

ADDENDUM NO. 3

TO: Prospective Bidders
FROM: Brenda Faison, Construction Procurement Agent
DATE: 6/14/2023
PROJECT: Cross Charlotte Trail – Orr Road to Rocky River Road
Project No.: PMES171522
Bid Number: HC2023-1195

The following items are being issued herein for modification and clarification to the Bid Requirements for the project referenced above.

MODIFICATIONS

The following sections have been revised by this addendum:

PROJECT MANUAL

- 1) Under Section 00 40 00 "ITEMIZED BID", the following item has been *added*.

| Item # | Section # | Description | Qty | Unit | Unit Price (\$) | Amount Bid (\$) (Qty x Unit) |
|--------|-----------|-------------|-----|------|-----------------|---------------------------------|
| 71 | SPSRW-01 | Timber Mat | 600 | SF | | |

The Electronic Itemized Bid Form available on City's website has been revised to reflect the above changes.

- 2) On page 00 70 00 – 11, *delete* sub-article **2.9 Construction Stakes, Lines, and Grades** under Section 00 70 00 Standard Special Provisions/ Article 2 – City Standard Provisions in its entirety and *replace* it with the following:

2.9 NOT USED

- 3) On page 00 75 00 – 10, the NCDOT Specification 1636 "Temporary Stream Crossing" has now been removed from our SP-05 for Erosion Control for Article 1.0.
- 4) On page 00 75 00 -48, insert the following new Special Provision **SPSRW-01, Timber Mat Temporary Access & Stream Crossing**:

SPSRW-01: Timber Mat Temporary Access & Stream Crossing

Version Date: 05/22/2015 Revision Date: 03/02/2023 by KHA

1.0 Description

The work covered by this special provision consists of all items related to installing timber mat temporary access & stream crossing or timber mats for construction access. Construct and maintain construction access at locations shown on the Contract Documents or as directed by the Engineer for the duration of the project work. The locations shall be field adjusted based on-site conditions, emphasizing preservation of existing vegetation and minimizing impacts to wet areas.

The quantity of structures to be constructed will be affected by actual conditions that occur during the construction of the project. The type and quantity of this structure may be increased or decreased at the direction of the Engineer. Such variations in quantity will not be considered as alterations in the details of construction or a change in the character of the work.

2.0 Materials

Timber mats shall be made of sawn, non-treated, hard wood (typically oak) timbers, which run the entire length of the mat. Timber mats are identified as either “Standard” or “Heavy”. Standard timber mats are approximately 18 to 20 feet in length, four feet wide, and 8 inches thick, with steel connection rods typically every four feet. Heavy timber mats are approximately 30 feet in length, four to five feet wide, and 12 inches thick, with steel connections rods typically every seven feet. Timber mats may have attached cables to assist with transport.

Timber mats shall be clean (free of soil, debris, chemicals, and vegetation), solid (hard) and visibly free from decay, breakage, or other damage. A representative of the City may reject any timber mat. Timber mats rejected by the City may be marked with “temporary” marking paint and shall be removed from the site.

In the case of a fuel and/or fluid spill/leak, the Contractor and the Engineer shall inspect the adjacent timber mats for petroleum contamination. Any timber mats contaminated by the spill/leak shall be marked with temporary marking paint and removed immediately to the project staging area(s), the soil and vegetation below the timber mat(s) shall be inspected for contamination. If the ground beneath the removed timber mats is “clean” the timber mats will be replaced with “new” mats. If the ground is contaminated, remove the contaminated soil from the project site and dispose of it properly at no additional cost to the City.

Contaminated timber mats shall be removed from the project site and thoroughly cleaned before returning to the site. Upon request, provide a copy of the cleaning procedures and/or products.

Type II fabric for timber mat access shall meet the material requirements specified in the “Filter Fabric” section.

Rip-rap to be well-graded mix of class B rip-rap to meet NCDOT section 1042 Rip-Rap Materials.

Support logs must be relatively straight with a minimum 12” diameter. All limbs and branches shall be removed from the log. Sources for logs shall include trees removed due to construction activities as well as off-site timber. All logs shall be relatively solid (hard) and free of visible rot and/or animal damage.

3.0 Methods

Timber mats shall be placed and used in any area where access is required beyond the limits of an existing road.

Maintain all access roads, including replacing timber mats as needed for the duration of the project.

Tree and vegetation removal by the Contractor and/or sub-Contractors shall be minimal and limited, as indicated in the Contract Documents. Prior to the installing the Timber Mat Access Road, identify (flag) all trees and/or shrubs to be removed. Flagged vegetation shall be reviewed and approved by the City. If during the execution of the project work additional trees and/or shrubs must be removed, flag the vegetation for review and approval by the City.

Access Roads

Once an access road alignment has been accepted by the City, hand cut field identified trees and/or shrubs to within six feet of the surface of the ground, for the width of the access area. All cut brush and/or tree branches and trunks shall be left on the surface of the ground.

Place timber mats directly on top of the cut vegetation, stumps, and ground cover. Do not disturb the surface of the ground and/or the existing root mat during installation of the timber mats.

At the location(s) shown on the plans and/or as field determined by the Engineer, begin placing timber mats width-to-width. Once the length of the road is beyond the reach of the Contractor's equipment, any extension of the timber mat road shall be completed by equipment sitting on previously installed mats. All equipment access is limited to the installed timber mats. Additional timber mats may be placed adjacent to the access road, for vehicle staging, passing, and other construction activities.

Concentrated Flow Areas

In areas of concentrated flow (swales, draws, ditches, etc.) install timber mats width up to and immediately beyond the area of concentrated flow. Install additional timber mats lengthwise to span the flow. Do not disturb the banks or vegetation within the concentrated flow area.

Determine if the installed timber mats are capable of providing safe access based on span length, height, weight and size of equipment, and type of equipment (i.e. on-road trucks, off-road trucks, tracked vehicles, etc.). Heavy timber mats may be needed based on the site conditions and equipment. If the Contractor is unable to span the concentrated flow area with a single timber mat length, then notify the City and develop an alternative plan for access.

Retire all access roads and remove all timber mats, timbers, bolts, cables, etc., upon completion of the project work and re-establish vegetation in accordance with the Contract Documents.

The Contractor shall submit for approval prior to installation for the following: Timber Mat Temporary Access & Stream Crossing.

4.0 Measurement

The quantity of timber mat access to be paid for shall be the actual number of square feet of "Timber Mat Temporary Access & Stream Crossing" installed. All measurement for timber mat access shall be made horizontally along the surface of the installed mats.

There shall be no separate measurement for the rip-rap approach(es).

There shall be no separate measurement for the timber mat concentrated flow access.

There shall be no separate measurement for "Standard" or "Heavy" timber mat access.

There shall be no separate measurement for timber mats that are installed for equipment staging, passing, removed and/or re-installed.

5.0 Payment

The work covered by this section shall be paid for at the contract per square foot price for "Timber Mat Temporary Access & Stream Crossing". Such price shall be full payment for all work covered by this specification including all materials, labor, equipment, incidentals, and other associated work required for acceptance.

There will be no payment for the removal of timber mat materials from the job site or the disposal of unsuitable/ worn-out timber mats.

Payment will be made under:

TIMBER MATSF

MODIFICATIONS TO PROJECT DRAWINGS

- 1) On the DRAWINGS, *replace* each drawing sheet indicated below with the revised drawing sheets included as part of this Addendum No. 3. Revised drawing sheets will be issued by **Duncan-Parnell**.

| SHEET NO | DRAWING TITLE | MODIFICATIONS |
|----------|-------------------------|--|
| 2E | DETAILS | See the revised footer dimension on the Cast-In-Place Gravity Retaining Wall |
| EC-05 | EROSION CONTROL DETAILS | New detail added for temporary stream crossing |

QUESTIONS AND ANSWERS

1. Item 27 is for Construction Surveying, but Section 2.9 of the City Standard Provisions states “Construction stakes, lines and grades will be provided by the City...”. Please clarify.

Answer: Article 2.9 Construction Stakes, Lines and Grades has been deleted through this Addendum. Construction Surveying pay item will cover all survey needs for the project.

2. Regarding the bid date extension per Addendum 2, we were explicit in our request based on discussions we had with our retaining wall subcontractors, whose scope was significantly weighing on the information being provided in this Addendum 2. The bid was originally advertised on May 11th, providing over 4 weeks for bid preparation, but adequate information was not provided in the original bid documents. Addendum 2 was issued after normal business hours on June 6th. This item is a significant portion of the project and warrants the request of June 27th, and if not possible, at least June 22nd. Please reconsider as we feel this is a reasonable request of Prime Contractors and their Subcontractors.

Answer: No further Bid Date adjustment will be made.

3. Cross Sections for alignment L1 (Sheets X1-X3) have some type of hatched areas. These hatched areas are not defined in any of the plan sheets. What do these hatched areas represent?

Answer: The hatched areas represent the cut and fill, which are quantified in the top right corner of each cross-section.

4. SP-14, Wall – Gravity Retaining (Cast in Place), Measurement, states “Contractor will not be paid for cubic yards of wall in excess of 2’-6” wall footing and 3’ wall height (not including footing).” The detail for this wall shows a 3’-8” footing, this exceeds the 2’-6” wall footing dimension. If the envelope of the wall shown on sheet RW-01 is the actual height installed in the field, then the 3’ wall height should not be exceeded, but could vary slightly if field conditions warrant adjustments. Why wouldn’t the actual cubic yards installed be paid if the wall is constructed in accordance with the details?

Answer: The NCDOT standard detail 453.01 is correct and the 3' wall height should not require a footing height greater than 2' 6". Detail 1 of Sheet 2E has been updated to show a 2'6" footing width. See revised sheet 2E issued with this Addendum.

5. There are 3 EA Temporary Stream Crossings proposed. Detail 7/EC-05 states "Engineer to size pipe (see note 2), provide pipe size, inverts, slope and material for each crossing." Please provide this information so we can bid accordingly?

Answer: We have removed the 3 EA Temporary Stream Crossing line item and any needed pipes or rip rap associated with this line item. In lieu of this, we have added a Timber Mat Stream crossing line item to the plans/estimate. This will be measured in square feet (SF) at a total quantity of 600 SF (30' long by 5' wide for 4 total crossings). This will be covered by an added Special Provision (SP) and the NCDOT Specification 1636 "Temporary Stream Crossing" has now been removed from our SP-05 for Erosion Control.

6. Will a digital file(s) be provided with proposed trail alignments.

Answer: Yes, multiple KMZ files are now available upon request through Brenda Faison. Email brenda.faison@charlottenc.gov.

ACKNOWLEDGEMENT BY BIDDER:

Please recognize receipt of this addendum in the acknowledgment addenda section on the ***Execution of BID*** page.

END OF ADDENDUM NO. 3