



Addendum #1  
Street Preservation  
Contract No. STR 20

May 12<sup>th</sup>, 2020

1. NCDOT changes in 2018 were to remove SF9.5A mix therefore resurfacing bid line item 5.1 has been updated to 1.25" S9.5B.
2. Section 1 Crack seal will be quantified in lbs not the originally stated linear feet in the text. The bid line item 1.1 has not changed.

strengthened or stabilized in accordance with the requirements of Division 5 of the Standard Specifications. In measuring the square yard quantity, the length will be the actual length reclaimed, measured along the pavement surface. The width will be the actual width required or directed, measured along the pavement surface.

The quantity of Portland concrete strengthened or stabilized roadway, measured as provided above, will be paid for at the contract unit price per Square Yard.

The quantity of suitable material used to stabilize the subgrade to be paid for will be the actual number of cubic yards which has been strengthened or stabilized in accordance with the requirements of Division 5 of the Standard Specifications.

The quantity of approved suitable subgrade material will be paid for at the contract unit price per Cubic Yard.

Pay Item	Pay Item Description – Streets Reclamation	Quantity	Units	Unit Price (\$)	Unit Amount (\$)
4.1	Reclamation of existing roadway with concrete stabilization	0	Sq. Yd.	\$0.00	NO BID
4.2	Undercut and replace with approved suitable material for subgrade repairs	0	Tons	\$0.00	NO BID
.....	.....	.....	.....	.....	.....
<b>Total - Reclamation Section Bid</b>					<b>NO BID</b>

**Resurfacing Section Bid**

This section of the bid is for paving the prepared base of the streets listed in the Special Conditions with 1.5-in. of S9.5B Superpave mix or 1.25-in. of S9.5B Superpave mix or as directed by the Director or the Director’s representative. The work includes, but is not limited to the construction of one or more courses of asphalt mixture placed on a prepared surface in accordance with Division 6 and specifically Section 610 of the Standard Specifications and in reasonably close conformity with the lines, grades, thickness, and typical sections indicated in the contract documents as required to the satisfaction of the City of Concord. The work also includes producing, weighing, transporting, placing and compacting the plant mix; furnishing aggregate, asphalt binder, anti-strip adhesive, and all other materials for the plant mix; furnishing and applying tack coat as specified in Section 605 of the Standard Specifications; furnishing scales; maintaining the course until final acceptance of the project; making any repairs or corrections to the course that may become necessary; providing and conducting quality control and surface testing of the completed pavement as specified in Section 609 of the Standard Specifications. Mix design requirements are those given in Division 6 of the Standard Specifications.

It is the intent of this contract that pavement is to be accomplished immediately after the base has been accepted by the City. If the paving Contractor is not the base Contractor, the paving Contractor has up to three (3) days to start the paving operation after notice to proceed is issued by the City.

Weather, seasonal and temperature limitations for resurfacing shall be as specified in Division 6 of the Standard Specifications.

exposed edge of the previously constructed pavement shall then be lightly coated with tack coat.

*Longitudinal Joints* – Tack the edge of all longitudinal joints prior to placing the adjoining pavement. Longitudinal joints shall be formed by allowing the paver to deposit the mixture adjacent to the joint to such depth that maximum compaction can be obtained along the joint. Rolling immediately behind the paver shall pinch the joint. When multi-lane multi-layer construction is required, offset the longitudinal joints in each layer from that in the layer immediately below by approximately 6-in. Construct the joints in the final layer, where possible, between designated travel lanes of the final traffic pattern.

Maintenance:

The Contractor shall maintain the plant mix pavement in an acceptable condition in accordance with Maintenance - Section 610-(14) of the Standard Specifications until final acceptance of the project. Immediately repair any defects or damage that may occur. Perform maintenance to damaged or defective pavement and repeat as often as necessary to keep the base or pavement in an acceptable condition at no cost to the City of Concord.

Acceptance:

Acceptance of the surface and density shall be in accordance with Sections 610-12 and 610-13 of the Standard Specifications.

Method of Measurement and Basis of Payment:

The quantity of hot mixed asphalt pavement to be paid for will be the actual number of tons (U.S. Customary Unit short ton – 2,000 lbs.) of each type of hot mix asphalt pavement which has been incorporated into the completed and accepted work in accordance with the requirements of Division 6 of the Standard Specifications. The hot mix asphalt pavement will be measured by being weighed in trucks on certified platform scales or other certified weighing devices.

The quantity of hot mixed asphalt pavement, measured as provided above, will be paid for at the contract unit price per Ton.

<b>Pay Item</b>	<b>Pay Item Description – Streets Resurfacing</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price (\$)</b>	<b>Unit Amount (\$)</b>
5.1	Asphalt Resurfacing - Place and compact 1.25" of Surface Course S9.5B	<b>24,035</b>	Tons		
5.2	Asphalt Resurfacing - Place and compact 1.5" of Surface Course S9.5B	<b>9,745</b>	Tons		
.....	.....	.....	.....	.....	.....
<b>Total - Resurfacing Section Bid</b>					

**Concrete Section Bid**

This section of the bid consists of installation or repair work of concrete curb and gutter sections, wheelchair ramps, and sidewalk sections at locations designated in the Special Conditions. The work includes, but is not limited to providing all materials, placing all materials, excavating and backfilling, sawing, cutting, demolition of designated, forming, placing / pouring of all concrete, finishing, constructing and sealing joints, disposal of removed concrete, incidentals, and all else required to the satisfaction of the City in accordance with Division 8 and specifically Sections 846 and 848 of the Standard Specifications and the Standard Drawings.

Standard Specifications in an acceptable manner and all else required to the satisfaction of the City of Concord. The Contractor will not be required to seal the existing edge joints. Scheduling shall be coordinated with the City of Concord.

Equipment:

A hot compressed air (HCA) lance shall be used to blast out any vegetation, dirt, dampness, and loose material from the cracks and joints. A trailer mounted 190 gallon safety tested crack sealant preheater melter kettle, with horizontally mounted full sweep double paddle agitator shall be used to preheat the sealant.

Construction Requirements: All construction methods shall be in accordance with Section 657-3th of Standard Specifications. Follow the manufacturer’s recommendations

Sealing operations shall not be conducted when the surface temperature of the pavement is below 32° F temperature. Prior to installing the PS/AR (hot-poured rubber asphalt), all objectionable material shall be blasted out the cracks and joints with a hot compressed air (HCA) lance having a minimum 3,000° F temperature and with a minimum jet force of 3,000 ft./sec. blasting. Joints and cracks shall be clean, warm, and dry prior to sealing. Application of the PS/AR (hot-poured rubber asphalt) shall be at a temperature between 370° F minimum and 420° F maximum using a pressure screed shoe to completely fill the cracks or joints, leaving a sealed 2-in overband. Excessive overbanding or waste of material will not be tolerated. Immediately squeegee the crack or joint to minimize the height of the overband.

All cracks or joints shall have a minimum 1/8-in. depth of sealant installed. After sealing properly, promptly remove any excess sealer on the pavement. Traffic is not to be permitted over the sealed areas unless approved by the Director or the Director’s representative. Sand or the manufacturer’s recommended material may be applied on top of the sealant to prevent traffic pick-up.

Method of Measurement and Basis of Payment:

The quantity of sealing existing pavement cracks and joints will be measured by the actual number of pounds of PS/AR (hot-poured rubber asphalt) material that have been satisfactorily used to seal pavement cracks and joints on the designated streets. Any material that has been spilled, used in excessive overbanding, wasted, misapplied, or unsatisfactorily used in any way will be deducted in determining quantities for payment. The Director or the Director’s representative will determine the quantity, if any, to be deducted. The Director or the Director’s representative on the quantity to be deducted will be final and binding.

The quantity of PS/AR (hot-poured rubber asphalt) material measured as provided above, will be paid for at the contract unit price per lbs.

Pay Item	Pay Item Description – Streets Crack and Joint Sealing	Quantity	Units	Unit Price (\$)	Unit Amount (\$)
1.1	Seal existing pavement cracks and joints	78,000	lbs		
.....	.....	.....	.....	.....	.....
<b>Total - Crack and Joint Sealing Section Bid</b>					

Patching, Leveling, Asphalt Seal Coating Section Bid

This section of the bid is for patching, leveling, and asphalt seal coating as marked or designated on the streets programmed for such work as listed in the Special Conditions. It is the intent of