



CITY OF DURHAM
Department of Public Works
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CONTRACT: ST-269
PROJECT: 2014 Street Repairs & Repaving
ADDENDUM #2
March 31, 2014

The following changes and clarifications are applicable to the referenced project and are now a part of its contract documents. Where any article, division, or subparagraph of the original contract documents is supplemented herein, the provisions of the original documents shall remain in effect. All supplemental provisions shall be considered as added hereto. Where any article, division, or subparagraphs are amended, voided or superseded thereby, the provisions of such article, division or subparagraph no so specifically amended, voided or superseded shall remain in effect.

The attention of each contractor is called to the following clarifications, additions to, and changes to the ST-269: 2014 Street Repairs & Repaving Project Manual, sealed March 3, 2014. It will be the responsibility of each contractor to call such clarifications, additions, and changes in the Project Manual to the attention of subcontractors concerned. The City of Durham in no way assumes responsibility for notifying any subcontractor, material dealers, or others not having received the original contract documents.

Bidders must acknowledge receipt of Amendment #2 in the Unit Price Bid Form of the Project Manual.

The following questions were submitted for clarification.

Q: Can the City provide clarity on which streets will receive full width milling and in particular over 1.5”?

A: All of the streets will be full width milling. Our intention is to mill the high parabolic crown profiles back to a 2%-5% cross slope and provide a new 1.5” surface course. The amount of milling and depth required for each street has not been predetermined.

Q: The project manual states that 4.5” milling will be used for pavement repairs up to 4.5”. Does the bid quantity for 3”-4.5” reflect patching? If it does, can you provide rough square yards? As you know full width milling at 4.5” is totally different than milling for patching.

A: The quantities for 4.5” milling is to be used to correct the high parabolic crown cross slopes in the profile, not to account for patching.

Q: With temporary striping being incidental to traffic control and the adjustments only being paid one time, it's important that we know which streets get milled over 1.5" for the adjustments such that these items are needed.

A: All of the streets will be full width milling. Our intention is to mill the high parabolic crown profiles back to a 2%-5% cross slope and provide a new 1.5" surface course. The amount of milling and depth required for each street has not been predetermined, but it will always be at least 1.5" or more.

Q: Can you provide clarity on what temporary striping will be needed on the full milled streets? Will the city require cross walks, turn arrows, and parking stalls to be temporarily painted back?

A: Temporary striping shall include stop bars, lane markers and cross walks at a minimum to be temporarily painted back.

Q: Will the City look at providing a bid quantity for matting rather than making it incidental to shoulder construction? There is over 13,000 LF of pavement that is not bound by curb and gutter on this project. "As directed by the Engineer" leaves this up for too much error in my opinion.

A: No quantities will be provided. Matting will be necessary where there are shoulders with steep slopes greater than 2:1. Streets in this contract reveal generally uniform shoulders with normal cross slopes and little need for matting.

This Addendum will be posted to the City of Durham Finance Department Bids and Notices webpage at:

<http://durhamnc.gov/ich/as/fin/Pages/bids.aspx>

The deadline for questions regarding this project is March 27, 2014 at 5:00 PM. Questions should be directed to:

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