:	
SCHEDULE OF ESTIMATED COMPLETION PROGRESS:	G-5
MINORITY BUSINESS ENTERPRISE AND WOMEN BUSINESS ENTERPRISE	: G-5
CONTRACTOR'S LICENSE REQUIREMENTS:	G-19
LOCATING EXISTING UNDERGROUND UTILITIES:	G-20
RESOURCE CONSERVATION AND ENV. SUSTAINABLE PRACTICES:	G-20
DOMESTIC STEEL:	G-20
COOPERATION BETWEEN CONTRACTORS:	G-21
OUTSOURCING OUTSIDE THE USA:	G-21
GIFTS FROM VENDORS AND CONTRACTORS:	G-22
LIABILITY INSURANCE:	
EMPLOYMENT:	
STATE HIGHWAY ADMINISTRATOR TITLE CHANGE:	
SUBLETTING OF CONTRACT:	
MOBILIZATION:	
NOTE TO CONTRACTOR:	G-23
ROADWAY	R-1
STANDARD SPECIAL PROVISIONS	
AVAILABILITY FUNDS – TERMINATION OF CONTRACTS	
ERRATA	SSP-2
PLANT AND PEST QUARANTINES	
MINIMUM WAGES	SSP-5
AWARD OF CONTRACT	
ON-THE-JOB TRAINING	
NCDENR NAME CHANGE	SSP-14

- 7. For **Thanksgiving**, between the hours of **3:00PM** Tuesday and **8:30AM** Monday.
- 8. For **Christmas**, between the hours of **3:00PM** the Friday before the week of Christmas Day and **8:30AM** the following Tuesday after the week of Christmas Day.

Holidays and holiday weekends shall include New Year's Day, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. The Contractor shall schedule his work so that lane closures are not required during these periods, unless otherwise directed by the Engineer.

The time of availability for this intermediate contract work shall be the time the Contractor begins to install all traffic control devices for lane closures according to the time restrictions listed herein.

The completion time for this intermediate contract work shall be the time the Contractor is required to complete the removal of all traffic control devices for lane closures according to the time restrictions stated herein and place traffic in the existing traffic pattern.

The liquidated damages are **One Thousand Dollars** (\$ 1,000.00) per hour.

INTERMEDIATE CONTRACT TIME NUMBER 2 AND LIQUIDATED DAMAGES:

(5-21-13) 108 SP1 G14 I

The Contractor shall complete the work required of installing each new inductive loop after the removal of each existing loop by the milling, patching or resurfacing operations and shall place and maintain traffic on same.

The date of availability for this intermediate contract time for each inductive loop installation will be the date when the Contractor elects to disturb the existing inductive loop.

The completion date for this intermediate contract time for each inductive loop installation will be the date which is seven (7) consecutive calendar days after the date of availability.

The liquidated damages are Five Hundred Dollars (\$ 500.00) per calendar day.

INTERMEDIATE CONTRACT TIME NUMBER 3 AND LIQUIDATED DAMAGES: (6-18-13) SP1 G14 K

The Contractor shall complete all of the work required on Map #8 & Map #115 and shall place and maintain traffic on same.

The date of availability for this intermediate contract time is June 11, 2018.

The completion date for this intermediate contract time is August 3, 2018.

The liquidated damages are **One Thousand Dollars** (\$ 1,000.00) per calendar day.

INTERMEDIATE CONTRACT TIME NUMBER 4 AND LIQUIDATED DAMAGES: (2-20-07) 108 SP1 G14 C

The Contractor shall complete the required work of installing, maintaining and removing the traffic control devices for lane closures and restoring traffic to the existing traffic pattern. The Contractor

control devices for lane closures and restoring traffic to the existing traffic pattern. The Contractor shall not close or narrow a lane of traffic on US 19, US 25, US 70, NC 280, NC 151, NC 191, US 74A and SR 1319 during the following time restrictions:

DAY AND TIME RESTRICTIONS

7:00AM - 7:00PM (Monday – Sunday)

The time of availability for this intermediate contract time will be the time the Contractor begins to install traffic control devices required for the lane closures according to the time restrictions stated herein.

The completion time for this intermediate contract time will be the time the Contractor is required to complete the removal of traffic control devices required for the lane closures according to the time restrictions stated herein and restore traffic to the existing traffic pattern.

The liquidated damages are Two Thousand Five Hundred Dollars (\$2500.00) per Fifteen Minutes.

PROSECUTION OF WORK:

(7-1-95) (Rev. 8-21-12)

108

SP1 G15R

The Contractor will be required to prosecute the work in a continuous and uninterrupted manner from the time he begins the work until completion and final acceptance of the project. The Contractor will not be permitted to suspend his operations except for reasons beyond his control or except where the Engineer has authorized a suspension of the Contractor's operations in writing.

In the event that the Contractor's operations are suspended in violation of the above provisions, the sum of \$ 2,000.00 will be charged the Contractor for each and every calendar day that such suspension takes place. The said amount is hereby agreed upon as liquidated damages due to extra engineering and maintenance costs and due to increased public hazard resulting from a suspension of the work. Liquidated damages chargeable due to suspension of the work will be additional to any liquidated damages that may become chargeable due to failure to complete the work on time.

RAILROAD GRADE CROSSING:

(7-1-95) (Rev. 1-15-13)

107-9

SP1 G17R

Provide at least 2 weeks advance notice to the railroad's local Roadmaster or Track Supervisor when the use of slow-moving or stopped equipment is required over at-grade railroad crossings.

POSTED WEIGHT LIMITS:

(7-1-95) (Rev. 8-21-12)

107

SP1 G24R

The Contractor's attention is directed to the fact that many Primary and Secondary Roads and bridges are posted with weight limits less than the legal limit. Do not exceed the posted weight limits in transporting materials and/or equipment to the projects, unless otherwise indicated below. Make a thorough examination of all projects and haul routes and be prepared to discuss them at the Preconstruction Conference.

See Article 105-15 of the 2012 Standard Specifications (Restriction of Load Limits).

The following maps have posted weight limits:

Map 8, Bridge 379 – Posted SV 20 TTST 27

Map 9, Bridge 418 – Posted SV 21 TTST 31

Map 10, Bridge 419 - Posted SV 38 TTST 44

Map 24, Bridge 179 – Posted SV 20 TTST 28

Map 24, Bridge 180 - Posted SV 19 TTST 26

Map 54, Bridge 81 – Posted SV 19 TTST 26

Map 55, Bridge 58 – Posted SV 40 TTST 43

Map 70, Bridge 43 – Posted SV 23 TTST 29

Map 95, Bridge 259 - Posted SV 40 TTST 44

Map 101, Bridge 26 – Posted SV 13 TTST 17

Map 110, Bridge 332 - Posted SV 11 TTST 18

Map 116, Bridge 224 - Posted SV 32 TTST 35

		CHMMADY OF QUANTITIES														2	PROJECT NO. 2018CPT.13.01.10111, etc					SHEET NO. T													
	PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TVO	LANES	ANE	EINIAI I M	/ADAA I	ENGTH W								INCIDENTAL	Lacoust	ACDULATE							1		1 1			I .		
No.					DESCRIPTION .			YPE S	SURFACE TESTING AS REQUIRE RE	MIX PHALT QUIRE		H EXI	STING EMENT		RECONSTR	ASPHALT PAVEMENT, 1-1/2"	ASPHALT PAVEMENT, 0" TO 1-1/2"	ASPHALT PAVEMENT,		CONC SURFACE COURSE, TYPE	CONC SURFACE COURSE, TYPE	SINDER FOR PLANT	EXISTING	SURFACE TREATMENT,	SURFACE TREATMENT,	FOR ASPHALT SURFACE		MODIFIED MICRO- SURFACING,	CURB	OF CATCH	OF DROP	OF N MAN- BO HOLES V	METER L DXES OR VALVE	LIGHTING	INDUCTIVE LOOP SAWCUT
Note 1	NO					NO	-+	+						TON	SMI	SY	SY	SY	SY	TON	TON	TON	TON	SY	SY	GAL	WK	SY	EA	EA	EA	EA	EA	LS	LF
No	2018CPT.13.01.20111	Buncombe				9	2 2	wu																										. }	
The column		ŀ	70			9	2 2	wu														-										-+			
APPLICATION OF THE PROPERTY OF A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A	TOTAL F	OR PROJ NO. 2	71 2018CPT.:		FROM I-240 TO NC 81 (MP 9.92 - MP 10.51)	9	2	MU	NO																									\rightarrow	
APPLICATION OF THE PROPERTY OF A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A		Т	Т			П	Т					1			T		T	1		T									Γ			$\overline{}$	$\overline{}$		
Note		ŀ				8	2 2	:WU				14										-	100					3,450					-+	\rightarrow	
No.						8	2 2	wu				10			-		ļ						100					7,275		-			3		
No. 1984 Property Service 1		-				8	2 2	WU				20						-				+	150					16,075	ļ	-			3		
No. Property Service Prope		ŀ				8	2 2	WU			0.3	!5		· · · · · · · · · · · · · · · · · · ·								-	15					4,400				5	_5		
Paris Pari		Ī				8	2 2	wu			1 :	!3											20					13,493					-+		
No. Control						8	2 2	wu				14											50					9,435		-	-	-			
1		Ī				8	2 2	wu							 								15					2,981				-+			
		}						wu								<u> </u>				\vdash		+										-+		\longrightarrow	
Note	1					Ť		wu				.8										-		2,323	2,323	659					-+	-	-	\longrightarrow	
1						1	- 1	WU				.8					<u> </u>					-		5,491	5,491	3,030							-	\rightarrow	
1								wu				.6												1,220	1,220	701				-				\rightarrow	
No. Part P							-			1		!0										-+		1,056	1,056	649	0.053							-+	
No. Section		-										-					<u> </u>					_		528	528	296	0.026					-	-+	-+	
Paris		ŀ	85									.8			ļ		-					\dashv		4,224	4,224	2,363	0.211					-+	+	\rightarrow	
R 1 1 1 1 1 1 1 1 1		-	86									.6									-			2,816	2,816	1,590	0.141						-+	\dashv	
Part		-										.6					-					\dashv		1,877	1,877	1,042	0.094					-	-+	\rightarrow	
Note 1		-										.6												1,126	1,126	637	0.056			\vdash		+	+	\rightarrow	
Note 1 1 1 1 1 1 1 1 1		ŀ				10						.8												3,379	3,379	1,908	0.169					+	\rightarrow	-+	
1		F				8						.0	-+		<u> </u>					-							-	21,120				-+	-		
Note the lease of		F										3.5	-											19,210	19,210	7,695	0.961	_				+	-+	+	
Note 1		ŀ										.8												12,355	12,355	6,925	0.618					_			
No. No. No. No. No. No. No.	2019CPT 12 01 20112	Buncombo										8				-	ļ							20,909	20,909	11,721	1.045	ļ			-+	-+	+	+	
No. State	2010077.13.01.20112	ballcollibe										5												2,933	2,933	1,627	0.147				-	+	-+		
Second Continue		F	95									0				-								12,555	12,555	7,010	0.628					-+	-		
Note 1 1 1 1 1 1 1 1 1		ŀ	96																													+	+	-+	
		ŀ														-	-															-	\dashv	\rightarrow	
10 191344		ŀ																			-	-+										-	+	\rightarrow	
19 19 19 19 19 19 19 19		ŀ											-				 																		
10 13 13 13 13 13 13 13		Г							- 1	- 1			-+	<u></u>			 															_	-	\longrightarrow	
150 S 3 1 3 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Г											\dashv				 			 										\vdash		-+	\dashv		
154 STATE FROM SELECT TO LOG FRO		Г											-				 			$\vdash \vdash \vdash$								 		 		\dashv	-+		
15 SR 1611 FROM SR 1610 TO END OF MARITEMANCE (MP 0.00 - MP 0.20) 10 2 20 10 10 20 18 10 10 10 10 10 10 1													\dashv												760			 		-		-+	-+	+	
106 SS 1753 FROM PAYEMENT CHANGE TO MADISON COUNTY LINE (MP 0.54 - MP 0.76) 10 12 2 70U NO NO 0.22 18													\dashv											11,194						-		+			
10 SR 1824 FROM SR 1641 TO FROM FROM FROM FROM FROM FROM FROM FRO		Γ										8				 						-+		2,112	2,112	1,172	0.106		ļ	-		\dashv			
108 SR 1836 FROM END OF MAINTENANCE TO END OF MAINTENANCE (IMP 0.00 - MP 0.35) 10 2 2WU NO NO 0.35 18		F	106	SR 1753	FROM PAVEMENT CHANGE TO MADISON COUNTY LINE (MP 0.54 - MP 0.76)	10	2 2	WU	NO	NO	0.22 1	8	\dashv											2,323	2,323	1,298	0.116	 		-			-+		
109 SR 1837 FROM US 25 TO SR 1836 (MP 0.00 - MP 0.07) 10 2 2WU NO NO 0.07 25 S S S S S S S S S		ŀ	107	SR 1824	FROM SR 1641 TO END OF MAINTENANCE (MP 0.00 - MP 0.41)	10	2 2	w∪	NO	NO	0.41 1	8	\dashv			-								4,330	4,330	2,525	0.217			ļ	-			\longrightarrow	
10 SR 1140 FROM US 19 / US 23 TO SR 1130 (MP 0.46 - MP 1.06) 8 2 2WU NO NO 0.6 19 45 360 75 6 6,688 75 6,688 75 75 75 75 75 75 75 75 75 75 75 75 75		-	108	SR 1836	FROM END OF MAINTENANCE TO END OF MAINTENANCE (MP 0.00 - MP 0.35)	10	2 2	wu	NO	NO	0.35 1	8			ļ									3,696	3,696	2,043	0.185								
111 SR 1249 FROM SR 1248 TO SR 1224 (MP 0.00 - MP 0.33) 8 2 2W NO NO 0.33 16.5 S S NO NO 0.33 16.5 S S NO NO NO 0.33 16.5 S S NO NO NO 0.34 16.5 S NO NO NO 0.35 16.5 S NO		-	109	SR 1837	FROM US 25 TO SR 1836 (MP 0.00 - MP 0.07)	10	2 2	wu	NO	NO	0.07	5					<u> </u>							1,027	1,027	249	0.051								
112 SR 1319 FROM R/R TRACKS TO US 19 (MP 1.89 - MP 2.17) 8 2 2WU NO NO 0.28 24 UN NO NO 0.29 20 UN NO NO NO NO NO UN NO NO NO NO NO UN NO NO NO UN NO NO UN NO NO NO NO UN NO UN NO NO NO UN		-	110	SR 1140	FROM US 19 / US 23 TO SR 1130 (MP 0.46 - MP 1.06)	8	2 2	wu	NO	NO	0.6 1	9				45			360	ļI		\longrightarrow	75					6,688	<u> </u>	ļ			\rightarrow		
112 SR 1319 FROM KYR TRACKS TO US 19 (MP 189 - MP 2.17) 8 2 2 WU NO NO 0.28 24		-	111	SR 1249	FROM SR 1248 TO SR 1224 (MP 0.00 - MP 0.33)	8	2 2	wu _	NO	NO	0.33 1	5.5					<u> </u>			ļ			20					3,194		ļ				\longrightarrow	
114 SR 3549 FROM SR 3429 TO END OF MAINTENANCE (MP 0.00 - MP 0.21) 8 2 2WU NO NO 0.21 16 SR 2007 FROM US 19 TO SR 2756 (MP 1.12 - MP 3.54) 9 2 2WU NO NO 0.24 20 5,000 SR 215 (MP 0.00 - MP 6.86) 9 2 2WU NO NO 0.25 20 5,000 SR 215 (MP 0.00 - MP 6.86) 9 2 2WU NO NO 0.24 20 5,000 SR 215 (MP 0.00 - MP 6.86) 10 SR 2007 SR 215 (MP 0.00 - MP 6.86) 9 2 2WU NO NO 0.25 20 15,000 SR 215 (MP 0.00 - MP 6.86) 10 SR 2007 SR		-	112	SR 1319		8	2 2	w∪	NO	NO	0.28	4			<u> </u>								40					3,942	ļ	 				*	
115 SR 2207 FROM US 19 TO SR 1756 (MP 1.12 - MP 3.54) 9 2 2WU NO NO 2.42 20 5,000		-	113	SR 1338	FROM WESTERN CITY LIMITS ASHEVILLE TO SR 1332 (MP 0.00 - MP 0.99)	8	2 2	wυ	NO	NO	0.99	0											200					11,616		ļ			\rightarrow	\longrightarrow	
116 SR 1003 FROM US 19 BUSINESS TO SR 2115 (MP 0.00 - MP 6.86) 9 2 2WU NO NO 6.86 20 15,000		-	114	SR 3549	FROM SR 3429 TO END OF MAINTENANCE (MP 0.00 - MP 0.21)	8	2 2	wυ	NO	NO	0.21 1	6			ļ							\longrightarrow	50					1,971		ļ		_	\rightarrow		
TOTAL FOR PROJ NO. 2018CPT.13.01.20112 33.35 20,000 45 360 835 167,998 156,804 87,351 8 105,640 5 11		-	115	SR 2207	FROM US 19 TO SR 1756 (MP 1.12 - MP 3.54)	9	2 2	wu	NO	NO	2.42	0 5,	,000		<u> </u>															 					
	TOTAL FO				FROM US 19 BUSINESS TO SR 2115 (MP 0.00 - MP 6.86)	9	2 2	wu	NO							AE			360				825	167 000	15000	97 254		105 640		 					
GRAND TOTAL 105.89 50,000 1,981 82.50 1,171 119,251 11,831 26,992 35,057 47,128 5,263 9,625 167,998 156,804 87,351 8 138,700 111 1 2 114 98 1 25														1 901	82 50		110 351	11 921		25 057 1	47 120	E 262 I													25 700