



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

August 8, 2007

**Addendum No. 1**

RE: Contract ID: C201799  
WBS# 3CR.10821.45, 41154.3.GV1  
F.A# IMS-040-5 (47) 349  
Sampson County (I-5001B)

**August 21, 2007 Letting**

To Whom It May Concern:

Reference is made to the Proposal Form recently furnished to you on this project.

The following revisions have been made to the Proposal Form:

On Page No. 41, in the first paragraph of the Project Special Provision entitled "Repair Steel Beam Guardrail", the word "immediately" has been deleted. Please void Page No. 41 in your proposal and staple the revised Page No. 41 thereto.

On Page No. 52, the Project Special Provision entitled "Time Limitation For Pavement Marking And Marker on Newly Resurfaced Areas" has been revised. Please void page No. 52 in your proposal and staple the revised Page No. 52 thereto.

Sincerely,

R. A. Garris, PE  
Contract Officer

RAG/jag/ng  
Attachments

Cc: Mr. W. S. Varnedoe, PE  
Mr. E. C. Powell, PE  
Mr. H. A. Pope, PE  
Ms. D. M. Barbour, PE  
Mr. A. R. McMillan, PE  
Mr. J. V. Barbour, PE  
Mr. M. K. Staley (2)

Mr. J. R. Memory  
Mr. R. E. Davenport, Jr., PE  
Ms. N. S. Smith  
Mr. R. L. Higgins  
Ms. T. M. Mishoe  
Project File

**GUARDRAIL:**

From MP 339.8 to MP 342.7 the Contractor shall remove and reset existing steel beam guardrail and remove and replace existing anchors with Type 350 and Type B-77 anchors. From MP 342.7 to MP 348.3 the Contractor will be required to repair all non-severely damaged guardrail.

Guardrail Anchors may require drilling of the existing barrier rail to attach the new or reset anchor unit. Adjust hole spacing so there is no detrimental affect from existing holes. There will be no measurement or payment for this work as it is considered incidental to the other pay items in this Specification.

*Section 863 of the Standard Specifications is amended with the following:*

Dismantling, removing and disposing of existing guardrail and anchors of any type at locations shown on the plans or established by the Engineer shall be incidental to other Guardrail items in the Contract.

**REPAIR STEEL BEAM GUARDRAIL:****General**

This work consists of all work necessary to Repair Steel Beam Guardrail in accordance with these provisions and the plans, and as directed by the Engineer. Guardrail that is severely damaged and was not installed by the Contractor will be repaired by State Forces. Guardrail is severely damaged if a rail beam has been severed, if the beam is crushed more than 18" out of line, or if three or more posts have been broken. Severe damage of an end treatment includes one or more broken posts, rail that has been torn loose, or a damaged cable assembly. All other damaged Guardrail, as determined by the Engineer, shall be repaired under this specification.

**Construction Methods**

Damaged sections of Steel Beam Guardrail or Anchors shall be repaired to the current design standards. Meet all the applicable requirements of Section 862, 863, and 864 of the Standard Specifications.

Exercise care not to damage adjoining structures or other appurtenances. Repair all damage at no cost to the Department. If Steel Beam Guardrail or Anchors must be removed to bring to current design standards, all guardrail, anchors and components removed become the property of the Contractor.

Reshape and repair shoulders as required by the Engineer.

Install general work zone warning signs for resurfacing and/or milling such as ROUGH ROAD (W8-8 at 48" X 48") (for milling only), UNEVEN LANES (W8-11 at 48" X 48"), LOW SHOULDER (W8-9 at 48" X 48") and LOW / SOFT SHOULDER (W8-9B at 48" X 48") at 1 mile intervals starting at a minimum of 500 feet in advance of the condition for both directions of travel (undivided roadways only) and at any other points determined by the Engineer.

Install the LOW SHOULDER (W8-9 at 48" X 48") or LOW / SOFT SHOULDER (DOT No. 16-79860 at 48" X 48") signs prior to any resurfacing in an area where shoulder construction will be performed.

Install general work zone warning signs such as UNMARKED PAVEMENT AHEAD (DOT No. 116087130 at 48" X 48") and DO NOT PASS (R4-1 at 24" X 30") alternately at 1/2 mile intervals starting at a minimum of 500 feet in advance of the condition for both directions of travel (undivided roadways only) and at any other points determined by the Engineer. Install signs prior to the obliteration of any pavement markings.

### **Measurement and Payment**

No direct payment will be made for Work Zone Signing as such work will be considered incidental to the various other bid items in the contract.

### **TIME LIMITATION FOR PAVEMENT MARKINGS AND MARKERS ON NEWLY RESURFACED AREAS:**

(9-19-06)

RWZ-4Revised

### **Markings: Full-Control-Of-Access Multi-Lane Facilities including Interstates**

**For all full-control-of-access multi-lane facilities including interstates, place all pavement markings and symbols by the end of each workday's operation after they have been obliterated by the resurfacing operation.**

### **Markings: Two-Lane, Two-Way Facilities**

For all two-lane, two-way facilities, place all edge lines and other symbols within 30 calendar days after they have been obliterated by the resurfacing operation.

**For all two-lane, two-way facilities, place all center line markings and railroad and school symbols within three (3) calendar days after they have been obliterated by the resurfacing operation.**

### **Markings: All Facilities**

The pavement markings on a specific map are subject to a 180-day observation period that begins with the satisfactory completion of all pavement markings required on a specific map and shall meet all requirements as specified in Subarticle 1205-3(H) Observation Period of the *Standard Specifications*.