



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

September 9, 2005

Addendum No. 1

RE: Contract ID: C201451
WBS # 2CR.10741.3
Pitt County
US-264 (Greenville Bypass) From SR-1467 to US-264/NC-33.

September 20, 2005 Letting

To Whom It May Concern:


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

The following revisions have been made to the proposal form:

On Page No. 1 the "Day and Time Restrictions" have been deleted from 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. 51, the third sentence of the forth paragraph has been deleted from the project special provision entitled "Traffic Control." Please void Page No. 51 in your proposal and staple the revised Page No. 51 thereto.

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. Stuart Bourne, PE (Attn: Ms. Peggy Seymore)

Mr. Mark Staley (2)
Mr. Robert Memory
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 October 31, 2005.

The completion date for this contract is July 1, 2007.

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 One Thousand Dollars (\$1,000.00) per calendar day.

RG06

INTERMEDIATE CONTRACT TIME NUMBER 1 AND LIQUIDATED DAMAGES:

09-16-03

The Contractor shall not close or narrow a lane of traffic on **US 264 and Ramps**, 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 **any event** that creates unusually high traffic volumes, as directed by the Engineer.
2. For **New Year's Day**, between the hours of 4:00 p.m. December 31st and 8:30 a.m. January 2nd. If New Year's Day is on Saturday or Sunday, then until 8:30 a.m. the following Tuesday.
3. For **Easter**, between the hours of 4:00 p.m. Thursday and 8:30 a.m. Monday.

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. Where a drop-off in a travelway exceeds 2 inches but is less than or equal to 3 inches the affected lane(s) shall be closed to traffic. Where a drop-off in a travelway is greater than 3 inches the affected lane(s) shall be closed to traffic and the drop-off protected with drums. For all drop-offs between open lanes, advance warning "UNEVEN LANES" signs (W8-11 at 48' X 48") shall be installed 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 edge and elevation of existing pavement in areas adjacent to an open travel lane if the drop-off exceeds 2 inches at no expense to the Department.

When utilizing a slow-moving operation for such items as pavement marking placement, pavement marker installation and pesticide spraying, the slow moving operation caravan shall consist, as a minimum, of the vehicles and devices shown on the Moving Operation Caravan Detail(s) herein. Traffic cones may be used when necessary to provide additional protection of wet pavement markings. Ballast all traffic cones so they will not be blown over by traffic.

Submit a sequence of operation for all maps to the Engineer at the first pre-construction meeting for approval by the Engineer. Approved sequence can not be altered without written permission of the Engineer.

Notify the Engineer forty-eight (48) hours before milling or resurfacing will interfere with the existing Signal Loops. Loops may need to be placed in milled surface before resurfacing occurs. **State Forces will handle any adjustments to the signal loops.** Coordinate all signal loop operations with the Engineer.

Notify the Engineer fifteen (15) consecutive calendar days before resurfacing a bridge or its approaches. Patch and make repairs to bridge surface and its approaches before resurfacing occurs. Coordinate all operations on the bridge and its approaches with the Engineer.

Notify the Engineer forty-eight (48) hours before resurfacing the areas of existing pavement that require patching. Patch these areas before resurfacing occurs. **Allow full depth asphalt patching to cool to the point of supporting traffic without displacement or rutting before reopening closed lane.** Coordinate the resurfacing operations of the patched areas with the Engineer.

During a resurfacing only operation, bring all newly resurfaced lanes to the same elevation within 72 hours.

For partial or "wheel track" milling operations on two-way, two-lane facilities, mill and pave back by the end of each work day. For partial or "wheel track" milling operations on multi-lane facilities, the lane being milled may be left closed and paved back within 72 hours.