



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

August 12, 2004

**Addendum No. 2**

RE: Contract ID: C201248  
WBS # 38196.3.1  
F. A. # STP-17 (46)  
Craven County (R-4739)  
US-17 From the Jones County Line to SR-1278.

**August 17, 2004 Letting**

To Whom It May Concern:

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

The following revision has been made to the sketch maps:

On Sheet No. 2 the quantity of "Patching Existing Pavement" has been revised. Please void Sheet No. 2 in your sketch maps and staple the revised Sheet No. 2 thereto.

The following revisions have been made to the proposal form:

On Page No. 41, a sentence has been added to the first paragraph of the project special provision entitled "Patching Existing Pavement." Please void Page No. 41 in your proposal and staple the revised Page no. 41 thereto.

On Page No. 1 of the item sheets the quantity for line item no. "5-170400000-E-SP Patching Existing Pavement" is being reduced. By copy of this addendum the quantity is hereby reduced from 6,000 Tons to 600 Tons. The Contractor's bid price should be based on this revised pay item quantity. The contract will be prepared accordingly.

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

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

Page No. 2 (C201248)  
Craven County

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.

Sincerely,



R. A. Garris, PE  
Contract Officer

RAG/jag/pa  
Attachments

cc: Mr. W. S. Varnedoe, PE  
Mr. S. D. DeWitt, PE  
Mr. C. E. Lassiter, PE  
Mr. E. C. Powell, 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. Kim Canady  
Ms. Taylor Mishoe  
Project File (2)

**PATCHING EXISTING PAVEMENT:****1-15-02****Description:**

The Contractor's attention is directed to the fact that there are areas of existing pavement on this project that will require repair prior to resurfacing. The areas to be patched are marked on the pavement.

Patch the areas that, in the opinion of the Engineer, need repairing. The areas to be patched will be delineated by the Engineer prior to the Contractor performing repairs.

**Construction Methods:**

The patching consists of Asphalt Concrete Base Course, Asphalt Concrete Intermediate Course, Asphalt Concrete Surface Course, or a combination of base, binder and surface course, and pavement removal, as directed by the Engineer.

Patching of existing pavement includes but is not limited to the cutting of the existing pavement to a neat vertical joint and uniform line; the removal and disposal of pavement, base, and subgrade material as approved or directed by the Engineer; the coating of the area to be repaired with a tack coat; and the replacement of the removed material with asphalt plant mix.

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. If patched pavement is to be open to traffic for more than 48 hours prior to overlay, then use Asphalt Surface Course in the top 1.25 inches of the patch.

Remove existing pavement at locations directed by the Engineer in accordance with Section 250 of the Standard Specifications.

Schedule operations so that all areas where pavement has been removed will be repaired on the same day of the pavement removal, and all lanes of traffic restored.

**Method of Measurement:**

The quantity of patching existing pavement to be 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.

**Basis of Payment:**

The quantity of patching existing pavement, measured as provided above, will be paid for at the contract unit price per ton for "Patching Existing Pavement".