



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

December 8, 2005

**Addendum No. 1**

RE: Contract ID: C201506  
WBS # 38127, 38132 (NCMA)  
Beaufort, Pitt Counties  
NC-33 From Calvert Street in Grimesland in Pitt  
County to US-17 at Chocowinity in Beaufort County.

**December 20, 2005 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. 6, the column for "Removal of Existing Asphalt Pavement" has been deleted and a new column for "Patching Existing Pavement" has been added. Please void Sheet No. 6 in your sketch maps and staple the revised Sheet No. 6 thereto.

The following revisions have been made to the proposal form:

On Page No. 27, the project special provision entitled "Notes to Contractor" has been revised. Also on Page No. 27, the project special provision entitled "Final Acceptance and Fourteen Day Observation Period" has been deleted. Please void Page No. 27 in your proposal and staple the revised Page No. 27 thereto.

On Page No. 49, the project special provision entitled "Patching Existing Pavement" has been added. Please void Page No. 49 in your proposal and staple the revised Page Nos. 48-A and 49 thereto.

**Page No.2 (201506)**  
**Beaufort-Pitt Counties**

On Page No. 1 of the item sheets, line item "2-015600000-E-250 Removal of Existing Asphalt Pavement" has been deleted. Also on Page No. 1 of the item sheets a new pay item is being added. By copy of this addendum the following line item is hereby added: "14-1704000000-E-SP Patching Existing Pavement (Quantity=500 Ton)." The Contractor's bid price must include this new pay item. 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.

Sincerely,



R. A. Garris, PE.  
Contract Officer

RAG/jag/pa  
Attachments

cc: Mr. W. S. Varnedoe, PE  
Mr. S. D. DeWitt, PE  
Mr. E. C. Powell, 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  
Ms. Marsha Byrd  
Ms. Taylor Mishoe  
Project Files (2)

**PROJECT SPECIAL PROVISIONS**

ROADWAY

1-15-02

RR01

**NOTES TO CONTRACTOR:**

7-1-95<sub>R</sub>

1. All grading work, excluding trenching for base course, is to be done by State forces prior to the availability date of this contract. This work by State Forces includes grading for widening throughout project and for the additions of turn lanes at the following locations:

- Left turn at SR 1161 (Elks Rd.)
- Left turn at SR 1158 (Carrow Rd.)
- Left turn lanes at SR 1157 (Taylor Rd.)

Work to be performed by DOT forces includes all necessary drainage work, shoulder construction, removal of existing concrete driveways as needed, and reinstallation of concrete driveways following completion of paving operation.

2. The Contractor will be required to remove any existing paved shoulders that are not paved full depth to the widths as shown on the Typical Sections, or as directed by the Engineer. Perform this work in accordance with the project special provision entitled "Trenching for Base Course" contained elsewhere in this proposal form. No direct payment will be made for removing the existing paved shoulder as the cost for this work shall be included in the contract unit price per ton for "Asphalt Concrete Base Course, Type \_\_\_\_".

RR22

**PRICE ADJUSTMENT - ASPHALT BINDER FOR PLANT MIX:**

11-21-00

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the Standard Specifications as modified herein.

**PAVEMENT MARKING GENERAL REQUIREMENTS:**

07-16-02C

Revise the 2002 Standard Specifications as follows:

Page 12-10, Subarticle 1205-3(J)

Delete the 1<sup>st</sup> sentence of the 1<sup>st</sup> paragraph and insert the following:

Have at least one member of every pavement marking crew working on a project certified through the NCDOT Pavement Marking Technician Certification Process. For more information contact the Traffic Control, Marking and Delineation Section of the North Carolina Department of Transportation at 919-250-4151 or <http://www.doh.dot.state.nc.us/construction/wztc/>

RR119

**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.

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".

The above price and payment will be full compensation for all work covered by this provision, including but not limited to removal and disposal of pavement; furnishing and applying tack coat; furnishing, placing, and compacting of asphalt plant mix; furnishing of asphalt binder for the asphalt plant mix; and furnishing scales.

Any provisions included in the contract in the form of project special provisions or in any other form which provide for adjustments in compensation due to variations in the price of asphalt binder will not be applicable to payment for the work covered by this provision.

The item of "Patching Existing Pavement" will be considered to be a minor item. In the event that the item of "Patching Existing Pavement" overruns the original bid quantity by more than 100 percent, the provisions of Article 104-5 pertaining to revised contract unit price for overrunning minor items will not apply to this item.

RR88

Payment will be made under:

Patching Existing Pavement..... Ton