

ADDENDUM No. 6

TO: Prospective Bidders

FROM: Donna Johnson, Contracts Administrator

DATE: August 16, 2022

PROJECT: I-85 North Bridge
 Project No.: 512-15-003
 Bid Number: HC2020-2040

The following items are being issued herein for modification and clarification to the Bid Requirements for the project referenced above. All Bidders shall acknowledge this Addendum within their submittal.

MODIFICATIONS

PROJECT MANUAL

1) On page 00 40 00- 2, 5 & 14 under the **ITEMIZED BID** change the following:

Item #	Section #	Description	Qty	Unit	Unit Price (\$)	Amount Bid (\$) (Qty x Unit Price)
6	2265	Undercut Excavation	2,700	CY		
7	SP-05 230	Borrow Excavation	61,200	CY		
85	610	Asphalt Concrete Base Course, Type B 25.0B C	550	TN		
313	904	Sign Erection, Relocate Type D (Ground Mounted)	2	EA		

The Electronic Itemized Bid Form available at the City's website has been revised to reflect the above changes.

2) On page 00 75 00-15, delete **SP-05, BORROW EXCAVATION** in its entirety and replace with the following:
SP-05, NOT USED

3) On page 00 75 00-49, delete **SP-17, LETTERING AND CROWN LOGO WITH BACKLIGHTING** in its entirety and replace with the following:

SP-17, LETTERING AND CROWN LOGO WITH BACKLIGHTING

1.0 DESCRIPTION

The work covered in this special provision consists of all labor, materials, and equipment required to install the "CHARLOTTE" Lettering and City of Charlotte Crown Logos, both with backlighting, as shown on Sheet B-2A in the plans. The lettering and crown logos will be attached to the exterior of the I-85 bridge structure in both directions. The letters and crown logo shall conform to the current version of the Charlotte Visual Style Guide, which can be obtained by the City's Corporate Communications Department at **704-336-2395**. The letters shall be styled in font Proxima Nova Bold.

2.0 MATERIALS AND CONSTRUCTION METHODS



All construction covered in this special provision shall be in accordance NCDOT Standard Specifications, the manufacturers’ specifications, and the plans. The backlighting shall adhere to the notes within sheet B-2A. **The material of the letters and logo shall be cast aluminum. A clear finish is required.**

3.0 SUBMITTALS

The Contractor shall provide options for the letters and the Crown Logo for the City’s selection and submit shop drawings providing the details of the lettering and logos and backlighting for the City’s approval prior to installation.

4.0 MEASUREMENT AND PAYMENT

“Lettering and Crown Logo with Backlighting” will be paid at a lump sum price. The price and payment will be full compensation for all work associated with designing, coordinating through the City’s final selection of the lettering and logos to be implemented, furnishing, and installing the lettering, crown logo, and backlighting.

Payment will be made under:

LETTERING AND CROWN LOGO WITH BACKLIGHTING LS

QUESTIONS & ANSWERS

- 1. Will the City of Charlotte be responsible for the removal / relocation of existing decorative street signs?

Answer: A line item #313 is added with this addendum under NCDOT Section 904 SIGN ERECTION for the contractor to remove and relocate the existing wayfinding signs to the new permanent position and maintain the signs to be protected.

- 2. Can you please provide the primer and paint details for the Bridge Truss for the I-85 North Bridge Project Number 512-15-003? Specifically, Thickness, Number of coats, Color, etc. I have reviewed the 2018 NCDOT Standard Specifications for Roads and Structures Sections 440 and 442, along with Section 1080, and I still cannot locate the details.

Answer: Per Section 442-8 of the NCDOT Standard Specifications, Department approved paint systems are found in the Structural Steel Shop Coatings Program. Use approved/qualified paint products found in Section 1080. Apply the paint system required by the plans. Section 8.2 of the NCDOT Structure Steel Shop Coatings Program defines the number of coats and thicknesses.

- 3. Based on the Summary of Earthwork on Sheet 3K, Borrow quantity has been accounted for to replace the 2,700 CY of Undercut Excavation. Item 6, Undercut Excavation, references NCDOT Section # 226, which states “No separate payment will be made for materials used in backfilling undercut areas...” Please clarify.

Answer: Pay Item 6 has been changed with this addendum to refer to Section 225 (not Section 226).

- 4. Addendum #3, Q&A #5, states Item 7, Borrow Excavation should be used for both the embankment for the project as well as replacement of unsuitable material determined needed for drainage pipe and drainage

structure installation. The quantity of Borrow Excavation that will be used for replacement of unsuitable material determined needed for drainage pipe and drainage structure installation is a complete unknown and no quantity has been accounted for in the Summary of Earthwork. There should be a separate item (i.e., Borrow Excavation for Pipe & Drainage Structure Installation) for this application as the Contractor is expected to include excavation, hauling, and disposal of the unsuitable material for which the quantity is unknown, and this is a completely different type of work from the roadway embankment construction.

Answer: SP-05 is removed in its entirety with this addendum. Line item #7 for borrow excavation is revised to NCDOT section 230. The undercut and materials for pipe and structures should be accounted for in accordance with NCDOT section 300.

5. We've recently had multiple crucial subcontractors and suppliers decline to quote or state that they will only be able to quote if they have some extra time. Due to the complexity of many aspects of this project could the City consider extending the bid date to allow bidders and their subcontractors/suppliers extra time to prepare their pricing?

Answer: The bid date will stay August 23 to meet the project's schedule.

6. Plan page B-58 indicates both sides of the parapet for the Doby creek bridge is to receive an architectural treatment. Does the I-85 bridge parapet to have the same architectural finish on both sides as well?

Answer: Per Sheet B-2A, the Contractor should refer to the Architectural Concrete Surface Treatment Special Provision for aesthetic formliners, pattern, and concrete color. SP-18 states that there shall be an architectural treatment on the interior face of the barrier for the Bridge over I-85. This aligns with Sheet B-20 of the construction drawings which shows an architectural treatment on the inside face of the parapet for the bridge over I-85.

7. Are any wall envelopes available indicating the height of each individual block retaining wall listed on page 2A?

Answer: Wall envelopes for the 4 walls listed on Sheet 2A of the construction drawings are provided on Sheet 29 of the construction drawings. As stated in Addendum 2, prospective bidders can receive these files by contacting Donna Johnson at Donna.Johnson@charlottenc.gov. The "I-85_NorthBridge_ProposedProfiles_07.20.2022" file shows the envelopes toward the right side of the file under the heading "Retaining Walls". The location of the walls (RW3 thru RW6) is noted in the file (for example, RW3 begins at -L-Sta. 26+66, offset 41' left). This information corresponds with the block retaining wall locations listed on page 2A of the construction drawings.

8. Digital files were previously requested. Could the owner provide digital files with three dimensional surfaces and associated xref files?

Answer: Additional digital files can be shared with prospective bidders by contacting Donna Johnson at Donna.Johnson@charlottenc.gov with a request for the files.

9. Does the 4" concrete barrier that separates the vehicular traffic from the bicycle traffic have any rebar? If bars are required into the deck, do the bars have to be drilled and epoxied or can they be placed when the deck concrete is wet? If bars are required, are they to be epoxy coated?

Answer: As shown in the 4" Monolithic Concrete Barrier Detail on Sheet 3B, there is no rebar. However, per Note 1 of the detail, the concrete island will be doweled in on concrete pavement surfaces per NCDOT Std. No. 852.01. The bridge deck is concrete, and therefore there will be dowels in the island when on the bridge deck.

10. Item 85 calls for Base Course, Type B 25.0B. This will need to be B 25.0C. Please clarify.

Answer: Yes, pay item 85 has been corrected to Asphalt Concrete Base Course, Type B 25.0C with this addendum.

11. After reviewing plans and borings on this project, it appears all the borings performed are not provided. The boring logs noted for bridge over Doby Creek are L_EB1A, L_EB1B, L_B1A, and L_B1B (Sheet 5). The only logs shown are L_EB1-B and L_B1-B across the creek. A) Can we obtain the boring logs for the 4 previously logged borings as shown on Sheet 5? The boring logs noted for I-85 North Bridge are L_B4-A and L_B4-B (Sheet 6). The only log shown for bent 1 is L_B4-B. B) Can we obtain the boring log for L_B4-A? Based upon reviewing the logs and comparing the elevations from the plans shown, it appears every shaft will be all rock per subsurface investigation, Sheet 15.

Answer: This information can be found in the Foundation Recommendations & Inventory Reports. They are now available to the bidders on the city's General Services website: [General Services Bids and Contracts \(charlottenc.gov\)](http://charlottenc.gov). The elevations shown on Sheet 15 in the originally posted Geotechnical Report were incorrect. A corrected version of this sheet was posted on 8/11 with Amendment #5.

12. Will any guardrail or single faced barrier be required to be installed in front of the MSE walls along I-85?

Answer: No, not in the permanent condition. See Traffic Control Plans for requirements during construction.

13. Regarding addendum 3 question and answer 4, please clarify that all utilities will be relocated and out of the way within 12 months of contract award. Assuming contract award is fall of 2022, can the contractor assume be free and clear to work in any and all work areas by fall of 2023? If not, please provide a date where the contractor cannot work. The response provided is not sufficient to address all contractors concerns regarding existing utilities to be relocated by others.

Answer: No assumption of when the project will be free and clear of utilities can be made at this time. The duct bank construction is anticipated to be complete in September 2022. There are multiple utility companies to relocate into the duct bank and tie into the existing businesses along Research Drive and David Taylor Drive. The cut overs, which splice the new lines to the existing lines, cannot be scheduled at this time due to various reasons such as duct bank completion, lead times on material, emergency responder (911) fiber line main hub, and coordination with businesses dictated by proprietary redundancies related to the businesses' services. These factors make scheduling and timeframes difficult to obtain at this time.

14. Referring to the previously submitted question, is there any reason that the provided construction duration is so long? Knowing the dates for the utility relocations by others is key and will eliminate any delays for the contractor if the owner can provide finish by dates for the utility companies.

Answer: Please see ICT#0, Section 1.3.1 of the Project Manual, for detailed information on contract time. During ICT#0, the utilities continue to be relocated, while the Contractor may begin to turn in submittals for long lead items, purchase materials, and other necessary activities without being delayed by utility relocation activities. Once the ICT#0 phase ends the contractor can begin on the bridges, the east side of the bridges respective work, and the work west of the bridges.

15. The suggested sequence of construction provided in the plans suggest building both bridges, then construct the road work on the west side of the bridges, then construct the road work on the east side of the bridges. We are aware of ICT zero which is for 180 days. If the contractor has the available resources, can he work in multiple areas at once?

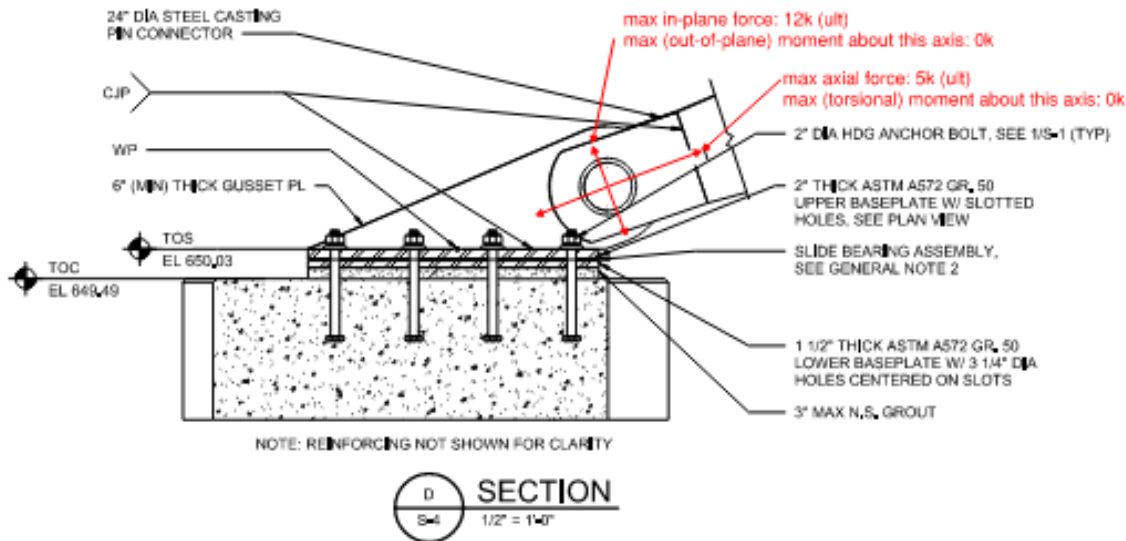
Answer: Yes, if the Contractor has the available resources they can work in multiple areas at once as long as they stay in compliance with the Traffic Control special provision. The contractor can work in multiple areas as long as the Traffic Control Plans are followed, or a revised and accepted plan is submitted to CITY and NCDOT during construction.

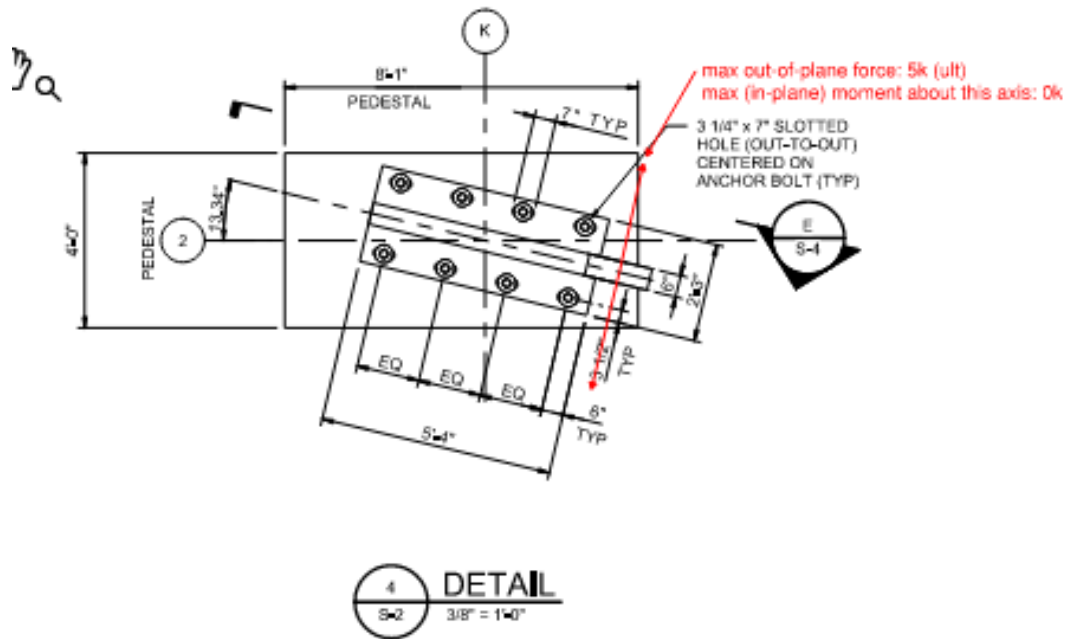
16. What kind of finish on the logo and letter would City require?

Answer: A clear finish is required. This has been added to SP-17 with this addendum.

17. Regarding the Bridge Truss for the I-85 North Bridge Project, can you please provide additional details for the 24" Steel Casting Pin Connectors, such as pin diameter and material type?

Answer: The 24" Steel Casting Pin Connectors are to be designed by the casting supplier. The supplier would supply both the casting and the pin. See sketch for loads:





We would anticipate the connector would be ASTM A958, Grade SC8620, Class 80/50:

- Minimum yield strength: $F_y = 50 \text{ ksi}$
- Minimum tensile strength: $F_u = 80 \text{ ksi}$

We would anticipate the pin would be ASTM A322, Grade 4140:

- Minimum yield strength: $F_y = 42 \text{ ksi}$
- Minimum tensile strength: $F_u = 75 \text{ ksi}$
- We would anticipate the pin to be on the order of 8.5" in diameter

18. I noticed that within the Bid Form which is found inside of the Project Manual, the quantity for Bid Item 260 (Bedding Material, Utilities Class II) is 120 TN. However, within the Itemized Bidform spreadsheet, the quantity is on 12 TN. I'm guessing the 120 TN from the Project Manual is correct, but I just wanted to confirm.

Answer: The correct quantity is 120 TN. The Itemized Bid spreadsheet has been updated on the city's website.

19. Item 80, Fine Grading, NCDOT Section 500 is typically paid at a lump sum price. 49,000 SY seems high if only being paid in areas to be paved (roadway area). Is it anticipated that this would be measured and paid outside of the roadway area? Please clarify.

Answer: Fine grading will be measured from Shoulder Point to Shoulder Point (paved roadway and berms, including sidewalk, multi-use paths, truck aprons, and cycle tracks).

20. TCP-3, Phase 2, Step 4, states to install rumble strips along outside shoulders. Exactly how much linear footage of rumble strips will be required? How will this be paid?

Answer: This will be paid for as part of Traffic Control. The quantity is 2,485 LF.



21. For line Item 079 – LETTERING AND CROWN LOGO WITH BACK LIGHTING, I cannot find requirements on the materials type (IE: Steel, Stainless Steel, Aluminum), material thickness or method of mounting to the bridge. Can these be specified please?

Answer: The letters and logo shall be cast aluminum material with a clear finish is required. This has been added to SP-17 with this addendum. The letters shall be mounted to the bridge with an adhesively anchored system. The Contractor shall submit shop drawings for approval from the Owner on the method of mounting.

22. Item 7, Borrow Excavation, refers to SP-05 which appears to describe Borrow Excavation as it pertains to pipe and drainage structure installation. Based on the earthwork summary, it appears this item is intended to be used and paid for as the Borrow Excavation required to construct the Embankments for the project. Please clarify.

Answer: The response to Question #5 from Addendum #3 has been revised with this Addendum #6. SP-05 is removed in its entirety with this addendum. Line item #7 for borrow excavation is revised to NCDOT section 230. The undercut and materials for pipe and structures should be accounted for in accordance with NCDOT section 300.

END OF ADDENDUM NO. 6