



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES, PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

August 7, 2009

**Addendum No. 1**

RE: Contract ID: C202322

WBS# 38423.3.1, 42287.3.1

F.A. # BRSTP-304(2), BRZ-0304(3)

**Pamlico County (B-4594, B-5129)**

Bridge Numbers 31, 35, 40, 42 and 44 on NC-304

**August 18, 2009 Letting**

To Whom It May Concern:

Reference is made to the proposal and plans recently furnished to you on this project.

The following revisions have been made to the proposal:

On Page No. 18 the Project Special Provision entitled "Subsurface Information" has been revised. Please void Page No. 18 in your proposal and staple the revised Page No. 18 thereto.

On Page No. 26, a note has been added to the Project Special Provision entitled "Notes To Contractor". Please void Page No. 26 in your proposal and staple the revised Page No. 26 thereto.

New Page No. 46-A has been added to include the Project Special Provision entitled "Rock Embankment". Please staple new Page No. 46-A after Page No. 46 in your proposal.

On Page No. 3 of the Item Sheets, new line item "64-0220000000-E-SP Rock Embankments (Quantity = 50 TON)" has been added. The Contractor's bid must include this new pay item. The contract will be prepared accordingly.

The Expedite File has been updated to reflect this revision. 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.

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
CONTRACT STANDARDS AND DEVELOPMENT UNIT  
1591 MAIL SERVICE CENTER  
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4128  
FAX: 919-250-4119  
WEBSITE: [WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

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

The following revisions have been made to the plans:

On Sheet No. 2-A a detail for "Rock Embankment" has been added. Please void Sheet No. 2-A in your plans and staple the revised Sheet No. 2-A thereto.

Sheet Nos. 5, 41, 78, 115 and 152 have been revised to make reference to the Rock Embankment Detail. Please void Sheet Nos. 5, 41, 78, 115 and 152 in your plans and staple the revised Sheet Nos. 5, 41, 78, 115 and 152 thereto.

On Sheet Nos. 14, 49, 86, 123 and 159 the Typical section has been revised to change the label on the asphalt to S 9.5 B. Please void Sheet Nos. 14, 49, 86, 123 and 159 in your plans and staple the revised Sheet Nos. 14, 49, 86, 123 and 159 thereto.

Sheet Nos. 23, 26, 58, 61, 95, 98, 133, 136, 169 and 171 have been revised to add the word "galvanized" to the piles and pile plates. Please void Sheet Nos. 23, 26, 58, 61, 95, 98, 133, 136, 169 and 171 in your plans and staple the revised Sheet Nos. 23, 26, 58, 61, 95, 98, 133, 136, 169 and 171 thereto.

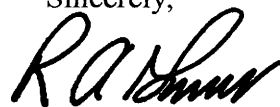
On Sheet Nos. 33, 34, 68, 69, 106, 107, 143, 144, 179 and 180 the orientation of the "S2" bars in Section A-A has been corrected to show inverting alternating stirrups. Please void Sheet Nos. 33, 34, 68, 69, 106, 107, 143, 144, 179 and 180 in your plans and staple the revised Sheet No. 33, 34, 68, 69, 106, 107, 143, 144, 179 and 180 thereto.

On Sheet Nos. 35, 70, 145 and 181 a pile tip detail has been added. Please void Sheet Nos. 35, 70, 145 and 181 in your plans and staple the revised Sheet Nos. 35, 70, 145 and 181 thereto.

On Sheet No. 108 a note was added concerning galvanizing the piles and the steel elements in the steel pile connection detail. Please void Sheet No. 108 in your plans and staple the revised Sheet No. 108 thereto.

On Sheet No. 157 the total number of pieces for "B144" and "B244" have been corrected in the substructure summary. Please void Sheet No. 157 in your plans and staple the revised Sheet No. 157 thereto.

Sincerely,



R. A. Garris, PE  
Contract Officer

RAG/jag  
Attachments

cc: Mr. J.G Nance, PE  
Mr. Ron Hancock, PE  
Mr. C.E. Lassiter, PE  
Ms. D. M. Barbour, PE  
Mr. Art McMillan, PE  
Mr. J.V. Barbour, PE  
Mr. R. E. Davenport, Jr., PE  
Project File (2)

Mr. Robert Memory  
Ms. Penny Higgins  
Mr. Ronnie Higgins  
Mr. Larry Strickland  
Ms. Marsha Sample  
Ms. Norma Smith  
Ms. Lori Strickland  
Ms. Jaci Kincaid

**SUBSURFACE INFORMATION:**

(7-1-95)

SP1 G112 A

Subsurface information for the structure portion of this project is available at:  
<http://www.ncdot.org/doh/preconstruct/ps/contracts/letting.html>

**MAINTENANCE OF THE PROJECT:**

(11-20-07)

SP1 G125

Revise the *2006 Standard Specifications* as follows:

**Page 1-40, Article 104-10 Maintenance of the Project** is amended as follows:

Add the following after the first sentence of the first paragraph.

All guardrail/guiderail within the project limits shall be included in this maintenance.

Add the following as the last sentence of the first paragraph:

The Contractor shall perform weekly inspections of guardrail and guiderail and shall report damages to the Engineer on the same day of the weekly inspection. Where damaged guardrail or guiderail is repaired or replaced as a result of maintaining the project in accordance with this Article, such repair or replacement shall be performed within 7 consecutive calendar days of such inspection report.

**Page 1-41, Article 104-10 Maintenance of the Project** is amended to replace the last sentence of the second paragraph with the following:

The Contractor will not be directly compensated for any maintenance operations necessary, except for maintenance of guardrail/guiderail, as this work will be considered incidental to the work covered by the various contract items. The provisions of Article 104-7, Extra Work, and Article 104-8, Compensation and Record Keeping will apply to authorized maintenance of guardrail/guiderail. Performance of weekly inspections of guardrail/guiderail, and the damage reports required as described above, will be considered to be an incidental part of the work being paid for by the various contract items.

**CONTRACTOR CLAIM SUBMITTAL FORM:**

(9-16-08)

SP1 G140

If the Contractor elects to file a written claim or requests an extension of contract time, it shall be submitted on the *Contractor Claim Submittal Form (CCSF)* available through the Construction Unit or [http://ncdot.org/doh/operations/dp\\_chief\\_eng/constructionunit/formsmanuals/](http://ncdot.org/doh/operations/dp_chief_eng/constructionunit/formsmanuals/).

functioning of a wetland. Visible sedimentation will be considered an indication of possible adverse impacts on wetland use.

The Engineer will perform independent turbidity tests on a random basis. These results will be maintained in a log within the project records. Records will include, at a minimum, turbidity test results, time, date and name of sampler. Should the Department's test results exceed those of the Contractor's test results, an immediate test shall be performed jointly with the results superseding the previous test results of both the Department and the Contractor.

The Contractor shall use the *NCDOT Turbidity Reduction Options for Borrow Pits Matrix*, available at <http://www.ncdot.org/doh/preconstruct/ps/contracts/letting.html> to plan, design, construct, and maintain BMPs to address water quality standards. Tier I Methods include stilling basins which are standard compensatory BMPs. Other Tier I methods are noncompensatory and shall be used when needed to meet the stream turbidity standards. Tier II Methods are also noncompensatory and are options that may be needed for protection of rare or unique resources or where special environmental conditions exist at the site which have led to additional requirements being placed in the DWQ's 401 Certifications and approval letters, Isolated Wetland Permits, Riparian Buffer Authorization or a DOT Reclamation Plan's Environmental Assessment for the specific site. Should the Contractor exhaust all Tier I Methods on a site exclusive of rare or unique resources or special environmental conditions, Tier II Methods may be required by regulators on a case by case basis per supplemental agreement.

The Contractor may use cation exchange capacity (CEC) values from proposed site borings to plan and develop the bid for the project. CEC values exceeding 15 milliequivalents per 100 grams of soil may indicate a high potential for turbidity and should be avoided when dewatering into surface water is proposed.

No additional compensation for monitoring borrow pit discharge will be paid.

**NOTES TO CONTRACTOR:**

- 1) Pavement markings and markers will be placed by State Forces.
- 2) The Department will be responsible for the adjustment of any utilities and they will be completed prior to the date of availability.
- 3) Bridges No. 31, 35, 40, 42 and 44 have been repaired by State Forces and are being analyzed to determine their new postings. Bridges No. 42 and 44 have only been strengthened within the lanes that will be kept open during Phase 1. It is anticipated that the new postings will be available by September 1, 2009. The contractor's attention is directed to Section 105-15 of the Standard Specifications.

**ROCK EMBANKMENT:**

(8-18-09)

**Description**

Construct rock embankments in accordance with the contract at locations where roadway fill is to be placed in open water.

**Materials**

Refer to Division 10 of the *Standard Specifications*:

| <b>Item</b>                        | <b>Section</b> |
|------------------------------------|----------------|
| Class II Rip Rap                   | 1042           |
| Filter Fabric for Drainage, Type 2 | 876            |

Use Class II Rip Rap for rock embankments. Use soil that meets the requirements of the Shoulder and Fill Slope Material Special Provision on top of rock embankments.

**Construction Methods**

Construct rock embankments in accordance with the slopes, dimensions and elevations shown on the plans and Section 235 of the *Standard Specifications*. When piles will be driven through rock embankments, place rock such that there will be at least 5 ft (1.5 m) between the rock embankment and any piles. Place and grade rock so smaller pieces are uniformly distributed throughout rock embankments. Provide a uniform surface free of obstructions, debris and groups of large rocks that could cause voids within embankments. When placing rock embankments in lifts, place core material to the top of the lift elevation before placing the next lift of rock embankment.

Install filter fabric on top of Class II Rip Rap in accordance with Article 270-3 of the *Standard Specifications* before placing and compacting the embankment fill material.

**Measurement and Payment**

*Rock Embankment* will be measured and paid for in tons (metric tons). The contract unit price bid for *Rock Embankment* will be full compensation for furnishing, hauling, handling, placing, compacting and maintaining select material.

*Filter Fabric for Drainage* will be measured and paid for in square yards (meters). Filter fabric will be measured along the top surface of the Class II Rip Rap and no additional payment will be made for overlapping fabric. The contract unit price bid for *Filter Fabric for Drainage* will be full compensation for supplying, transporting and installing filter fabric.

Payment will be made under:

| <b>Pay Item</b>            | <b>Pay Unit</b>     |
|----------------------------|---------------------|
| Rock Embankment            | Ton (Metric Ton)    |
| Filter Fabric for Drainage | Square Yard (Meter) |