



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

June 2, 2014

NOTICE TO PROSPECTIVE BIDDERS
ADDENDUM NO.1

CONTRACT ID: DG00201
WBS ELEMENT NO.: 45337.3.FR8
FEDERAL AID NO.: HSIP-0062(12)
COUNTY: CASWELL COUNTY
TIP NO.: W-5207H
MILES: 4.36
ROUTE NO.: NC 62 FROM, SR 1751(FITCH RD) TO SR 1745 (MOOREFIELD ROAD)

The provision entitled "Contract Time and Liquidated Damages" was left out of the contract. The Provision is attached to this letter. Please insert the provision, page 5a, into your proposal.

Plan sheets 1 and 2 were omitted from the plans posted to the web, they are attached for your use and information.

The bid date and time remain the same.

I am sorry for the inconvenience.

Best Regards,

A handwritten signature in black ink that reads "Carolyn T. Huskins".

Carolyn T. Huskins
Division Proposals Engineer

CTH/cth

ec: Plan Rooms

Prospective Bidders Posted to web

PROJECT SPECIAL PROVISIONS - GENERAL

CONTRACT TIME AND LIQUIDATED DAMAGES:

(7-1-95) (Rev. 12-18-07)

108

SP1 G10 A

The date of availability for this contract is **June 23, 2014**

The completion date for this contract is **September 19, 2014.**

Except where otherwise provided by the contract, observation periods required by the contract will not be a part of the work to be completed by the completion date and/or intermediate contract times stated in the contract. The acceptable completion of the observation periods that extend beyond the final completion date shall be a part of the work covered by the performance and payment bonds.

The liquidated damages for this contract are **Six Hunderd Dollars (\$600.00)** per calendar day.

10-JAN-2014 11:56 S:\DDC\2-Caswell\W-5207H_NC_62-FITCH_TO_MOOREFIELD_Roadway\Proj\W-5207H-Rdy-fsh.dgn JCreimkoski AT D7CADD271376 01/08/14

TIP PROJECT: W-5207H

CONTRACT:

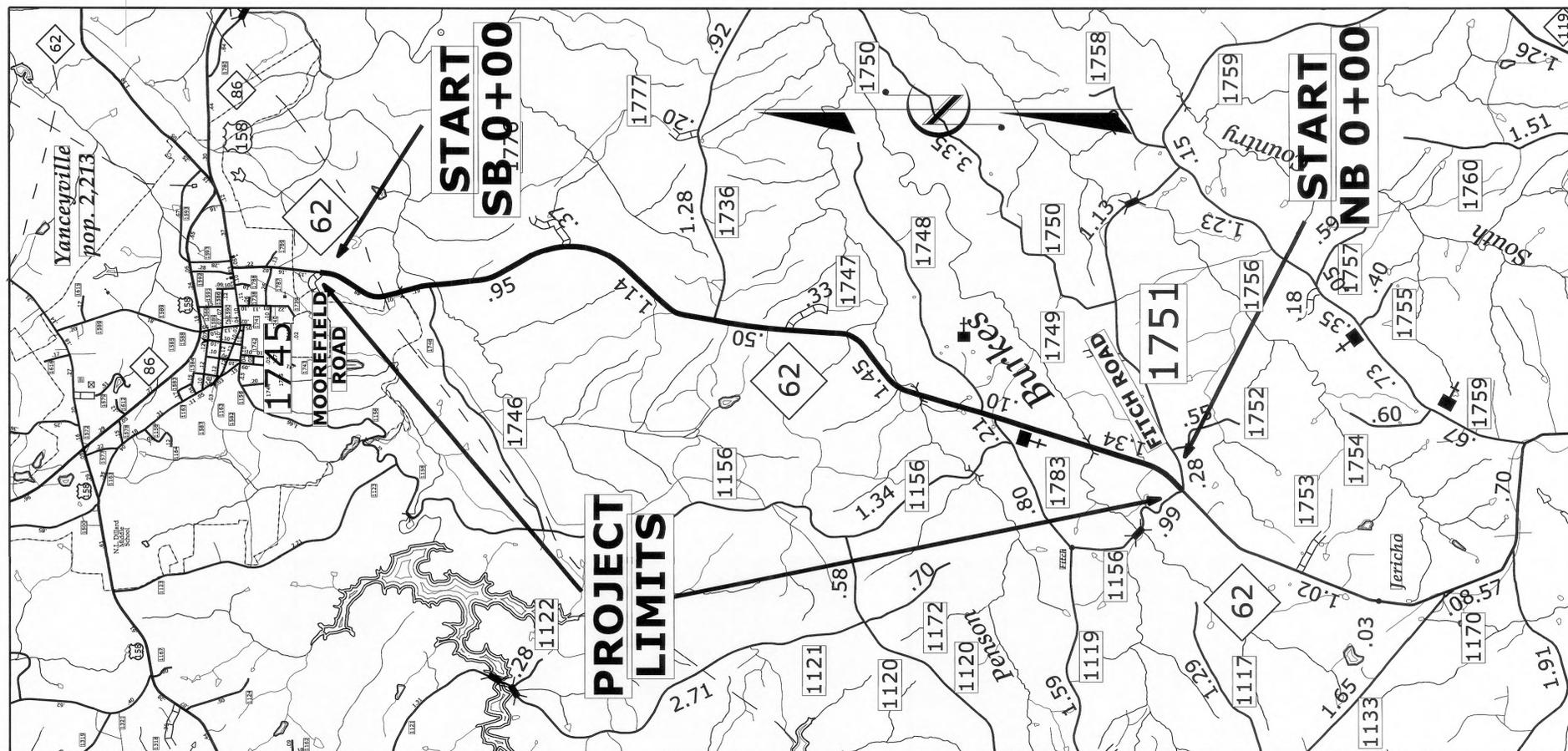
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CASWELL COUNTY

LOCATION: NC 62 FROM SR 1751 (FITCH RD)
TO SR 1745 (MOOREFIELD RD)

TYPE OF WORK: GUARDRAIL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5207H	1	2
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
45337.1.8	HSIP-0062 (12)	P.E.	
45337.3. FR8	HSIP-0062 (12)	CONST.	



GENERAL NOTES: 2012 SPECIFICATIONS
EFFECTIVE: 01-17-2012
REVISED: 07-30-2012

GUARDRAIL:
THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

EFF. 01-17-2012
REV. 10-30-2012

2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD. NO. TITLE
DIVISION 8 - INCIDENTALS
862.01 Guardrail Placement
862.02 Guardrail Installation

GRAPHIC SCALES

NOT TO SCALE

DESIGN DATA

ADT 2012 = 2,600
V = 60 MPH

FUNC CLASS = MAJOR COLLECTOR

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT W-5207H = 6.34 MILES

NOTE: NO SURVEY CONDUCTED.
STATIONS ARE APPROXIMATE.

Prepared in the Office of:
DIVISION OF HIGHWAYS

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: CHRIS SMITHERMAN, P.E.
PROJECT ENGINEER

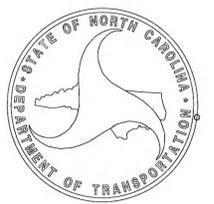
LETTING DATE: CHAD REIMAKOSKI
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

C.B. [Signature] 1/10/14
SEAL 030995
ENGINEER
CHAD REIMAKOSKI
P.E.



COMPUTED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____

DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA

NOTE: NO SURVEY CONDUCTED.
 STATIONS ARE APPROXIMATE.

PROJECT REFERENCE NO. SHEET NO.
 W-5207H 3-A

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL
 TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
 FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL
 W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL

GUARDRAIL SUMMARY

G = GATING IMPACT ATTENUATOR TYPE 350
 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

SURVEY LINE	APPROX. BEG. STA.	APPROX. END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS								IMPACT ATTENUATOR TYPE 350		SINGLE FACED CONCRETE BARRIER	REMOVE EXISTING GUARDRAIL	REMOVE & STOCKPILE EXISTING GUARDRAIL	REMARKS	
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GRAU 350	M-350	AT-1	CAT-1	VI MOD	BIC	G	NG					
STA 0+00 STARTS BACK OF RADIUS SOUTH OF SR 1751 INTERSECTION																													
NB 1	6+40	11+55	RIGHT	415					11'																				
NB 2	20+10	44+55	RIGHT	2345	50				12'																			SHOP CURVE AT TURN-OUT	
NB 1	50+30	54+70	RIGHT	340	50				12'																			SHOP CURVE AT DRIVEWAY	
NB 4	67+05	68+65	RIGHT	60					9'																				
NB 5	71+50	74+65	RIGHT	215	50				9'																			SHOP CURVE AT DRIVEWAY	
NB 6	83+35	85+85	RIGHT	150					10'																				
NB 7	92+05	94+20	RIGHT	115					11'																				
NB 8	97+20	101+35	RIGHT	315					11'																				
NB 9	104+05	119+75	RIGHT	1470					8'																				
NB 10	121+50	123+00	RIGHT	50	50				12'																			SHOP CURVE AT TURN-OUT	
NB 11	131+35	135+20	RIGHT	285					17'																				
NB 12	148+00	151+80	RIGHT	280					12'																				
NB 13	156+55	159+95	RIGHT	240					14'																				
NB 14	163+05	170+05	RIGHT	600					12'																				
NB 15	175+25	177+45	RIGHT	120					10'																				
NB 16	194+60	202+95	RIGHT	735					14'																				
NB 17	209+40	211+35	RIGHT	95					14'																				
NB 18	217+85	222+60	RIGHT	375					8'																				
NB 19	229+95	236+60	RIGHT	565					9'																				
NB 20	239+55	242+15	RIGHT	160	50				12'																				
NB 21	245+30	256+05	RIGHT	975					14'																			SHOP CURVE AT SR 1776	
NB 22	261+25	264+55	RIGHT	230					9'																				
NB 23	269+40	270+50	RIGHT	10	50				8'																			SHOP CURVE AT DRIVEWAY	
NB 24	280+70	283+00	RIGHT	130					12'																				
NB 25	291+35	300+95	RIGHT	860					4'																			TIE TO EXISTING GUARDRAIL	
NB 26	329+55	334+05	RIGHT	350					5'																				
SB STATION 0+00 STARTS AT NB STATION 335+00																													
SB 1	0+75	4+40	RIGHT	365					5'																				
SB 2	12+10	16+95	RIGHT	485					8'																				
SB 3	38+65	41+00	RIGHT	235					4'																				
SB 4	61+10	75+90	RIGHT	1480					11'																				
SB 4A	78+50	83+10	RIGHT	460					14'																				
SB 4B	86+90	88+35	RIGHT	145					9'																				
SB 5	98+85	102+05	RIGHT	320					10'																				
SB 6	113+20	117+30	RIGHT	410					11'																				
SB 7	122+25	125+65	RIGHT	340	50				12'																			SHOP CURVE AT DRIVEWAY	
SB 8	133+75	140+45	RIGHT	670					9'																				
SB 9	144+25	146+20	RIGHT	195	50				16'																			SHOP CURVE AT DRIVEWAY	
SB 10	154+70	156+80	RIGHT	210					10'																				
SB 11	157+90	161+00	RIGHT	310	50				9'																			SHOP CURVE AT DRIVEWAY	
SB 12	183+85	191+80	RIGHT	795					12'																				
SB 13	195+30	204+25	RIGHT	895					16'																				
SB 14	212+60	213+90	RIGHT	130	50				14'																			SHOP CURVE AT DRIVEWAY	
SB 15	215+60	219+90	RIGHT	430					12'																				
SB 16	225+50	231+20	RIGHT	570	50				10'																			SHOP CURVE AT DRIVEWAY	
SB 17	234+80	238+35	RIGHT	355	50				11'																			SHOP CURVE AT DRIVEWAY	
SB 18	240+40	242+80	RIGHT	240					12'																				
SB 19	249+60	251+80	RIGHT	220	50				12'																			SHOP CURVE AT DRIVEWAY	
SB 20	261+55	263+65	RIGHT	210					11'																				
SB 21	280+75	284+10	RIGHT	335					18'																				
SB 22	292+60	294+55	RIGHT	195	50				10'																			SHOP CURVE AT DRIVEWAY	
SB 23	296+55	305+50	RIGHT	895					14'																				
SB 24	324+15	330+30	RIGHT	615					11'																				