



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

March 6, 2018

Addendum No. 1

RE: **Bid Opening March 13, 2018 at 2:00 PM**
CONTRACT ID: D4POC0008
WBS ELEMENT NO.: 4RE.106413
FEDERAL AID NO.: STATE FUNDED
COUNTY: NASH
TIP NO.: N/A
MILES: 4.6 MILES
ROUTE NO.: US 264
**LOCATION: 0.78 MILES WEST OF NC 581 NEAR BAILEY TO
SR 1128 (BUCK DEANS ROAD)**

To Whom It May Concern:

Reference is made to the above-mentioned project. The following changes/additions/deletions have been made:

1. Replace Pages 22, 23, 24 and 25 of the proposal with the attached Pages 22, 23, 24 and 25. Various changes have been highlighted in yellow on Pages 22, 23 and 24. Page 25 does not have any changes highlighted, but should be replaced.

This sheet and attachments shall be made a part of the plans and bid documents and shall be submitted with the bid. Bids submitted without the addenda and attachments will be considered non-responsive.

If there are any questions, please contact me at (252) 640-6416.

Sincerely,

DocuSigned by:

BC8FE3BCFE014EA...
3/6/2018

J. Charles Cauley
Division Four Contracts and Proposals Engineer

JCC/
Attachment

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION FOUR OFFICE
POST OFFICE BOX 3165
WILSON, NC 27895

Telephone: (252) 640-6400
Fax: (252) 234-6174
Customer Service: 1-877-368-4968

Location:
509 WARD BOULEVARD
WILSON, NC 27895

Website: www.ncdot.gov

PROJECT SPECIAL PROVISIONS

SAFETY CLEARING:

Construction

- Perform clearing and grinding operations along the median of US 264.
- Clearing will be performed in accordance with Section 200 of the Standard Specifications. For grinding operations, grind stumps to natural ground. This work does not include any grubbing activities.
- Clearing and grinding will extend from approximately 0.78 miles west of NC 581 to SR 1128.
- Clearing and grinding will extend a measured distance of 65' from edge of the main travel lane (yellow edge line) of US 264 unless otherwise shown on the plans.
- At the required clearing distance of 65' the Contractor shall clear a vertical face of 16'.
- Limited clearing and grinding may be performed in jurisdictional/buffer areas (see plans for limits of clearing in jurisdictional/buffer areas). Specific trees not to be cleared will be marked in the field with high visibility tape.
- Clearing and grinding will be done at overpasses and interchange slopes to limits shown on the plans.
- No open burning will be allowed.

Contractor Requirements

- All suitable trees are to be logged and sold as timber. All other waste is to be chipped if possible and reused. The intent of this contract is to recycle/reuse as much as possible.
- A Feller Buncher will be required for tree removal. However, on slopes steeper than 3:1, the Contractor may perform tree removal by alternative means and methods. All tree removal shall be done in such a way to work away from US 264. All trees must be removed in a manner by which the Contractor maintains a controlled descent of the trees during clearing to ensure that all trees are dropped away from the roadway.
- Full scale grinding will not be allowed for trees over 8" Diameter at Breast Height (DBH).
- Mulch will be allowed to stay on site. Mulch should be spread in an even layer along right of way slopes behind ditch lines with no piles or wind-rows. Mulch should not be deeper than 4 inches. Mulch shall only be allowed in unmaintained areas.
- Tree debris not in mulch form shall be removed from the right of way by the Contractor. All cost involved with the disposal of the cleared materials shall be included in the contract unit price.
- Soil inversion is not allowed. If the Contractor causes soil inversion to occur then all applicable NPDES reporting requirements will be activated and be the responsibility of the Contractor.

Measurement and Payment

Safety Clearing will be measured and paid at the contract unit price per acre. All measurement of safety clearing will be made horizontally. Measurement will be made for any clearing performed within the limits shown on the original plans.

Supplemental Safety Clearing that is directed by the Engineer and is performed on areas outside the limits shown on the original plans will be measured and paid at the contract unit price per acre. All measurement of supplemental safety clearing will be made horizontally.

Payment will be made under:

Pay Item/Pay Unit:

Safety Clearing.....Acre
Supplemental Safety Clearing.....Acre

WORK ZONE TRAFFIC MANAGEMENT:

Traffic Management Plan Design Parameters

This project contains daily lane closure restrictions in addition to holidays and special events (see other project special provisions).

The speed limit on US 264 shall be reduced to 55 MPH utilizing a work zone "variable" speed limit reduction (see detail) whenever a temporary lane closure is being utilized on US 264.

Lane and Shoulder Closure Requirements

Remove lane closure devices from the lane when work is not being performed behind the lane closure or when a lane closure is no longer needed or as directed by the Engineer.

When personnel and/or equipment are working within **15 feet of an open travel lane, close the nearest open shoulder** using Roadway Standard Drawing No. 1101.04 unless the work area is protected by barrier or guardrail or a lane closure is installed.

When personnel and/or equipment are working on the shoulder adjacent to an **undivided facility** and **within 5 feet of an open travel lane, close the nearest open travel lane** using Roadway Standard Drawing No. 1101.02 unless the work area is protected by barrier or guardrail.

When personnel and/or equipment are working on the shoulder adjacent to a **divided facility** and **within 10 feet of an open travel lane, close the nearest open travel lane** using Roadway Standard Drawing No. 1101.02 unless the work area is protected by barrier or guardrail.

Do not work simultaneously within 15 feet on both sides of an open travel way, ramp or loop within the same location unless protected with guardrail or barrier.

Do not install more than **1 mile** of lane closure on US 264 measured from the beginning of the merge taper to the end of the lane closure. **Multiple lane closures in a single direction on US 264 will be allowed if lane closures are less than 1/2 mile in length and a minimum of 2 miles apart.**

Construction entrances will only be allowed to be used when accompanied by a lane closure.

Signing

Install advance work zone warning signs when work is within 40 feet from the edge of travel lane and no more than three (3) days prior to the beginning of construction.

Provide signing and devices required to close the road according to the Roadway Standard Drawings.

Ensure all necessary signing is in place prior to altering any traffic pattern.

Traffic Control Devices

When lane closures are not in effect, space channelizing devices in work areas no greater (in feet) than twice the posted speed limit (mph) except 10 ft. on-center in radii and 3 ft. off the edge of an open travel way. Refer to the Standard Specifications for Roads and Structures Sections 1130 (Drums), 1135 (Cones) and 1180 (Skinny Drums) for additional requirements.

Place additional sets of three channelizing devices (drums, cones or skinny drums) perpendicular to the edge of travel way on 1,000 ft. centers when unopened lanes are closed to traffic.

Law enforcement may be used to maintain traffic through the work area and/or intersections as directed by the engineer.

Reduce the speed limit to 55 MPH on US 264 utilizing work zone "variable" speed limit reduction whenever a temporary shoulder closure and/or temporary lane closure is being utilized on US 264.

Coordinate with the Engineer to utilize overhead/shoulder mounted dynamic message signs (DMS), if available, for advance warning to motorist of: "ROAD WORK AHEAD AT MP XXX", "LEFT/RIGHT (number) XXX".

TEMPORARY TRAFFIC CONTROL (TTC):

Maintain traffic in accordance with Divisions 10, 11 and 12 of the 2018 Standard Specifications and the following provisions:

Use a lane closure to complete the work, as necessary, unless otherwise indicated. Refer to Standard Drawing No. 1101.02, 1101.11, 1110.01, 1110.02, 1130.01 1135.01 and 1180.01 of the 2018 Roadway Standard Drawings.

Maintain the existing traffic pattern at all times, except in the immediate work zone where lane closures are allowed as determined by the Engineer.

Refer to attached details and Standard Roadway Standard Drawings when closing a lane of travel.

Properly ballasted cones and skinny drums may be used instead of drums. However, drums are required for the upstream taper portion of lane closures in all applications. The stationary work zone shall be a maximum of 1 mile in length at any given time on 2 Lane, 2 Way facilities unless otherwise approved by the Engineer.

During periods of construction inactivity, return the traffic pattern to the existing alignment and remove or cover any work zone signs. When covering work zone signs, use an opaque material that prevents reading of the sign at night by a driver using high beam headlights. Use material, which does not damage the sign sheeting.

Conduct the work so that all personnel and/or equipment remain within the closed travel lane. Do not work simultaneously, on both sides of an open travel way, within the same location, on a two-lane, two-way road. Perform work only when weather and visibility conditions allow safe operations as directed by the Engineer.

Any additional signs other than the ones shown in the drawing will be compensated in accordance with Article 104-7.

Whenever work proceeds through an intersection, portable signs shall be used for traffic control. There will be no direct compensation for any portable signing.

Lane Closure Work Zone Signs

Install any required lane closure signing needed during the life of the project in accordance with the Standard Drawing No. 1101.02, 1101.11 and 1110.02 of the 2018 Roadway Standard Drawings. Any required portable signs for lane closures are compensated in the contract pay item for Temporary Traffic Control.

MEASUREMENT AND PAYMENT:

Temporary traffic control work, including, but not limited to installation and removal of portable signs, cones, drums, skinny drums, flaggers, changeable message boards, truck mounted attenuators, flashing and arrow boards, will be paid at the contract lump sum price for Temporary Traffic Control. Partial payments for Temporary Traffic Control will be made as follows: The cumulative total of the lump sum price for temporary traffic control will be equal to the percent complete (project) as calculated for each partial pay estimate. Additional flashing arrow boards and message boards beyond those shown in the contract, detail drawings or Roadway Standard Drawings required by the Engineer will be paid as extra work in accordance with Article 104-7 of the Standard Specifications. The Lump Sum price for Temporary Traffic Control will include flaggers as needed for -y- lines.

Payment will be made under:

Pay Item/Pay Unit

Temporary Traffic Control.....Lump Sum

TEMPORARY TRAFFIC CONTROL DEVICES:

(1-17-12)

1105

SP11 R05

Revise the 2018 *Standard Specifications* as follows:

Page 11-5, Article 1105-6 Measurement and Payment, add the following paragraph after line 27:

Partial payments will be made on each payment estimate based on the following: 50% of the contract lump sum price bid will be paid on the first monthly estimate and the remaining 50% of the contract lump sum price bid will be paid on each subsequent estimate based on the percent of the project completed.