



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

January 26, 2018

**NOTICE TO PROSPECTIVE BIDDERS
ADDENDUM NO.1**

BID OPENING: FEBRUARY 1, 2018 AT 2:00 P.M.
CONTRACT ID: DG00409
WBS ELEMENT NO: 2019CPT.07.05.10791
COUNTY: ROCKINGHAM
ROUTE: NC 87, US 29 BUSINESS AND US 220 BUSINESS
LOCATION: NC 87 FROM COX ST. TO THE VA STATE LINE, US 29 BUSINESS
FROM FREEWAY DRIVE TO US 29 AND US 220 BUSINESS FROM
MAIN ST. TO US 220
MILES: 11.662
TYPE OF WORK: FR-SAMI & RESURFACING

The rate of stone for AST in the table found on page 35 of the proposal is incorrect. The correct rate is 18 pounds per square yard.

The last sentence of the 6th paragraph on page 41 of the proposal is in conflict with ICT #5 and has been struck through.

Please insert the attached sheets into your proposal. No EBS amendment will be issued for this addendum.

Contractors shall acknowledge this addendum on the appropriate sheet in the proposal.

The bid date and time remain the same.

I am sorry for the inconvenience.

Best Regards,

A handwritten signature in black ink, appearing to read "Carolyn T. Huskins".

Carolyn T. Huskins
Division Proposal Engineer

CTH/bcj

ec: Plan Rooms

Plan Holders

Posted to web

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS DIVISION 7
PO BOX 14996
GREENSBORO, NC 27415-4996

Telephone: (336) 487-0075
Fax: (336) 334-3637
Customer Service: 1-877-368-4968

Location:
1584 YANCEYVILLE STREET
GREENSBORO, NC 27405

Website: www.ncdot.gov

Use an approved mechanical device which will form the asphalt mixture to produce a wedge with uniform texture, shape and density while automatically adjusting to varying heights.

Payment for use of this device will be incidental to the other pay items in the contract.

PRICE ADJUSTMENT - ASPHALT BINDER FOR PLANT MIX:

(11-21-00)

620

SP6 R25

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the *2018 Standard Specifications*.

The base price index for asphalt binder for plant mix is \$ **374.50** per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on **December 1, 2017**.

FINAL SURFACE TESTING NOT REQUIRED:

(5-18-04) (Rev. 2-16-16)

610

SP6 R45

Final surface testing is not required on this project in accordance with Section 610-13, *Final Surface Testing and Acceptance*.

ASPHALT SURFACE TREATMENT AGGREGATE TYPE AND APPLICATION RATES:

(02-13-15) (Rev 01-16-18)

660

SP06 R054

MAP #	TYPE OF SEAL	LAYER	AGGREGATE TYPE	AGGREGATE TARGET RATES ^A (LBS/SY)	EMULSION TARGET RATES ^{B,C,D} (GAL/SY)
See SOQ	Mat	N/A	67	18	0.33

- A. Aggregate Target Rates have +/- 2.0 lbs/sy tolerance limit.
- B. Emulsion Target Rates have +/- 0.05 gal/sy tolerance limit.
- C. **Grades of emulsion shall be CRS-2L or CRS-2P.**
- D. Application temperatures shall be 160-170°F.

Contractor shall adjust aggregate and emulsion rates as necessary based on the existing surface, roadway conditions, weather conditions, and as directed by the Engineer. When the Engineer requires aggregate to be applied at rates above the tolerance limit, the additional aggregate above the limit will be paid in accordance with Article 104-7 of the *Standard Specifications*.

ASPHALT CONCRETE PLANT MIX PAVEMENTS:

(2-20-18)

610, 1012

SP6 R65

Revise the *2018 Standard Specifications* as follows:

the forward speed of the unit will automatically change the application rate of each material. Additionally these controls shall be equipped with a digital monitor that is capable of reporting the square yards completed, the quantity of glass fiber applied per square yard, the quantity of PM-AE applied per square yard and the total quantity of glass fiber and PM-AE. The FRMAV shall be capable of shutting off both the application of fibers and PM-AE in increments of 8 inches while travelling down the roadway.

Mat coat aggregate shall be drained of free moisture and dust free before use. Spread the aggregate uniformly at the required rate and correct all non-uniform areas before rolling.

Roll immediately after the aggregate is uniformly spread. Rolling consists of at least 3 complete coverages with two 5 to 10 ton steel-wheel rollers. Continue rolling until the aggregate is thoroughly keyed into the emulsion. Do not allow crushing of the aggregate or picking up of the material by the rollers. A combination steel-wheel and pneumatic-tire roller will not be permitted. Use 2 individual steel-wheel rollers. The 3 coverages shall be completed within 5 minutes of the spraying of the emulsion.

At the discretion of the Engineer, at the beginning of each emulsion application, spread a paper over the end of the previously completed mat coat and begin the asphalt application on the paper. After application, remove and dispose of the paper.

After the aggregate is thoroughly seated and rolling is complete, traffic may be permitted on the mat coat. No brooming shall be performed on the mat coat.

Correct defects or damage to the mat coat before the application of seal coat or plant mix overlay.
~~The seal coat and plant mix shall be applied the same day the FR-SAMI is placed provided the FR-SAMI has been satisfactorily applied and rolled.~~

Warranty

The Fiber Reinforced Stress Absorbing Membrane Interlayer (FR-SAMI) shall be warranted by the project payment and performance bonds for a period of 12 months.

(A) Warranty Period

The Department will conduct an inspection of the work and provide written acceptance in accordance with Article 105-17 of the *2018 Standard Specifications*. Written acceptance of the work will constitute the start date for the 12 month FR-SAMI warranty period.

(B) Situations Affecting the Warranty

During the warranty period, the Contractor will not be held responsible for distresses that are caused by factors not related to materials and workmanship. These include, but are not limited to, chemical and fuel spills, vehicle fires, base failures, and snow plows. Other factors considered to be beyond the control of the Contractor, which may contribute to pavement distress, will be considered by the Engineer on a case by case basis upon receipt of a written request from the