



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

September 6, 2007

**Addendum No. 1**

RE: Contract ID: C201751  
WBS # 39995.3.GV1  
F. A. #IMS-95-1(73)0  
Robeson County (I-4914)  
I-95 from South Carolina State Line at MP-0  
to South of NC 711 at MP-16

**September 18, 2007 Letting**

To Whom It May Concern:

Reference is made to the sketch maps and proposal form recently furnished to you on this project.

The following revisions have been made to the proposal:

On Page No. 1, a revision has been made in the first paragraph of the project special provision entitled "Intermediate Contract Time Number 1 and Liquidated Damages". Please void Page No. 1 in your proposal and staple the revised Page No. 1 thereto.

On Page No. 31, requirement number "3.)" has been revised within the project special provision entitled "Traffic Control". Please void Page No. 31 in your proposal and staple the revised Page No. 31 thereto.

On Page No. 1 of the item sheets, by copy of this addendum, the following quantity changes have been made:

<u>Item Number</u>	<u>Old Quantity</u>	<u>New Quantity</u>
6-1539000000-E-610 Asphalt Concrete Surface Course, Type S12.5C	25,758 TON	18,398 TON
7-1550000000-E-610 Asphalt Concrete Surface Course, Type S12.5D	73,229 TON	80,589 TON
8-1565000000-E-620 Asphalt Binder for Plant Mix, Grade PG 70-22	1,416 TON	1,012 TON
9-1570000000-E-620 Asphalt Binder for Plant Mix, Grade PG 76-22	3,515 TON	3,869 TON

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
DESIGN SERVICES UNIT  
1591 MAIL SERVICE CENTER  
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4128  
FAX: 919-250-4119

WEBSITE: [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

**LOCATION:**  
CENTURY CENTER COMPLEX  
ENTRANCE B-2  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC

**Addendum No. 1** (Contract ID: C201751)

September 6, 2007

Page 2

The Contractor's bid price must be based on these revised pay item quantities. The Contract will be prepared accordingly.

The Expedite file has been updated to reflect these revisions. Please download the Expedite addendum file and follow the instructions for applying the addendum. Bid Express will not accept your bid unless the addendum has been applied.

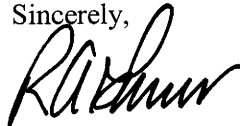
The following revisions have been made to the sketch maps:

On Sheet No. 2, the typical sections have been revised to change the pavement type for the inside shoulder. Please void Sheet No. 2 and staple the revised Sheet No. 2 thereto.

Sheet No. 3 has been revised to reflect the above mentioned changes. Please void Sheet No. 3 in your plans and staple the revised Sheet No. 3 thereto.

As a matter of information to prospective bidders, to assist you in preparation of your bids, the Department is providing data showing surface rutting measurements on a section of I-95 in Robeson County. The data was obtained utilizing the Department's high speed profilometer. Lane 1 is the outside lane and Lane 2 is the inside (median) lane. This information is available under the link "Plans, Proposals and Addendums" for this project on our website at: <http://www.ncdot.org/doh/preconstruct/ps/contracts/letting.html>.

Sincerely,



R. A. Garris, PE  
Contract Officer

RAG/jag/blj

Attachments

cc: Mr. W. S. Varnedoe, PE  
Mr. E. C. Powell, PE  
Mr. T. R. Gibson, PE  
Ms. D. M. Barbour, PE  
Mr. Art McMillan, PE  
Mr. J. V. Barbour, PE  
Mr. Stuart Bourne, PE  
Mr. Mark Staley, PE (2)  
Mr. Robert Memory  
Mr. R. E. Davenport, Jr., PE  
Ms. Norma Smith  
Mr. Ronnie Higgins  
Ms. Taylor Mishoe  
Project File (2)

**PROJECT SPECIAL PROVISIONS**

**GENERAL**

**CONTRACT TIME AND LIQUIDATED DAMAGES:**

(7-1-95)(Rev. 12-19-06)

RG 10

The date of availability for this contract is **October 29, 2007**.

The completion date for this contract is **June 1, 2009**.

When observation periods are required by the contract, they are not a part of the work to be completed by the completion date and/or intermediate contract times stated in the contract. Should an observation period extend beyond the final completion date, the acceptable completion of the observation period shall be a part of the work covered by the performance and payment bonds.

The liquidated damages for this contract are **One Thousand Dollars (\$1,000.00)** per calendar day.

**INTERMEDIATE CONTRACT TIME NUMBER 1 AND LIQUIDATED DAMAGES**

(2-20-07)

RG 14 A

The Contractor shall complete the required work of installing, maintaining and removing the traffic control devices for lane closures to perform the mill, fill and 2" paving operations and restoring traffic to a 4-lane, 2-way traffic pattern. **Each milled section shall be filled in the same workday. During overlay operations, the adjacent travel lane of each section shall be brought to the same station and elevation by 9:00 am, Friday of the same week or by the beginning of the holiday or holiday weekend lane closure restriction, whichever is earlier.** The Contractor shall not close a lane of traffic on I-95 as follows:

**DAY AND TIME RESTRICTIONS**

<b>Northbound Lanes</b>	<b>Southbound Lanes</b>
No Weekday Restrictions	10 am to 5 pm Monday through Thursday
9 am Friday to 8 pm Sunday	9 am Friday to 8 pm Sunday

**In addition, the Contractor shall not close or narrow a lane of traffic on I-95, detain and/or alter the traffic flow on or during holidays, holiday weekends, special events, or any other time when traffic is unusually heavy, including the following schedules:**

**HOLIDAY AND HOLIDAY WEEKEND LANE CLOSURE RESTRICTIONS**

1. For **unexpected occurrence** that creates unusually high traffic volumes, as directed by the Engineer.

**TRAFFIC CONTROL:**

Maintain traffic in accordance with Divisions 10, 11 and 12 of the *Standard Specifications*, the latest revisions thereto and the following provisions:

**Use ICT #1 for day and time restrictions to perform the mill, fill and 2" overlay paving operations, as directed by the Engineer.**

**Failure to comply with the following requirements will result in a suspension of all other operations:**

- 1.) During milling operations in NBL, pavement shall be installed in the same work period and travel lane restored at end of work period.**
- 2.) The stationary work zone shall be a maximum of 3 miles in length at any given time unless otherwise directed by the Engineer.**
- 3.) During resurfacing of 2" S12.5D, the adjacent lane of traffic and paved shoulders shall be brought to the same station and elevation within the same work week.**
- 4.) The max distance allowable to have a 2" differential between lanes is 2 miles.**
- 5.) The paved shoulder at every location shall be backfilled with earth material within 10 days after the paved shoulder at that location is resurfaced.**
- 6.) During periods of construction inactivity, return the traffic pattern to the existing alignment and remove or cover any work zone signs.**

Use a lane closure (refer to the *Roadway Standard Drawings* Nos. 1101.02, 1101.11, 1110.02, 1130.01 and details for the Advance Work Zone signing in contract) or a slow-moving operation as shown in details of this contract. **When using RSD 1101.02, add an additional flashing arrow panel (FAP) approximately 1,200 feet in advance of the required FAP located at the taper. This is to assist in reducing the number of "late lane" merges. See attached drawing for device locations and messages to be used on the portable changeable message signs.** Use a moving operation only if the minimum speed maintained at all times is 3 mph with no stops that narrow or close a lane of travel. If the moving operation is progressing slower than 3 mph at any time, install a lane closure. Maintain the existing traffic pattern at all times, except in the immediate work zone where lane closures are allowed as determined by the Engineer.

Properly ballasted cones may be used instead of drums for lane closures during daylight hours. However, drums are required for the upstream taper portion of lane closures in all applications. When covering work zone signs, use an opaque material that prevents reading of the sign at night by a driver using high beam headlights and covers the sign completely. Use material, which does not damage the sign sheeting. Replace any obliterated markings as required by other sections of the *Standard Specifications* and the Engineer.

When personnel and/or equipment are working on the shoulder adjacent to an undivided facility and within 5 feet of an open travel lane, close the nearest open travel lane using the *Roadway Standard Drawings* No. 1101.02 unless the work area is protected by barrier or guardrail. When personnel and/or equipment are working on the shoulder, adjacent to a divided facility and within 10 feet of an open travel lane, close the nearest open travel lane using the *Roadway Standard Drawings* No. 1101.02 unless the work area is protected by barrier or guardrail. When personnel