



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

NICHOLAS J. TENNYSON  
SECRETARY

April 27, 2016

**Addendum No. 1**

Contract No.: DA00299

WBS Element: 2016CPT.01.30.10082.1, ETC.

*Sealing Existing Pavement Cracks On Various Routes In Bertie, Hertford, Martin, & Northampton Counties*

To Whom It May Concern:

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

The following revision has been made to the proposal and plans:

Page No. 1 "Proposal Cover" has been revised to add a note eliminating the requirements for a general contractor's license. Please void existing Page No. 1 and replace with revised Page No. 1.

Page No. 26 "Sealing Existing Pavement Cracks" has been revised to include the language (**190 gallon capacity may be achieved using a maximum of two smaller kettles**). Please void existing Page No. 26 and replace with revised Page No. 26.

Page No. 42 / TC-5 "Temporary Traffic Control (TTC)" has been revised to make the traffic control requirements incidental to the various contract items. Please void existing Page No. 42 / TC-5 and replace with revised Page No. 42 / TC-5.

Please acknowledge receipt of Addendum #1 in the space provided on the Addendum Acknowledgement Form.

Sincerely,

DocuSigned by:  
  
99A5A272ED6A447...

W. B. Hobbs, PE  
Division Project Manager

WBH/ces  
Attachment

cc: A. W. Roper, PE  
C. S. Mebane, PE  
C. W. Bridgers, Jr., PE

REVISED 4/27/2016

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 1

**PROPOSAL**

**DATE AND TIME OF BID OPENING: MAY 4, 2016 AT 2:00 PM**

**CONTRACT ID: DA00299**

**WBS ELEMENT NO.: 2016CPT.01.30.10082.1, ETC.**

**COUNTIES: BERTIE, HERTFORD, MARTIN, & NORTHAMPTON**

**MILES: 48.53 MILES**

**LOCATION: VARIOUS PRIMARY AND SECONDARY ROUTES IN BERTIE,  
HERTFORD, MARTIN, AND NORTHAMPTON COUNTIES**

**TYPE OF WORK: SEALING EXISTING PAVEMENT CRACKS WITH TYPE 2 PS/AR  
HOT POURED RUBBER ASPHALT.**

**NOTICE:**

ALL BIDDERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE BIDDER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE BID IS \$30,000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. BIDDERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA. NOTWITHSTANDING THESE LIMITATIONS ON BIDDING, THE BIDDER WHO IS AWARDED ANY FEDERAL - AID FUNDED PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF BID OPENING.

**THIS IS A DIVISION LET PROJECT.**

**5% BID BOND OR BID DEPOSIT REQUIRED.**

**NC GENERAL CONTRACTORS LICENSE NOT REQUIRED**

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NAME OF BIDDER

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ADDRESS OF BIDDER

**ROADWAY SPECIAL PROVISIONS****REVISED 4/27/2016****SEALING EXISTING PAVEMENT CRACKS:**

(3-22-12)

657

SPD 6-400(REV)

**Description**

The work consists of sealing existing longitudinal and transverse pavement cracks with Sealant Type 2, PS/AR (hot-poured rubber asphalt) at locations as directed by the Engineer. The Contractor will not be required to seal the existing edge joints.

**Materials**

Use Sealant Type 2, PS/AR (hot-poured rubber asphalt) in accordance with Article 1028-2 of the *2012 Standard Specifications*.

**Construction Methods**

Install the sealant so that it forms a complete watertight bond with a high degree of elasticity, with maximum flexibility and longevity under extreme temperature ranges.

Use an HCA (hot compressed air) lance at all times to blast out any vegetation, dirt, dampness and loose materials from the cracks.

Use a concentrated hot air jet that is at least 3,000°F in temperature and that has an air jet force of not less than 3,000 feet per second of blasting.

Force open asphalt cracks, cleaned warm and dry, and make ready for the application of the preheated sealant for maximum crack sealability.

Preheat the sealant to correct temperature, using the air jacketed flow method to prevent the burning of the modified rubber in the sealant. Perform this by means of a trailer mounted 190 gallon safety tested crack sealant preheater melter kettle, with a horizontally mounted full sweep double paddle agitator, **(190 gallon capacity may be achieved using a maximum of two smaller kettles).**

Apply sealant in the prepared cracks at a temperature range of 370°F minimum and 420°F maximum, using the pressure screed shoe to completely fill the crack, leaving a sealed 2" overband. Excessive overbanding or waste of sealant materials will not be tolerated. Immediately squeegee the crack seal material to minimize the height of the overband.

Do not apply the PS/AR sealant when the surface temperature of the pavement is below 32°F.

Seal all cracks with a minimum of 1/8" depth of sealant installed.

**(C) Lane Closure Work Zone Signs**

Install any required lane closure signing needed during the life of the project in accordance with the Standard Drawing No. 1101.02, 1101.11 and 1110.02 of the *2012 Roadway Standard Drawings*. Any required portable signs for lane closures are compensated in the contract pay item for *Temporary Traffic Control*.

**5) Measurement and Payment:**

All temporary traffic control work, including, but not limited to installation and removal of portable signs, cones, drums, skinny drums, flaggers, AFAD's, changeable message boards, truck mounted attenuators, flashing arrow boards, and pilot vehicles will be incidental to the various pay items in the contract. This includes work zone advance or general warning signs. ~~Partial payments for *Temporary Traffic Control* will be made as follows: The cumulative total of the lump sum price for temporary traffic control will be equal to the percent complete (project) as calculated for each partial pay estimate. Additional flashing arrow boards and message boards beyond those shown in the contract, detail drawings or *Roadway Standard Drawings* required by the Engineer will be paid as extra work in accordance with Article 104-7 of the *Standard Specifications*.~~

~~The work of satisfactorily installing and removing work zone advance and/or general warning signs, including, but not limited to, furnishing, locating, installing, covering, uncovering and removing stationary signs will be measured for each required sign and paid at the contract price for *Work Zone Advance/General Warning Signing (SF)*. Payment for *Work Zone Advance/General Warning Signing* will be limited to a maximum of 90% of the total installed quantity. The remaining 10% will be paid once all signs have been removed.~~

~~The Lump Sum price for *Temporary Traffic Control* will include the work of four (4) flaggers per operation per map being utilized at the same time on any day. If a pilot vehicle is used for an operation, the Lump Sum Price for *Temporary Traffic Control* will include the work of five (5) flaggers. The operator of a pilot vehicle will be considered one of the five flaggers.~~

~~Any additional flagging beyond the "included" amount covered in the *Temporary Traffic Control* pay item will be considered supplemental flagging and compensated at a rate of \$20.00 per hour for each additional flagger as approved by the Engineer.~~

~~Payment will be made under:~~

<del>Pay Item</del>	<del>Pay Unit</del>
<del>Temporary Traffic Control</del>	<del>Lump Sum</del>
<del>Work Zone Advance/General Warning Signing</del>	<del>Square Foot</del>