



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

July 10, 2007

**Addendum No. 1**

RE: Contract ID: C201750

WBS# 39997.3.GV1

F. A. # IMS-40-1 (177) 0

**Haywood County (I-4910)**

I-40 From the Tennessee State Line  
at MP-0 to MP-14.8

**July 17, 2007 Letting**

To Whom It May Concern:

Reference is made to the Proposal Form recently furnished to you on this project.

The following revisions have been made to the Proposal Form:

On Page No. 17, the Project Special Provision entitled "Replacement of Frames and Grates" has been deleted. Please void Page No. 17 in your proposal and staple the revised Page No. 17 thereto.

On Page No. 19, the first and last paragraph of the Project Special Provision entitled "Drainage Structure Repair" has been modified. Please void Page No. 19 in your proposal and staple the revised Page No. 19 thereto.

On Page No. 39, a revision was made in the third paragraph of the Project Special Provision entitled "Traffic Control". Please void Page No. 39 in your proposal and staple the revised Page No. 39 thereto.

Sincerely,

R. A. Garris, PE  
Contract Officer

RAG/jag/blr  
Attachment

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
DESIGN SERVICES UNIT  
1591 MAIL SERVICE CENTER  
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4128  
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WEBSITE: [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

**LOCATION:**  
CENTURY CENTER COMPLEX  
ENTRANCE B2  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC

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F. A. # IMS-40-1 (177) 0

**Haywood County (I-4910)**

cc: Mr. W. S. Varnedoe, PE  
Mr. E. C. Powell, PE  
Mr. J. B. Setzer, PE  
Ms. D. M. Barbour, PE  
Mr. Art McMillan, PE  
Mr. J. V. Barbour, PE  
Mr. Stuart Bourne PE  
Mr. Mark Staley (2)  
Mr. Robert Memory  
Mr. R. E. Davenport, Jr., PE  
Ms. Norma Smith  
Ms. Marsha Byrd  
Mr. Ronnie Higgins  
Ms. Taylor Mishoe  
Project File (2)

The North Carolina Secretary of Transportation shall approve exceptions to this provision in writing.

**ACT OF GOD**

(12-19-06)

RG 151

Revise the *2006 Standard Specifications* as follows:

Page 1-69, 107-18 Contractor's Responsibility for Work, in the first paragraph, last sentence, replace the word *legally* with the word ***contractually***.

**MILLING ASPHALT PAVEMENT:**

The quantity of milled asphalt pavement to be paid for will be the actual number of square yards of pavement surface, which has been milled in accordance with the requirements of the contract. This quantity will also include the milling of irregular areas, intersections, and remilled areas. Where the Project Engineer directs remilling to achieve the final depth, measurement will be made for each cut. The quantity of milled asphalt pavement, measured as provided in Article 607-5, will be paid for at the contract unit price per square yard for the depth milled.

**DRAINAGE STRUCTURE CLEAN OUT:**

(4-12-07)

SPI

The Contractor shall clean out existing drainage structures of silt accumulations and debris as directed by the Engineer.

The quantity of clean out drainage structures to be paid for will be the actual number of drainage structures cleaned out and accepted by the Engineer.

The quantity for the clean out of the drainage structures, measured as provided above, shall be full compensation for all work including, but not limited to, furnishing all labor, equipment, disposal of any debris, and any incidentals necessary to complete the work.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Drainage Structure Clean Out	Each

**CONCRETE APRON FOR DROP INLET:**

Construct concrete aprons for drop inlets in accordance with this provision, *Roadway Standard Drawings* 840.17, 840.18, and 840.19, and Section 840 of the *Standard Specifications*, at locations as directed by the Engineer. Payment for the work shall be made on a per each basis completed and accepted by the Engineer. The cost for removal and disposal of the existing drop inlet apron shall be considered incidental to the work and shall be included in the cost of the new apron.

**DRAINAGE STRUCTURE REPAIR:**

At locations directed by the Engineer, the Contractor shall repair the top of existing drainage structures down to an elevation deemed by the Engineer to be sound. Construction methods and materials shall be in accordance with Section 840 of the Specifications. It is anticipated that such repair will generally be limited to 2 feet or less. Damaged grates and frames shall be replaced with new grates and frames in accordance with Section 840 of the Specifications. Undamaged grates and frames shall be removed from the structure and then reset after drainage structure has been repaired.

Measurement of drainage structure repair will be made by measuring the distance from the top of the existing drainage structure before repair, down to the bottom of the repair section limits. Measurement will be rounded up to the nearest foot.

Payment will be made for the repair at the contract unit price per linear foot "Drainage Structure Repair". Repairs of less than 1 foot will be paid for at the contract unit price for a minimum of 1 foot of repair.

Such price and payment will be considered full compensation for all labor, tools, equipment and incidentals necessary to complete the adjustments, including removing and resetting undamaged grates and frames.

New grates and frames will be measured and paid for in accordance with Section 840 of the Specifications.

**TRAFFIC CONTROL:**

(03-20-07)

RWZ-1Revised

Maintain traffic in accordance with Divisions 10, 11 and 12 of the *Standard Specifications*, the latest revisions thereto and the following provisions:

Use a lane closure (refer to the *Roadway Standard Drawings* Nos. 1101.02, 1101.11, 1110.02, 1130.01 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 Details and the *Roadway Standard Drawings* Nos. 1101.02, 1101.03, 1101.04, 1101.05, 1101.11, 1110.01, 1110.02, 1115.01, 1130.01, 1135.01, 1145.01, 1150.01, 1165.01, 1170.01 and 1180.01 when closing a lane of travel in a stationary work zone such as pavement patching resurfacing, or pavement marking removal. Properly ballasted cones may be used instead of drums for lane closures during daylight hours. However, drums are required for the upstream taper portion of lane closures in all applications. The stationary work zone shall be a maximum of **2 miles** in length at any given time unless otherwise directed by the Engineer. **The Contractor shall work in only one location per direction at a time and complete this work before moving to the next location unless directed otherwise 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 *Standard 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 the *Roadway Standard Drawings* 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 the *Roadway Standard Drawings* 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. Perform work only when weather and visibility conditions allow safe operations as directed by the Engineer.