

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR

J. ERIC BOYETTE SECRETARY

May 13, 2021

ADDENDUM # 2

То	Plan Holders	DS
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From: Joshua B. Deyton, P.E. **Division 14 Project Team Lead**

RE: Question & Answer, Pre-Bid Meeting Minutes, Drawing of Jack & Bore Pile Installation, Pre-Bid Meeting Attendance Sheet, and **Addition Lawn Type Appearance Project Special Provision**

Contract ID: DN00753 County: Haywood Letting Date: May 17, 2021

The above contract has experienced the following revisions:

1. The following questions have been raised by a bidder and the corresponding answer has been provided:

Ouestion: Can the B25.0B, I19.0B & S9.5B all be laid on the same day? Or will it be required for the asphalt to cool and set for each layer taking multiple days to complete?

Answer: This is addressed in the attached meeting minutes. (See attached document)

- 2. Pre-Bid Meeting Minutes have been provided. (See attached document)
- 3. Drawing of Jack & Bore Pile Installation.
- 4. Pre-Bid Meeting Attendance Sheet has been provided. (See attached document)
- 5. Page Erosion Control Provisions have been revised to include the Lawn Finish provision language. (See attached document)

These revisions do not change bid items or the associated quantities.

Location: 253 WEBSTER ROAD SYLVA, NC 28779 Thank you for your attention to this matter.



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR J. ERIC BOYETTE Secretary

May 12^{th,} 2021

CONTRACT NO: TIP NO: WBS ELEMENT NO: COUNTY:	DN00753 N/A 14.104411 HAYWOOD
DESCRIPTION:	DRAINAGE REPAIR: JACK & BORE, PAVING, TRAFFIC CONTROL, EROSION CONTROL
LOCATION:	ALONG US 19/23 DIRECTLY ADJACENT TO THE EASTERN ENTRANCE TO CRAWFORD RAY CEMETERY AND JUST WEST OF HALE ROAD (PRIVATE)
SUBJECT:	Pre-Bid Meeting – 05/12/2021

Dear Prime Contractors,

This letter is to serve as a summary of the construction meeting that was conducted on 05/12/2021. Please review the following summary and let us know if you find any discrepancy.

In Attendance:

Nathan Tanner (NCDOT) – Resident Engineer Brian Templeton (RK&K) – Assistant Resident Engineer Isaac Jones (NCDOT) – Project Inspector Brody Sitton (NCDOT) – T.E.A. Mike Poteet (NCDOT) – Survey Party Chief Will Murajda (NCDOT) – Survey Party Jason Leatherwood (NCDOT) – CME Wesley Grindstaff (NCDOT) – DME Brittany Haskett (NCDOT) – DME Brittany Haskett (NCDOT) – HiCams Technician Brad Williams (NCDOT) - TSI Len Hodge – IPC Structures Johnny Phillips – Graham County Land Development Rance Adams – Adams Contracting Blake Anderson – Adams Contracting

Telephone: 828-497-7333 Fax: 828-497-6095 Customer Service: 1-877-368-4968

Location: 178 HENRY BIRD RD. WHITTIER, NC 28789-7646 Tommy Smith – T.P. Smith Ronnie Banning – Boyd Utility Boring Alex Keith – WNC Paving Chris Britton – Buckeye Bridge Shane Herbert – Buckeye Bridge Jamison Mathews – Blue Ridge Southern

Project Schedule/Contractor Schedule:

Date of Availability: May 24, 2021 Completion Date: November 19, 2021

Contract/Plan Review:

Liquidated Damages for this contract are \$200.00 per day. ICT #1 Liquidated Damages are \$600.00 per day. ICT #2 Liquidated Damages are \$250.00 per hour.

General Comments:

- Mr. Tanner began Pre-Bid meeting by going over the overall scope of work for the project.
- A pipe drawing for the proposed 36" Jack & Bore was provided to each contractor. The pay item for this pipe will be paid as "Welded Steel Pipe" either In Soil (Line Item #3) or Not In Soil (Line Item #4). The department does not anticipate using the Not In Soil line item. Pipe length should be 160.0 LF.
- Should the contractor hit rock during the jack & bore operation, and the boring operation work is slowed down significantly, contractor can submit a supplemental agreement or file a claim and Nathan Tanner will grant a reasonable amount of additional time to complete the operation.'
- This work is considered specialty work.
- There will be work performed within the Railroad Right-Of-Way.
- Nathan Tanner will coordinate with Blue Ridge Southern about having flaggers while working near railroad.
- No railroad insurance is required for this project.
- Access to the bore pit will be available down from the bow about.
- ICT #2 states that no lane closures are to be in place between the hours of 7:00 AM to 8:00 AM and from 5:00 PM to 6:00 PM. The non-standard traffic shift will remain in place until time for paving operations to begin, therefore the department does not anticipate this ICT will be a problem. Nathan Tanner stated that there are no restrictions in the contract that would not allow contractors to perform work at night. Night work will be permitted with the use of night plants. Placement of light plants will need to be discussed with Nathan Tanner if contractor chooses to work at night.
- Once the contract has been awarded, the NCDOT will be removing the nonstandard traffic shift that is currently in place, and the contractor will be responsible for re-installing the traffic shift as it was.
- The contractor will be required to maintain all traffic control for the duration of the project.

- Contractor is expected to perform paving operations in traffic under standard lane closures.
- The NCDOT will provide all necessary surveying.
- The 40% requirement for the prime contractor is waived for this contract.
- The Lump Sum Grading pay item will cover payment for any clearing and grubbing, and any other grading items that are not covered under any other line items, including excavation for drainage box and sink hole.
- All work must be performed within R.O.W. There should be no reason to have to work off of the R.O.W.
- Safety fence will be required along the boundary of the cemetery in areas where work is being performed with the exception of the work performed in the RR ROW.
- Contractor must maintain access to the cemetery. The entrance closest to the drainage box being bored into could be closed since there will still be access to the cemetery through another driveway.
- Cemetery property will need to be dressed and seeded to match existing finish appearance of the whole cemetery.
- Once the contractor bores through to the proposed elevation for the drainage structure, contractor will need to divert water from the 18" pipe carrying the live stream until the 36" failed pipe has been plugged.
- Water carried by the v-ditch can be dammed up by a sandbag impervious dike and pumped into a median box.
- Live water will have to be maintained throughout construction operations. Payment for all work and materials used to maintain the live water will be paid as Impervious Dike.
- Nathan Tanner gave a suggestion on how to divert the water by using a sleeve to connect the 18" pipe to a smaller pipe and running it through the 36" pipe that was bore. Nathan Tanner encouraged contractors to figure out how they would divert the water and to let him know all ideas and suggestions for that.
- Contractor will need to then plug and seal the existing 36" pipe that failed. Once that pipe has been plugged, the contractor will need to fill in the existing extra depth box with stone up to the elevation of the bottom of the proposed structure, excavate around the existing extra depth box, cut it off and poor a concrete slab at the elevation for the proposed structure.
- The proposed drainage structure will have to be a "Cast In Place" box around the 36" jack and bore welded steel pipe and both of the additional existing pipes.
- A trench box may need to be utilized while excavating around existing extra depth drainage box.
- Once the proposed drainage box has been built, NCDOT will come in and flowable fill the existing 36" pipe.
- Pressure grouting will be performed by boring through the 57 stone recently placed in the sink hole. The pressure grout will fill the voids around the 57 stone. Contractor will need to coordinate with the NCDOT to schedule this work.
- There is an existing terracotta pipeline running adjacent to the existing extra depth box. This is an old line that is not in use.
- A concrete washout structure will be required on the project.

- Contractor will also need to coordinate with the gas company about when boring operations will be taking place. The gas company must have an onsite representative onsite during boring operations.
- Contractor is responsible for calling in their own locates.
- There are two water lines that are in service at the location of the project. The waterline closest to EOP is a 2" galvanized pipe that has been in service for 40+ years. The other waterline is an 8" ductile iron pipe that has been in service for approximately 10 years. Both water lines are approximately 3.5' to 4.0' deep at the location of the pipe failure.
- V-ditch construction and rip rap placed at the outlet of the proposed 36" bore pipe to transition stream back into the original location that flows into existing box culvert that flows under the railroad. This work will be paid as part of the lump sum grading item and the rip rap items in the contract.
- No milling will be required on this project. Contractor may have to place additional stone to bring sink hole area to grade. Contractor is to treat this paving operation like a patch. There is a pavement structure for the patch. The pavement structure to patch the roadway calls for 5.5" of B25.0B, 3.5" of I19.0B, and 3.0" of S9.5B.
- The maximum lift placement thickness for B250.Bis 5.5 inches and it can be placed all at once. The maximum lift for I19.0B is 2.5 to 4 inches and S9.5B is 1.5 inches. Due to the depths, the contractor will be required to let the mix cool enough to get the paver on it again between lifts, but no longer than that.
- A small quantity of paint was added to the contract for skips and edge lines to be replaced as needed.
- The most important thing with the jack and bore operation is to double and triple check elevations to make sure the pipe is staying in line and on elevation.

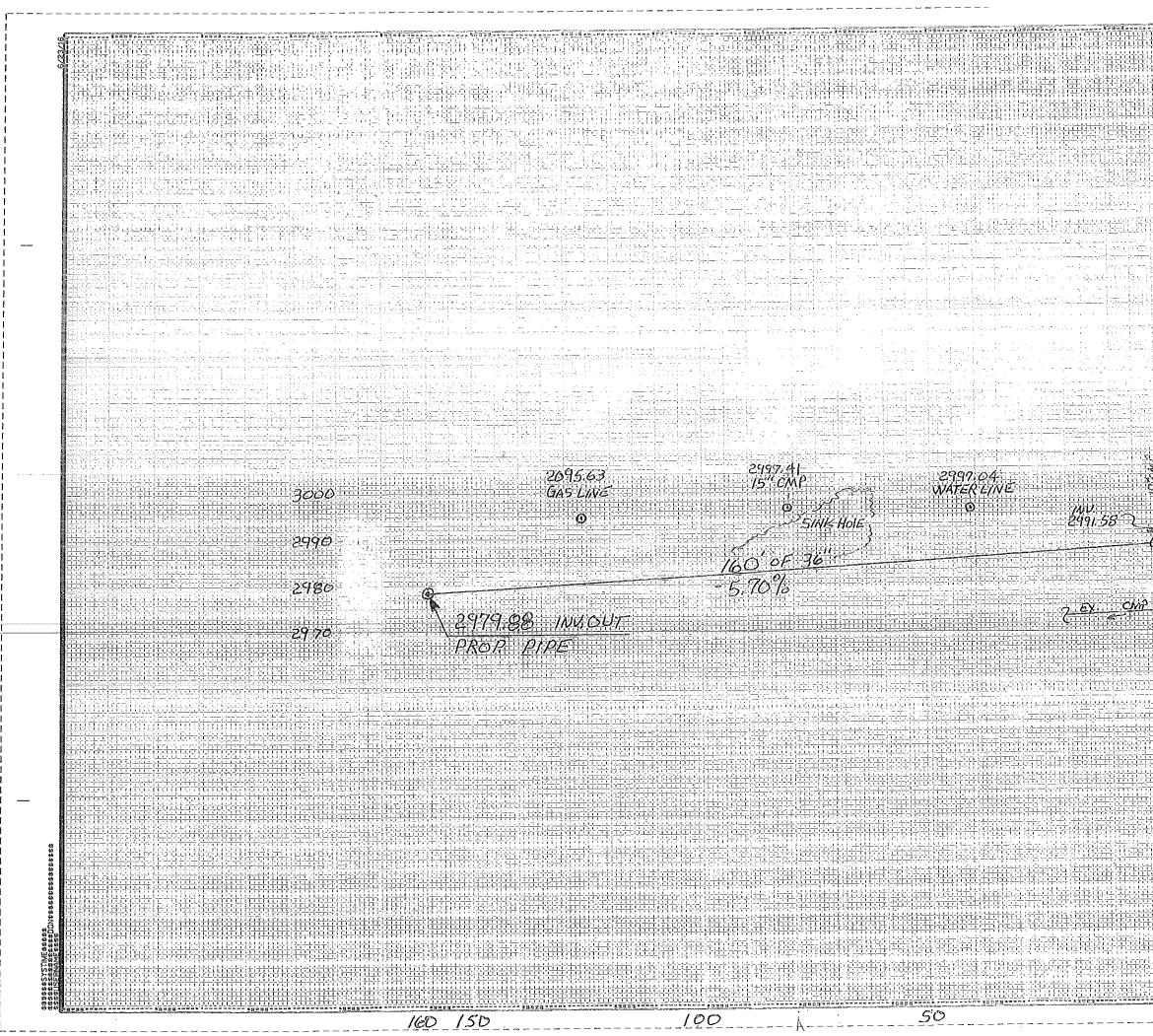
These minutes are completed as noted. Any discrepancies to the content of the minutes should be provided in writing to the Resident Engineer. If no discrepancies are noted, this will indicate concurrence with the minutes as noted.

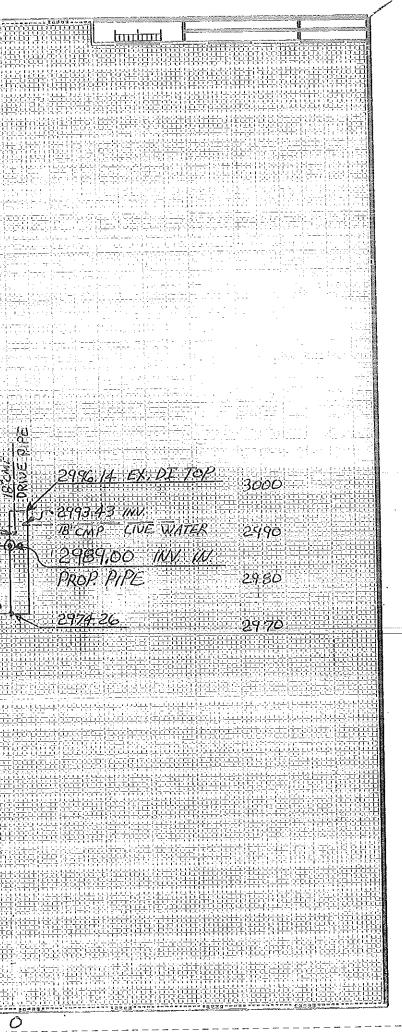
Sincerely,

DocuSigned by: Nathan Tanner

44BEAB44E6814A6... Nathan Tanner Resident Engineer

NRT/bnh Jeffrey Alspaugh Andrew Buchanan Mitchell Bishop, PE Cameron Cochran Shareplus





PRE-BID CONFERENCE SIGN-IN

Contract No.: DN00753

Date: May 12, 2021 (10:00 AM) Location: ONSITE (Clyde NC)

PLEASE PRINT

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Nathan Tanner NCDOT RE 828-421-6930 notamer@ncdot.gov	Nathan Tanner	NCOOT	RE			

LAWN TYPE APPEARANCE:

All areas adjacent to lawns must be hand finished as directed to give a lawn type appearance. Remove all trash, debris, and stones ³/₄" and larger in diameter or other obstructions that could interfere with providing a smooth lawn type appearance. These areas shall be reseeded to match their original vegetative conditions, unless directed otherwise by the Field Operations Engineer.