



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

March 7, 2023

Addendum No. 1

Contract No.: DA00542

WBS Element: 2023CPT.01.13.10211.1

*Milling, Resurfacing & Shoulder Reconstruction on Sections of US 17 Bypass and US 17 Bus.,
in Chowan County*

To Whom It May Concern:


Reference is made to the proposal and plans previously furnished for this project.

The following revisions have been made to the proposal and plans:

Plan Sheet No. 2 "Typical Section #1" has been revised to include a note clarifying the milling requirements in relation to the "Concrete Median Barrier". Please replace the original Plan Sheet No. 2 "Typical Section #1" with the attached revised Plan Sheet No. 2 "Typical Section #1".

Plan Sheet No. 3 "Typical Sections" has been revised to include a note detailing the signal loop installation requirements. "Typical Section #2" has been revised to include "Asphalt Concrete Surface Course" extending in the gutter pan of the typical section, except for the section of Map #4 from (SR1319 Oakum St. to End of Curb & Gutter – near railroad crossing). Please replace the original Plan Sheet No. 3 "Typical Sections" with the attached revised Plan Sheet No. 3 "Typical Sections".

Sincerely,

DocuSigned by:

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C. E. Slachta
Division Contract Engineer

Cc: C. W. Bridgers, Jr., PE
R. W. Midgett, PE
R. K. Sawyer, PE
W. B. Hobbs, PE
E. S. Sedlacek

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION ONE
113 AIRPORT DRIVE, SUITE 100
EDENTON, NC 27932

Telephone: (252) 482-1850
Fax: (252) 482-8722
Customer Service: 1-877-368-4968

Location:
113 AIRPORT DRIVE, SUITE 100
EDENTON, NC 27932

Website: www.ncdot.gov

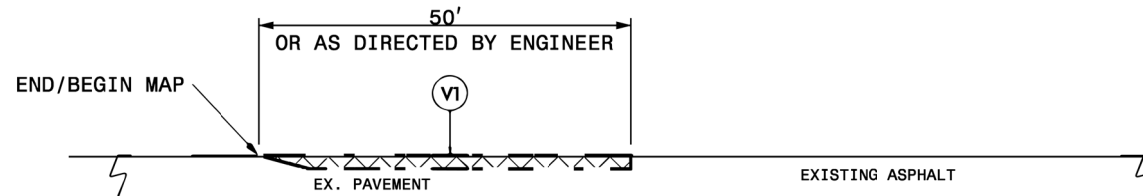
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 0.75" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
M	REPLACE EXISTING RUMBLE STRIPS
T	EARTH MATERIAL
U	EXISTING PAVEMENT.
V1	INCIDENTAL MILLING
V2	MILLING ASPHALT PAVEMENT 1½".

REVISED: 3/6/2023 spf

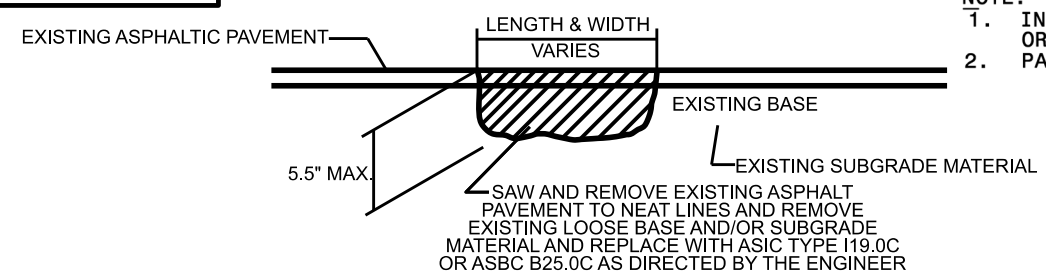
NOTES:

- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * EXISTING MILLED RUMBLE STRIPS TO BE MILLED & REPLACED
- * 1.5" MILLING AND 1.5" OF S9.5C TO BE APPLIED 32' WIDE OR THE FULL WIDTH OF THE ROADWAY
- * ACCELERATION & DECELERATION LANES ARE INCLUDED AS INCIDENTAL MILLING ALONG WITH OTHER IRREGULAR AREAS (SEE DETAIL "A")
- * OPEN GRADE ASPHALT FRICTION COURSE TO BE APPLIED TO TRAVEL LANES AND INCLUDES ACCELERATION & DECELERATION LANES
- * IN AREAS WITH MEDIAN CONCRETE BARRIER WALL, THE CONTRACTOR SHALL MILL AS CLOSE TO THE WALL AS POSSIBLE, NOT TO EXCEED 6" FROM WALL

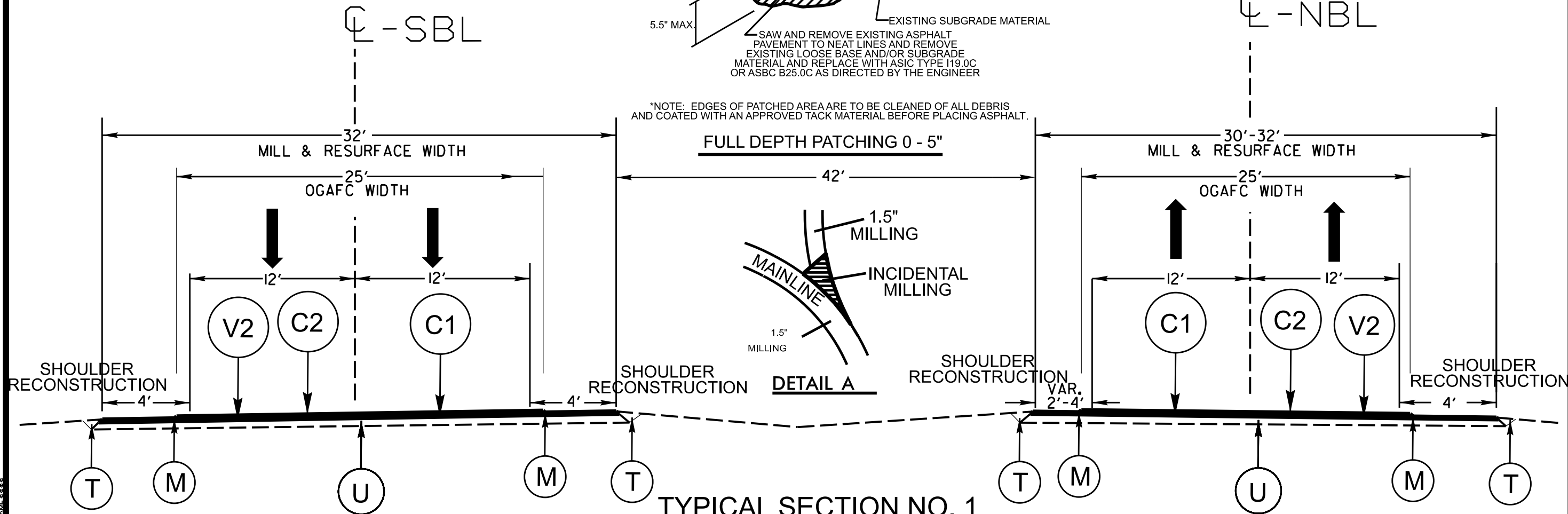


DETAIL 1
MAIN LINE MILLING

- NOTE:**
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.



TYPICAL SECTION NO. 1
USE WITH: MAPS 1 & 2

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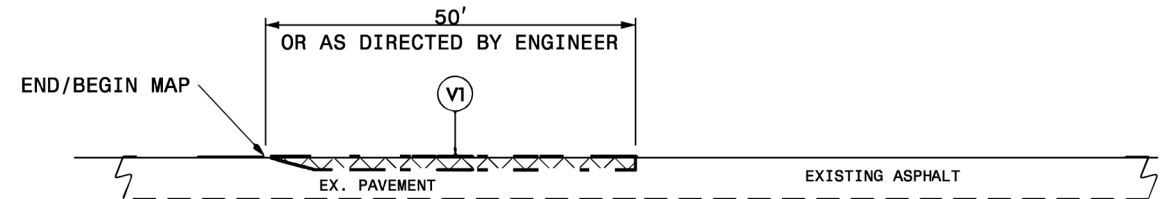
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REVISED: 3/6/2023 spf

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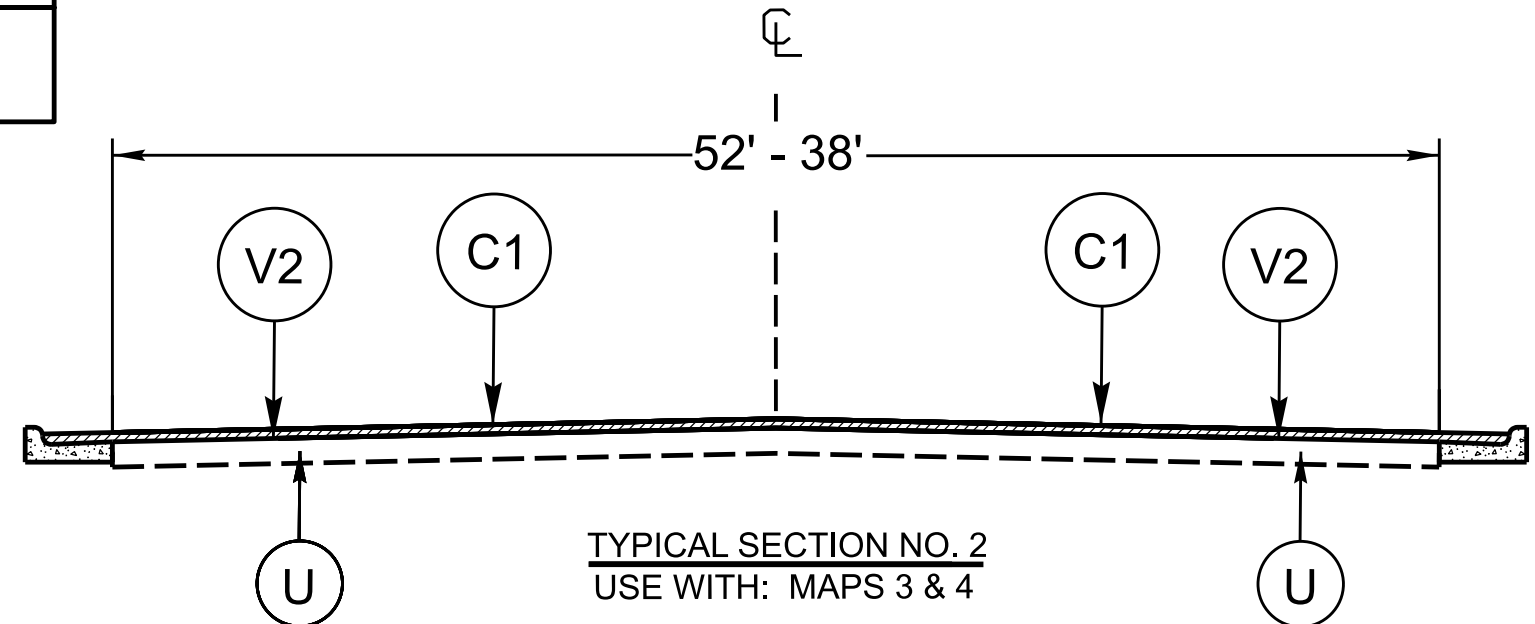
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- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * NO DIRECT PAYMENT WILL BE MADE FOR REMOVAL OF EXISTING CURB & GUTTER.
- * SIGNAL LOOPS TO BE INSTALLED PRIOR TO FINAL LIFT OF SURFACE COURSE, UNLESS MILLED AREAS ARE PAVED BACK IN THE SAME DAY



DETAIL 1

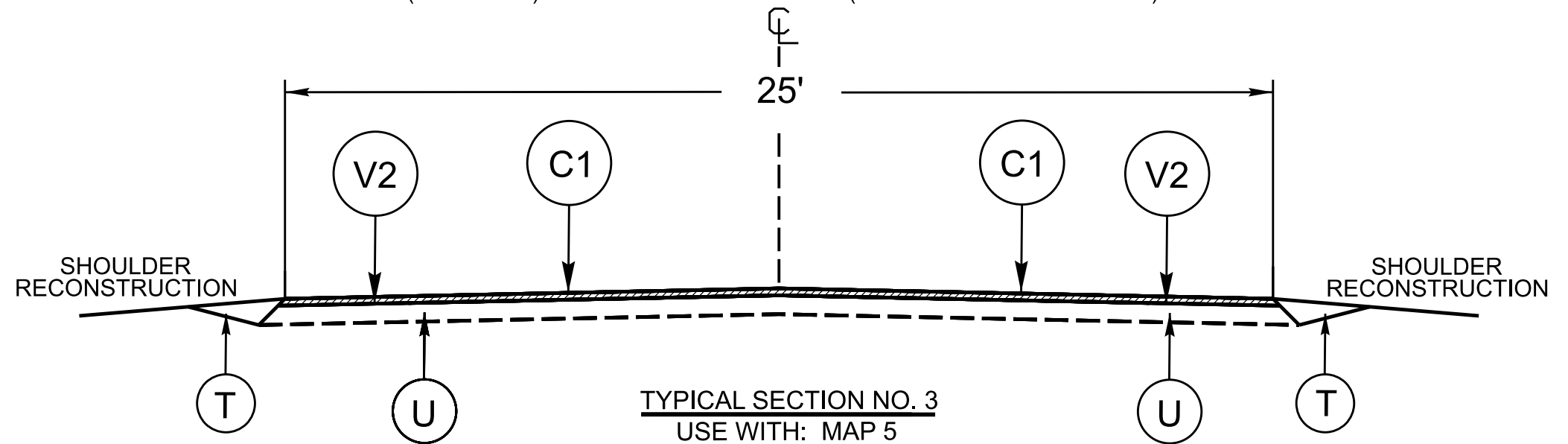
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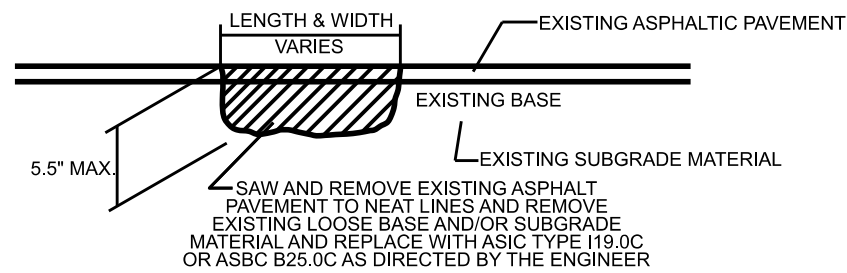


TYPICAL SECTION NO. 2
USE WITH: MAPS 3 & 4

* ASPHALT WILL NOT BE INSTALLED IN THE CURB & GUTTER ON MAP 4 FROM SR 1319 (OAKUM ST.) TO END OF CURB & GUTTER (NEAR RAILROAD CROSSING).



TYPICAL SECTION NO. 3
USE WITH: MAP 5



FULL DEPTH PATCHING 0 - 5"

*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

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