



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

February 15, 2017

Addendum No. 1

Contract No.: C203967
WBS No.: 53009.3.1
Counties: Forsyth
Project Description: I-5766 – I-40 Pavement Replacement

RE: Addendum No. 1 to Final RFP

February 21, 2017 Letting


To Whom It May Concern:

Reference is made to the Final Request for Proposals dated February 1, 2017 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 1 for your information. Please note that all revisions have been highlighted in gray and are as follows:

Page Nos. 3 and 32 of the *Project Special Provisions* have been revised. Please void Page Nos. 3 and 32 in your proposal and replace them with the revised Page Nos. 3 and 32.

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6900.

Sincerely,

DocuSigned by:

A7073FC32A09478
R.A. Garris, PE
State Contract Officer

RAG/jjl

cc: Mr. Rodger Rochelle, PE
Mr. Pat Ivey, PE
Ms. Virginia Mabry
Ms. Teresa Bruton, PE

Mr. Wright Archer, III, PE
File

above and Mobilization. Work will include all preconstruction activities including, but not limited to, design, permitting, utility and railroad coordination services and other preconstruction services, regardless of the final design. Work will also include all other construction required by the contract including, but not limited to, erosion and sediment control, earthwork, drainage, diamond grinding and resealing of all joints, traffic control and temporary signing. Work will also include all surveying and geotechnical investigative work as may be required by the contract.

Payment will be made under:

Pay Item

Pay Unit

Design and Construction

Lump Sum

Adjustments to Quantities and Payment

The Itemized Proposal Sheet provides the quantity of square yards of *Pavement Replacement*, tons of *Select Material, Class IV*, cubic yards of *Undercut Excavation*, linear feet of 2'6" *Concrete Curb and Gutter* and square yards of *Geotextile for Soil Stabilization*. By submitting this Price Proposal, the Design-Build Team acknowledges that these quantities are intended for bidding purposes and may or may not be the final design quantity. In the event that the final design quantity for *Pavement Replacement, Select Material, Class IV, Undercut Excavation, 2'6" Concrete Curb and Gutter* or *Geotextile for Soil Stabilization* differ from those presented in the Itemized Proposal Sheet, adjustment will be made to the partial payments made to Design-Build Team per the applicable contract unit prices.

All contract pay items for this contract are considered minor contract items.

In the event of any increase in any of the above quantities, the Design-Build Team will be required to demonstrate through the pertinent submittals the need for the additional quantities if required by the Engineer.

DESIGN AND CONSTRUCTION ITEMIZATION

(3-21-15) EDB

Reference is made to the Measurement and Payment Project Special Provision and the pay item for *Design and Construction* contained therein. Within 30 days after award of the contract, the Design-Build Team shall submit to the Engineer, an itemization of the anticipated costs associated with the work items contained in the amount bid for *Design and Construction*. The itemization shall, at a minimum, break out the costs for design, other preconstruction services, and a summation of all typical roadway pay items.

MOBILIZATION

(9-1-11)

DB1 G15A (Rev.)

Revise the 2012 *Standard Specifications for Roads and Structures* as follows:

Page 8-1, Subarticle 800-2, MEASUREMENT AND PAYMENT

hammers or other devices. In all cases, any dowel which cannot be freely inserted into a dowel hole will be rejected for use.

Prior to placing concrete, the vertical exposed faces of the existing slabs shall be thoroughly cleaned of contaminants using wire brushing or other methods approved by the Engineer. Extra care must be taken to remove all existing silicone or other joint sealant from the exposed concrete faces.

The concrete shall be deposited within the slab replacement area in such manner as to require as little re-handling as possible, to prevent segregation of the mix. Hand spreading shall be minimized as much as possible, but where necessary, shall be done with shovels, not rakes. Workers will not be allowed to walk in the fresh concrete with shoes coated with earth or other foreign substances. The replaced slab area shall be filled with concrete and thoroughly consolidated by rodding, spading, and sufficient vibration to form a dense homogeneous mass throughout the area. The final surface area shall be uniform in appearance and free of irregularities and porous areas.

The finished surface, including joints, shall meet a surface tolerance of 1/8 inch in 10 feet in any direction. Any necessary corrections shall be done by grinding. Any replaced slab which is low in relation to adjacent slabs may be ordered replaced by the Engineer. Replacement of such a slab would generally be required if, in the opinion of the Engineer, excessive grinding of the adjacent pavement is necessary to match the profile of the full depth slab replacement or if a drainage problem would be created by grinding the adjacent pavement.

The surface finish of the proposed concrete pavement shall be a burlap drag finish and conform to the cross-section of adjacent pavement. The method of finishing shall be approved by the Engineer. 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 Section 700-9 "Curing" and Section 1026 "Curing Agents for Concrete" of the *Standard Specifications*.

Transverse joints shall be constructed in accordance with the Standard Specifications to match the joint locations on the adjacent lane. Additional transverse joints shall be constructed such that there is no more than 15 feet between joints.

DIAMOND GRINDING CONCRETE PAVEMENT:

(4-15-08) (Rev 08-16-16)

SPI 7-9

Description

Perform the work covered by this provision including but not limited to diamond grinding and regrinding concrete pavement to meet final surface acceptable smoothness requirements detailed in Article 710-7, selecting diamond tipped saw blades and configuration of cutting head; continual removal of residual slurry from pavement and disposal; furnishing all labor, materials, supplies, tools, equipment and incidentals as necessary. Perform this work at locations indicated or as directed by the Engineer.

Prior to beginning any diamond grinding operations, schedule a pre-grind meeting with grinding subcontractor, Division Construction Engineer, Project Engineer, Area Roadway Engineer, State Pavement Construction Engineer, representatives from the Design-Build Unit, Roadside Environmental Unit and the Materials and Tests Unit.