ADDENDA

Addendum #01

Pavement restoration East Poplar Avenue water main replacement

Date: August 18, 2025

OWASA CIP Number 275-20

To: Prospective Bidders:

This Addendum forms a part of the Contract Documents and modifies the bidding documents, with the amendments and additions noted herein.

This Addendum, including this page consists of 4 pages.

Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may disqualify the Bidder.

1. Regarding bid item 1...It seems to elude to removing 12" of already placed stone and installing an 8" base course. The item 1 description on page 2 further discusses this and mentions payment is per ton of pavement installed. So I assumed the 8" base course to be asphalt base. When you look at the detail, it refers to it as an aggregate base course. And similarly there is a note with quantities to the side that also references aggregate base course. Can you clarify whether this item 1 should be asphalt or stone? I'm leaning asphalt because of DOT and all, but want to be sure

   A: The current state of the project site is a saw-cut trench, with 12 inches of compacted ABC, which OWASA completed for the installation of the water main. 6-inches of this ABC will need to be removed and the trench re-compacted leaving 6-inches of aggregate base course.

2. Item 2...This calls for 2" of intermediate course. However, per ncdot standards, the current I19.0C mix should only be placed at a minimum depth of 2.5" thickness. So technically 2" is too thin for that mix. They should explore a 2.5" binder layer and then lessen the base or surface technically speaking

   A: The correct thickness of Intermediate / binder course is to be 4”

OWASA does not want the removed material from this project.

Changes to the Specifications: Attached

Changes to the Bid Form: Attached

GENERAL INFORMATION:

The project site will consist of a saw-cut, 5-foot-wide trench filled with compacted ABC, which OWASA will complete for the installation of the water main prior to pavement work. According to the details on the engineering drawings, Six inches of the compacted ABC along the trench must be removed, and the remaining 6 inches of ABC re-compacted before asphalt placement. Pavement milling is required along the sides of the trench and at each end of the project corridor to create a clean seam for transitioning to existing roadways. The work is located in Carrboro, NC and within a NCDOT roadway. As noted on the plans, all work shall conform to the engineering drawing details and be paid under the appropriate line item.

Acknowledgment of Addenda /_____

BASE BID:

Item No.	Description	Unit	Unit Price	Estimated Quantity	Bid Amount
1	Remove 6” of aggregate and recompact trench	LS		1	
2	4" Intermediate or binder Course	TON		57	
3	2” Surface Course	TON		55	
4	Carrboro/NCDOT Milling of Asphalt Pavement (Select Areas)	SY		100	
5	Striping	LF		1750	
6	Mobilization/Demobilization	EA		1	

TOTAL BASE BID PRICE for the construction of the Project complete as indicated by the Drawings and Items No. 1 — 6 above. (in words and figures):

_____

_____Dollars

and_____Cents ($_____)

Bidder _____
(Print)

MEASUREMENT AND PAYMENT:

Payment for work required by the Drawings shall be based on the pay items described herein. The work associated with each pay item is intended to include all labor and materials necessary for a complete paving installation. While the descriptions provided may not be all inclusive, the overall intent of the project is to deliver a fully completed pavement installation. The following line items will be used for payment of additional pavement work beyond the described scope, if directed by OWASA.

Item 1 — 6" aggregate Course, Per Detail 1 of Page C-1 Trench Repair

This Lump sum price bid item shall include furnishing all traffic control, materials, equipment, and labor for removal, disposal, and replacement, if necessary, to provide a base of 6" compacted ABC. Payment for Carrboro/NCDOT trench repair shall be made as a lump sum price.

Item 2 — 4" Intermediate or binder Course Asphalt Pavement

This unit price bid item includes furnishing all traffic control, materials, equipment, and labor for placement of 4" of I19.0C-114/lb./Sy/in pavement, where shown on the Engineering Drawings. Payment for the 4" pavement intermediate or binder course shall be made per TON of asphalt placement per the Carrboro/NCDOT repair detail on Engineering Drawing Sheet C-1.

Item 3 — 2" Surface Course Asphalt Pavement

This unit price bid item includes furnishing all traffic control, materials, equipment, and labor for placement of 2" of SF9.5B pavement, where shown on the Engineering Drawings. Payment for the 2" pavement overlay shall be made per TON of asphalt placement per the Carrboro/NCDOT repair detail on Engineering Drawing Sheet C-1.

Item 4 — Carrboro/NCDOT Milling of Asphalt Pavement

This unit price bid item pertains only to areas which require pavement milling at seams with existing asphalt roads and includes furnishing all traffic control, materials, equipment, and labor for milling of 2" of asphalt at Mill Butt Joint Tie-In where necessary, where shown on the Drawings. Payment for asphalt pavement milling and replacement shall be made per square yard of milling and asphalt placement per the NCDOT repair detail on Engineering Drawing Sheet C-1.

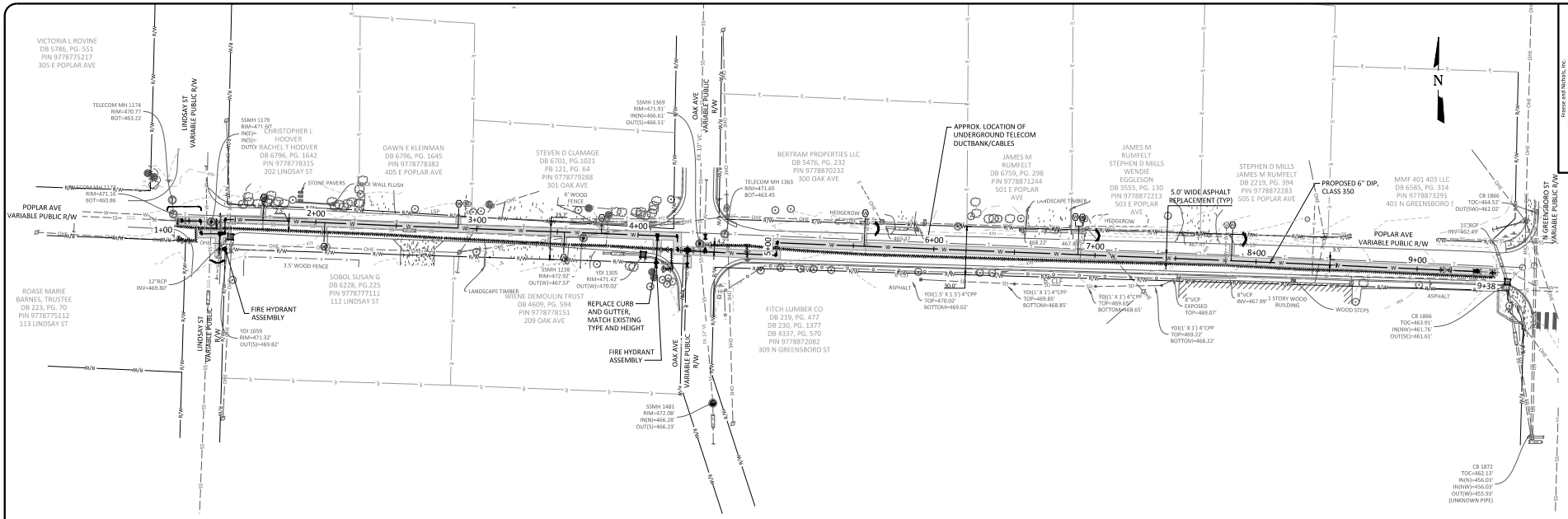
Item 4 — Striping

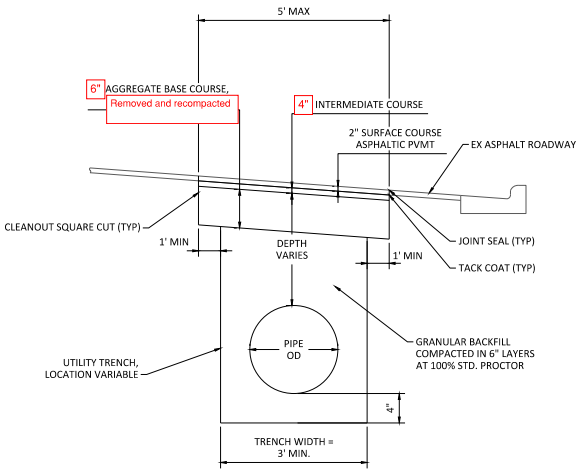
This pay item includes replacement in kind of existing yellow solid line and or white edge solid line pavement marking and stop bars per NCDOT Specification 12.02 along the entirety of the roadway. Payment for roadway striping shall be made per linear foot of roadway striping placement.

Item 5 — Mobilization/Demobilization

This unit price item is for the costs incurred for the Contractor to mobilize equipment to the site and to demobilize from the site once a particular phase (if multiple phases are required by the Owner) of work is complete. Coordinate work status and planned activities with the Owner prior to any mobilization or demobilization.

-END OF SECTION-





1 CARRBORO ROAD REPLACEMENT DETAIL
N.T.S.

LEGEND:

LIMITS OF TRENCH PAVEMENT REPLACEMENT

QUANTITIES:

ASPHALT PAVEMENT REPAIR = 503 SY
SURFACE COURSE (ASSUMED S9.5B - 110LB/SY/IN) = 55 TONS
INTERMEDIATE COURSE (ASSUMED I19.0C - 114 LB/SY/IN) = 57 TONS
AGGREGATE BASE COURSE (ASSUMED 2,700 LB/CY) = 151 TONS

NOTES:

1. PAVEMENT REPAIR OF UTILITY TRENCH SHALL BE IN ACCORDANCE WITH OWASA STANDARD SPECIFICATIONS SECTION 02275 TRENCHING, BACKFILLING, AND COMPACTION OF UTILITIES.
2. REFER TO DETAIL ON THIS SHEET FOR DEPTHS OF ABC, INTERMEDIATE COURSE, AND SURFACE COURSE.

0 10' 20' 30' 60'
SCALE IN FEET

FINAL DRAWING

NOT FOR CONSTRUCTION
THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF WITHIN REVIEW UNDER THE AUTHORITY OF KYLE PHILLIPS, PE, NORTH CAROLINA NO.050459 ON DATE: 08/2023 IT IS NOT TO BE USED FOR CONSTRUCTION, BIDING, OR PERMIT PURPOSES.

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ORANGE WATER AND SEWER AUTHORITY

E. POPLAR AVENUE WATER MAIN REPLACEMENT

PAVING PLAN

NO.	BY	DATE	SCALE

DATA DATE: OWS23549
DATE: JAN 2024
DESIGNED: MJ
DRAWN: TE
REVISED:
CHECKED: KKP
FILE NAME: CV-WTRL-PL-02.dwg

VERIFY SCALE Bar is one inch on original drawing. If not one inch on this sheet, adjust scale. 0 1"

SHEET C-1
SEQ.

ACAD Rel: 24.2s (LMS Tech)
Filename: N:\WTU\Drawings\CV-WTRL-PL-02.dwg
Last Saved: 2/8/2024 1:06 PM Saved By: 08340

Plot Date: 2/8/2024 1:09 PM Plot By: 08340 Filename: N:\WTU\Drawings\CV-WTRL-PL-02.dwg