



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 4, 2004

Addendum No. 1

RE: Contract ID: C201263
WBS # 38741.3.1
F.A. # IMS-85-2 (57) 58
Cabarrus County (I-4736)
I-85 From US-601 to the
Rowan County Line.

November 16, 2004 Letting

To Whom It May Concern:

Reference is made to the proposal furnished to you on the above-mentioned project.

The following revisions have been made to the proposal form:

On Page No. 1, the project special provision entitled "Intermediate Contract Time Number 1 and Liquidated Damages" has been revised to change "8:00 A.M." to "8:00 P.M." Please void Page No. 1 in your proposal and staple the revised Page No. 1 thereto.

On Page No. 26, a typographical error has been corrected in the paragraph under "Basis of Payment" of the project special provision entitled "Repair of 8 Inch Continuously Reinforced Concrete Pavement." Also on Page No.26, a typographical error has been corrected in the second paragraph under "Construction Methods" of the project special provision entitled "Asphalt Plant Mix Pavement Repair (B25.0C). Please void Page No. 26 in your proposal and staple the revised Page No. 26 thereto.

On Page No. 52, a revision has been made to the last paragraph of the project special provision entitled "Traffic Control." Please void Page No. 52 in your proposal and staple the revised Page no. 52 thereto.

Sincerely,

A handwritten signature in black ink, appearing to read "R. A. Garris".

R. A. Garris, PE
Contract Officer

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
CONTRACTS & PROPOSALS
1591 MAIL SERVICE CENTER
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4124
FAX: 919-250-4127

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING B - ENTRANCE B 15
1020 BIRCH RIDGE DRIVE
RALEIGH NC

Page No. 2 (C201263)
Cabarrus County

RAG/jag/pa
Attachments

cc: Mr. W. S. Varnedoe, PE
Mr. S. D. DeWitt, PE
Mr. E. C. Powell, PE
Mr. B. G. Payne, PE
Ms. D. M. Barbour, PE
Mr. Art McMillan, PE
Mr. J. V. Barbour, PE
Mr. Mark Staley (2)
Mr. Aydren Flowers
Mr. R. E. Davenport, Jr., PE
Ms. Marsha Byrd
Ms. Taylor Mishoe
Project File (2)

PROJECT SPECIAL PROVISIONS

General

7-1-95
RG01

CONTRACT TIME AND LIQUIDATED DAMAGES:

7-1-95

The date of availability for this contract is March 21, 2005.

The completion date for this contract is July 29, 2005.

The observation period for the thermoplastic pavement markings is not a part of the work to be completed by the completion date for this contract as stated above. Warrant the observation period by the payment and performance bond.

The liquidated damages for this contract are Five Hundred Dollars (\$500.00) per calendar day.
RG06

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

09-16-03

The Contractor shall complete the required work of installing, maintaining, and removing the traffic control devices for lane closures and restoring traffic to the existing traffic pattern. The Contractor shall not close or narrow a lane of traffic on **I-85 and Ramps** after the repairs to the Continuous Reinforced Concrete have been completed during the following time restrictions:

DAY AND TIME RESTRICTIONS

MONDAY THRU FRIDAY 6:00 A.M. TO 8:00 P.M.

In addition, the Contractor shall not close or narrow a lane of traffic on **I-85 and Ramps**, detain and/or alter the traffic flow 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 **any event** that creates unusually high traffic volumes, as directed by the Engineer.
2. For **New Year's Day**, between the hours of 6:00 a.m. December 31st and 8:00 p.m. January 2nd. If New Year's Day is on Saturday or Sunday, then until 8:00 p.m. the following Tuesday.
3. For **Easter**, between the hours of 6:00 a.m. Thursday and 8:00 p.m. Monday.
4. For **Memorial Day**, between the hours of 6:00 a.m. Friday and 8:00 p.m. Tuesday.

After the Continuous Reinforced Concrete has been accepted the 4" to 5" Asphalt Overlay should be completed before traffic is allowed on the patch, (Patching Existing Pavement (I19.0C)

Basis of Payment:

8" Continuously Reinforced Concrete Pavement: The quantity of 8" continuously reinforced concrete pavement measured as provided above, will be paid for at the contract unit price per square yard "Continuously Reinforced Concrete Repair". The unit price shown at the contract will be full compensation for all work covered by this provision, and applicable sections of the Standard Specifications for furnishing all labor, materials, tools, equipment, and incidentals for doing all work involved in placement of the concrete including but not limited to furnishing and placing concrete, reinforcing steel splicing reinforcing steel, sawing and removing concrete, and filling saw cuts around the pavement replacement.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
Continuously Reinforced Concrete Repair.....	Square Yard
Patching Existing Pavement (I19.0C).....	Ton
Asphalt Plant Mix, Pavement Repair (B25.0C).....	Ton

ASPHALT PLANT MIX, PAVEMENT REPAIR (B25.0C):

Description:

The Contractor's attention is directed to the fact that Asphalt Plant Mix, Pavement Repair in this contract is for areas under existing concrete slabs that the sub-grade is unsuitable and needs to be undercut. The contractor can then place the 8" CRC repair on this new pavement structure.

Repair only the areas that, in the opinion of the Engineer, need repairing. The areas to be repaired with asphalt will be delineated by the Engineer prior to the Contractor pouring concrete.

Construction Methods:

The Asphalt Plant Mix Pavement Repairs consists of Asphalt Concrete Base Course type (B25.0C).

Place Asphalt Concrete Base Course, in lifts not exceeding 5 1/2 inches. Utilize compaction equipment suitable for compacting patches as small as 3.5 feet by 6 feet on each lift. Use an approved compaction pattern to achieve proper compaction.

Method of Measurement:

The quantity of Asphalt Plant Mix, Pavement Repair paid for will be the actual number of tons of asphalt plant mix, complete in place, which has been used to make completed and accepted repairs. The asphalt plant mixed material will be measured by being weighed in trucks on certified platform scales or other certified weighing devices.

WBS#: 38741.3.1 (I-4736)

Date: 10-12-2004

Revised: 11-02-2004

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TRAFFIC CONTROL:

Maintain traffic in accordance with Divisions 11 and 12 of the North Carolina Department of Transportation January 2002 Standard Specifications for Roads and Structures, and the following provisions:

Use a lane closure (refer to North Carolina Department of Transportation January 2002 Highway Design Branch Roadway Standard Drawings Nos. 1101.02, 1101.11, 1110.02, Detail for 1130D01 and details for the Advance Work Zone signing in contract) or a slow-moving operation as shown in details of this contract. 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.

Refer to Attached Detail(s) and North Carolina Department of Transportation January 2002 Highway Design Branch Roadway Standard Drawings Nos. 1101.02, 1101.03, 1101.04, 1101.05, 1101.07, 1101.11, 1110.01, 1110.02, 1115.01, 1135.01, 1145.01, 1150.01, 1165.01 and 1170.01 when closing a lane of travel in a stationary work zone such as pavement patching resurfacing, or pavement marking removal, etc. Properly ballasted cones may be used instead of drums for lane closures during daylight hours. The stationary work zone shall be a maximum of 3 miles in length at any given time unless otherwise directed by the Engineer. A "pilot vehicle" operation may be used in conjunction with flaggers and the appropriate pilot vehicle warning signing as directed by the Engineer. During periods of construction inactivity, return the traffic pattern to the existing alignment and remove or cover any work zone signs. When covering work zone signs, use an opaque material that prevents reading of the sign at night by a driver using high beam headlights. Use material, which does not damage the sign sheeting. Replace any obliterated markings as required by other sections of the 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 Roadway Standard Drawing 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 Roadway Standard Drawing No. 1101.02 unless the work area is protected by barrier or guardrail. When personnel and/or equipment are working within a lane of travel of an undivided or divided facility, close the lane according to the traffic control plans, roadway standard drawings or as directed by the Engineer. Conduct the work so that all personnel and/or equipment remain within the closed travel lane. Do not work simultaneously, on both sides of an open travel way, within the same location, on a two-lane, two-way road. Do not perform work involving heavy equipment within 15 feet of the edge of travel way when work is being performed behind a lane closure on the opposite side of the travel way.

The maximum acceptable drop-off between open lanes of travel is 2 inches. For drop-offs greater than 1.5 inches but less than or equal to 2 inches, place a 1:1 asphalt wedge between the lanes of travel. Install advance warning "UNEVEN LANES" signs (W8-11) 500 feet in advance and once every half mile where the posted speed is less than 45 mph and once every mile where the posted speed is greater than or equal to 45 mph throughout the length of the drop-off area. The maximum acceptable edge of pavement drop-off is 2 inches. Backfill at a 6:1 slope up to the