



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

September 6, 2007

Addendum No. 1

RE: Contract ID: C201588
WBS # 38727.3.GVI
F. A. #IMS-40-3(120)217
Guilford County (I-4715)
I-40/85 from I-85 Bypass to
SR 4121 (High Point Road)

September 18, 2007 Letting

To Whom It May Concern:

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

The following revisions have been made to the proposal form:

On Page Nos. 1, 3, 4, 5 and 6, Intermediate Contract Times 1 thru 5 have been revised. Please void Page Nos. 1, 3, 4, 5 and 6 in your proposal form and staple the revised Page Nos. 1, 3, 4, 5 and 6 thereto.

On Page No. 34 under number 4, sentence (a.) has been revised and sentence number (d.) has been added. Please void Page No. 34 in your proposal form and staple the revised Page No. 34 thereto.

The following revisions have been made to the sketch maps:

On Sheet No. 2, the Pavement Schedule C4 has been revised. Please void Sheet No. 2 in your sketch maps and staple the revised Sheet No. 2 thereto.

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

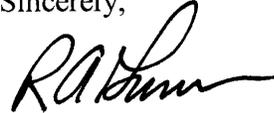
TELEPHONE: 919-250-4128
FAX: 919-250-4119

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

LOCATION:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH NC

On Sheet No. 3, the milling on Typical 4, 5 and 6 has been revised. Please void Sheet No. 3 in your sketch maps and staple the revised Sheet No. 3 thereto.

Sincerely,



R. A. Garris, PE
Contract Officer

RAG/ml/blj

Attachments

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

PROJECT SPECIAL PROVISIONS

GENERAL

CONTRACT TIME AND LIQUIDATED DAMAGES:

(7-1-95)(Rev. 12-19-06)

RG 10

The date of availability for this contract is **October 29, 2007**.

The completion date for this contract is **June 15, 2009**.

When observation periods are required by the contract, they are not a part of the work to be completed by the completion date and/or intermediate contract times stated in the contract. Should an observation period extend beyond the final completion date, the acceptable completion of the observation period shall be a part of the work covered by the performance and payment bonds.

The liquidated damages for this contract are **One Thousand Dollars (\$1,000.00)** per calendar day.

INTERMEDIATE CONTRACT TIME NUMBER 1 AND LIQUIDATED DAMAGES

(2-20-07)

RG 14 A (Rev.)

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-40 (future I-40 BUS)/I-85 BUS** during the following time restrictions:

DAY AND TIME RESTRICTIONS

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

FRIDAY 6:00 A.M. TO 9:00 P.M.

SATURDAY 8:00 A.M. TO 9:00 P.M.

SUNDAY 10:00 A.M. TO 8:00 P.M.

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 **more than one lane of traffic on I-40 (future I-40 BUS)/I-85 BUS** during the following time restrictions:

DAY AND TIME RESTRICTIONS

MONDAY THRU THURSDAY 6:00 A.M. TO 10:00 P.M.

FRIDAY 6:00 A.M. TO 12:00 P.M. (MIDNIGHT)

SATURDAY 7:00 A.M. TO 11:00 P.M.

SUNDAY 9:00 A.M. TO 10:00 P.M.

C201588 (I-4715)

Holidays and holiday weekends shall include New Year's, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. The Contractor shall schedule his work so that lane closures will not be required during these periods, unless otherwise directed by the Engineer.

The time of availability for this intermediate contract work shall be the time the Contractor begins to install all traffic control devices for lane closures according to the time restrictions listed herein.

The completion time for this intermediate contract work shall be the time the Contractor is required to complete the removal of all traffic control devices for lane closures according to the time restrictions stated above and place traffic in **the existing traffic pattern**.

The liquidated damages are **Ten Thousand Dollars (\$10,000.00)** per hour. **These liquidated damages shall not be cumulative with any damages charged under Intermediate Contract Time Number 2 thru 5.**

INTERMEDIATE CONTRACT TIME NUMBER 2 AND LIQUIDATED DAMAGES:

(2-20-07)

RG 14 F Revised

The Contractor shall complete the required work of milling, paving back to the existing elevation and installing temporary (paint) pavement markings, excluding milled rumble strips and final pavement marking and markers, for the **Eastbound direction of I-40 (future I-40 BUS)/ I-85 BUS and Ramps between Exit #36 and Exit #39** and shall place and maintain traffic on same. The Contractor shall notify the Engineer **Fourteen (14) days** before closing the **Eastbound** direction. The Contractor shall be allowed to choose one weekend within the day and time restrictions listed below, which shall be approved by the Engineer and shall not be a holiday weekend, to close the **Eastbound** direction to complete the above mentioned work before restoring traffic back to the existing traffic pattern. The Contractor shall work in a continuous manner during the road closure.

However, during the time when the **Eastbound** direction of I-40 (future I-40 BUS)/I-85 BUS and Ramps between Exit #36 and Exit #39 is closed, the Contractor shall close the Ramps in the same direction but shall not close nor narrow a lane or ramp for the **Westbound** direction of I-40 (future I-40 BUS)/I-85 BUS and Ramps between Exit #36 and Exit #39.

All milled surfaces shall be overlaid with a surface course during the same paving season.

The time of availability for this Intermediate Contract Time will be **the Friday at 10:00 p.m.** that the Contractor elects to close the **Eastbound** direction of I-40 (future I-40 BUS)/I-85 BUS and Ramps between Exit #36 and Exit #39 to traffic and which shall be between **March 16, 2008** or when the **proposed Greensboro I-40 Western Loop is open** to traffic from I-40 Exit 212 to I-85 Exit 120, whichever occurs later, and **August 29, 2008**.

The completion time for this intermediate contract time will be **the following Monday at 6:00 a.m.** after the time of availability.

The liquidated damages are **Ten Thousand Dollars (\$10,000.00)** per hour. These liquidated damages shall not be cumulative with any damages charged under **Intermediate Contact Time Number 1 and 5**.

INTERMEDIATE CONTRACT TIME NUMBER 3 AND LIQUIDATED DAMAGES:

(2-20-07)

RG 14 F Revised

The Contractor shall complete the required work of milling, paving back to the existing elevation and installing temporary (paint) pavement markings, excluding milled rumble strips and final pavement marking and markers, for the **Westbound direction of I-40 (future I-40 BUS)/ I-85 BUS and Ramps between Exit #36 and Exit #39** and shall place and maintain traffic on same. The Contractor shall notify the Engineer **Fourteen (14) days** before closing the **Westbound** direction. The Contractor shall be allowed to choose one weekend within the day and time restrictions listed below, which shall be approved by the Engineer and shall not be a holiday weekend, to close the **Westbound** direction to complete the above mentioned work before restoring traffic back to the existing traffic pattern. The Contractor shall work in a continuous manner during the road closure.

However, during the time when the **Westbound** direction of I-40 (future I-40 BUS)/I-85 BUS and Ramps between Exit #36 and Exit #39 is closed, the Contractor shall close the Ramps in the same direction but shall not close nor narrow a lane or ramp for the **Eastbound** direction of I-40 (future I-40 BUS)/I-85 BUS and Ramps between Exit #36 and Exit #39.

All milled surfaces shall be overlaid with a surface course during the same paving season.

The time of availability for this Intermediate Contract will be **the Friday at 10:00 p.m.** that the Contractor elects to close the **Westbound** direction of I-40 (future I-40 BUS)/I-85 BUS and Ramps between Exit #36 and Exit #39 to traffic and which shall be between **March 16, 2008** or when the **proposed Greensboro I-40 Western Loop is open** to traffic from I-40 Exit 212 to I-85 Exit 120, whichever occurs later, and **November 15, 2008**.

The completion time for this intermediate contract time will be **the following Monday at 6:00 a.m.** after the time of availability.

The liquidated damages are **Ten Thousand Dollars (\$10,000.00)** per hour. These liquidated damages shall not be cumulative with any damages charged under **Intermediate Contact Time Number 1 and 5**.

INTERMEDIATE CONTRACT TIME NUMBER 4 AND LIQUIDATED DAMAGES:

(2-20-07)

RG 14 (Rev.)

The Contractor shall complete the required work- of installing, maintaining and removing the traffic control devices for **the lane closure on the ramp** and restoring traffic to the existing traffic pattern. **The Contractor shall notify the Engineer Forty-Eight (48) hours before disturbing the existing loops. The Contractor shall complete the work required of installing each new inductive loop before the milling, patching or resurfacing operations occur.** The Contractor shall not close or narrow a lane of traffic on the **I-40 (future I-40 BUS)/I-85 BUS**

OFF-RAMPS for EXIT 41 (Lee Street), EXIT 38 (US 421), EXIT 37 (Elm-Eugene Street), EXIT 36 (Randleman Road) and EXIT 217 (High Point Road) during the following time restrictions:

DAY AND TIME RESTRICTIONS

MONDAY THRU THURSDAY 6:00 A.M. TO 9:00 A.M.

MONDAY THRU THURSDAY 4:00 P.M. TO 8:00 P.M.

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

The Ramps must remain open if the only operation going on is the new loop installation. The Contractor shall be allowed to close only one lane on no more than one OFF-RAMP at a time for new signal loop installation.

However, when one direction of I-40 (future I-40 BUS)/I-85 BUS between Exit #36 and Exit #39 is closed, the Contractor shall close the Ramps in the same direction but shall not close nor narrow a lane or ramp in the opposite direction on I-40 (future I-40 BUS)/I-85 BUS between Exit #36 and Exit #39 during that time.

All milled surfaces shall be overlaid with a surface course during the same paving season.

The time of availability for this intermediate contract time will be the time the Contractor begins to install traffic control devices required for **the lane closure on the ramp** according to the time restrictions stated herein.

The completion time for this intermediate contract time will be the time the Contractor is required to complete the removal of traffic control devices required for **the lane closure on the ramp** according to the time restrictions stated herein and restore traffic to the existing traffic pattern. **The new inductive loops shall be installed and functioning prior to the completion time.**

The liquidated damages are **Five Hundred Dollars (\$500.00)** per hour. **These liquidated damages shall not be cumulative with any damages charged under Intermediate Contract Time Number 1 and 5.**

INTERMEDIATE CONTRACT TIME NUMBER 5 AND LIQUIDATED DAMAGES:

(2-20-07)

RG 14 C (Rev.)

The Contractor shall complete the required work- of installing, maintaining and removing the traffic control devices for **the lane closure on the ramp** and restoring traffic to the existing traffic pattern. The Contractor shall not close or narrow a lane of traffic on the **I-40 (future I-40 BUS)/I-85 BUS and Ramps** during the following restrictions:

DAY AND TIME RESTRICTIONS

EXIT #41 (Lee Street)

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

**EXIT 38 (US 421), EXIT 37 (Elm-Eugene Street), EXIT 36 (Randleman Road),
EXIT 217 (High Point Road), EXIT 218A and B (US 220) and EXIT 219 (I-85 BUS)**

MONDAY THRU THURSDAY 6:00 A.M. TO 10:00 P.M.
FRIDAY THRU SUNDAY 6:00 A.M. TO 12:00 (MIDNIGHT)

The Contractor shall be allowed to close only one lane on no more than one RAMP at a time.

However, when one direction of I-40 (future I-40 BUS)/I-85 BUS between Exit #36 and Exit #39 is closed, the Contractor shall close the Ramps in the same direction but shall not close nor narrow a lane or ramp in the opposite direction on I-40 (future I-40 BUS)/I-85 BUS between Exit #36 and Exit #39 during that time.

Each milled Ramp shall be overlaid with a surface course during the same season.

The time of availability for this intermediate contract time will be the time the Contractor begins to install traffic control devices required for **the lane closure on the ramp** according to the time restrictions stated herein.

The completion time for this intermediate contract time will be the time the Contractor is required to complete the removal of traffic control devices required for **the lane closure on the ramp** according to the time restrictions stated herein and restore traffic to the existing traffic pattern.

The liquidated damages are **Five Hundred Dollars (\$500.00)** per hour. **These liquidated damages shall not be cumulative with any damages charged under Intermediate Contact Time Number 1.**

MANDATORY PRE-BID CONFERENCE: PREQUALIFYING TO BID:

(7-1-95)

SPI G16

Because of the unusual nature of work involved, and in order for all prospective bidders to have an extensive knowledge of the project, all prospective bidders shall attend a mandatory pre-bid conference at 10:00 A.M., Wednesday, September 5, 2007 in the NCDOT Division 7 Transportation Management Center located at 201 South Chimney Rock Road, Greensboro, North Carolina.

The pre-bid conference will include a thorough discussion of the plans, contract pay items, special provisions, etc.

Only bidders who have attended and properly registered at the above scheduled pre-bid conference will be considered prequalified to bid on this project. A bid received from a bidder who has not attended and properly registered at the above scheduled pre-bid conference will not be considered for award.

4. **When closing one direction of I-40 (future I-40 BUS) / I-85 BUS and Ramps between Exit #36 and Exit #39, perform the work in the following order:**
 - a. **Contractor shall submit a written construction sequence including contingency plans for the area between EXIT #36 and EXIT #39 to the Engineer at least 60 days before each road closure.**
 - b. **The sequence must be submitted and approved by the Engineer prior to the start of construction in this area.**
 - c. **Contractor shall mill and pave one lane at a time in order to maintain supers.**
 - d. **Contractor shall meet with the Engineer two days before each road closure.**

Submit in writing a full and complete plan for traffic control and construction lighting 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.

The limits for the “\$250 Speeding Penalty” are as follows for:

A “\$250 Speeding Penalty” is in effect for the contract time period for both directions’ project limits of I-40 (future I-40 BUS) / I-85 BUS and Ramps. The “\$250 Speeding Penalty” signs are to remain until the project is completed. Other pertinent signs may be displayed at the direction of the Engineer in coordination with the Work Zone Traffic Control Unit (919-250-4159). Refer to sheets TCP-24 and TCP-25 for additional information. At the completion of the project, the Engineer shall notify the Regional Traffic Engineer to rescind the ordinance.

Notify the Engineer 48 hours before milling or resurfacing will interfere with the existing Signal Loops. **The new loops shall be installed and functioning before milling, patching or resurfacing operations occur.** Coordinate all signal loop operations with the Engineer.

Notify the Engineer 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 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, which includes the placement of the final surface course, bring all newly resurfaced lanes to the same elevation within the time frame as agreed upon with the Engineer at the first pre-construction meeting.

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.

The following option is acceptable during Resurfacing/milling operations on two-way, two-lane facilities when the entire roadway or entire lane is to be milled: