STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES. PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

May 11, 2009

Addendum No. 1
RE: Contract ID: C202289
WBS# 38687.3.ST1
F.A. # STM-040-2(142)106
Burke County (I-0910A, I-801A)
I-40 From MP 95.17 To MP119

May 19, 2009 Letting

To Whom It May Concern:

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

The following revisions have been made to the Proposal:

On Page No. 52, the project special provision entitled "Value Engineering Proposal For Ultra Thin Bonded Wearing Course" has been added. Please void Page No. 52 in your proposal and staple the revised Page No. 52 thereto.

On Page Nos. 63 and 64 the project special provision entitled "Concrete Deck Repair using Elastomeric Concrete" has been revised. Please void Page Nos. 63 and 64 in your proposal and staple the revised Page Nos. 63 and 64 thereto.

On Page No. 2 of the item sheets, by copy of this addendum, the following pay item is hereby revised: "30-8893000000-E-SP Concrete Deck Repair Using Elastomeric Concrete (Quantity = 330 SY)" is revised to be "30-8893000000-E-SP Concrete Deck Repair (Class I) Using Elastomeric Concrete (Quantity = 200 SY)". Also, on Page No.2 of the item sheets the following two new pay items are hereby added: "31-8893000000-E-SP Concrete Deck Repair (Class II) Using Elastomeric Concrete (Quantity = 115 SY)", and "32-8893000000-E-SP Concrete Deck Repair (Class III) Using Elastomeric Concrete (Quantity = 15 SY)". The Contractor's bid must include these new pay items. The contract will be prepared accordingly.

The Summary of Quantities in the sketch maps will not be changed to reflect this revision.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
CONTRACT STANDARDS AND DEVELOPMENT UNIT
1591 MAIL SERVICE CENTER
RALEIGH NC 27699-1591

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

WEBSITE: WWW.NCDOT.ORG

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

The Expedite File has been updated to reflect this revision. Please download the Expedite Addendum File and follow the instructions for applying the addendum. Bid Express will not accept your bid unless the addendum has been applied.

Sincerely,

R. A. Garris, PE
Contract Officer

RAG/jag
Attachments

cc: Mr. J.G Nance, PE
Mr. Ron Hancock, PE
Mr. J. J. Swain, Jr. PE
Ms. D. M. Barbour, PE
Mr. Art McMillan, PE
Mr. J.V. Barbour, PE
Mr. Mark Staley (2)
Project File (2)
Mr. Robert Memory
Mr. R. E. Davenport, Jr., PE
Mr. Ronnie Higgins
Mr. Larry Strickland
Ms. Marsha Sample
Ms. Norma Smith
Ms. Lori Strickland

GLASS BEADS:
(7-18-06) R10 R35

Revise the *2006 Standard Specifications* as follows:

Page 10-223, 1087-4(C) Gradation & Roundness

Replace the second sentence of the first paragraph with the following:

All Drop-On and Intermixed Glass Beads shall be tested in accordance with ASTM D1155.

Delete the last paragraph.

CHANGEABLE MESSAGE SIGNS
(11-21-06) R11 R11

Revise the *2006 Standard Specifications* as follows:

Page 11-9, Article 1120-3, Replace the 3rd sentence with the following:

Sign operator will adjust flash rate so that no more than two messages will be displayed and be legible to a driver when approaching the sign at the posted speed.

PAVEMENT MARKING LINES:
(11-21-06) (Rev. 9-18-07) R12 R01

Revise the *2006 Standard Specifications* as follows:

Page 12-2, 1205-3(D) Time Limitations for Replacement, add the following at the beginning of the chart:

Facility Type	Marking Type	Replacement Deadline
Full-control-of-access multi-lane roadway (4 or more total lanes) and ramps, including Interstates	All markings including symbols	By the end of each workday's operation if the lane is opened to traffic

Page 12-14, Subarticle 1205-10, Measurement and Payment, delete the first sentence of the first paragraph and replace with the following:

Pavement Marking Lines will be measured and paid for as the actual number of linear feet of pavement marking lines per application that has been satisfactorily placed and accepted by the Engineer.

VALUE ENGINEERING PROPOSAL FOR ULTRA THIN BONDED WEARING COURSE:
(5-19-09) SPI 1-17

The Department has specified the use of Ultra Thin Bonded Wearing Course for this project; however, the Department will accept Value Engineering proposals for a suitable alternate design. The Contractor will be responsible for all required modifications including but not limited to, bridge clearance, guardrails and shoulders associated with any redesign.

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CONCRETE DECK REPAIR USING ELASTOMERIC CONCRETE:

(4-23-09) SPI

Description

This work consists of concrete deck repair as designated by the Engineer. The Contractor shall begin work within 60 days of notification.

Materials

Elastomeric concrete is a mixture of a two-part polymer consisting of polyurethane and/or epoxy, and kiln-dried aggregate. Have the manufacturer supply it as a unit.

Use one of the following products:

Ceva Crete by Chase Construction Products, 401 New Karner Road, Albany, NY 12205.

E-Crete #57 by Chase Construction Products, 401 New Karner Road, Albany, NY 12205

Ply-Krete HS by Polyset, Company, P.O. Box 111, Mechanicville, NY 12118

Wabocrete Elastomeric Concrete by Watson Bowman Acme Corporation, 95 Pineview Drive, Amherst, NY 14120 716-691-7566

Or approved equal.

Construction Methods

All areas of concrete deck repairs shall be made with elastomeric concrete. The Engineer will determine the areas where Class I, Class II and Class III deck repair shall be performed. These areas shall be saw cut and material shall be applied according to the material specifications.

Do not place elastomeric concrete if the ambient air temperature is below 45°F (7°C). Prepare and apply a primer, as per manufacturer's recommendations, to all vertical concrete faces, all steel components to be in contact with elastomeric concrete, and to areas specified by the manufacturer. Align the angles with the joint opening.

Prepare, batch, and place the elastomeric concrete in accordance with the manufacturer's instructions. Place the elastomeric concrete while the primer is still tacky and within 2 hours after applying the primer. Properly consolidate the elastomeric concrete around the steel and anchors.

Tarps shall be utilized under the mixing areas, and the bridge deck joint shall be taped off to protect the bridge deck from spills during elastomeric concrete installation.

Class I Deck Repair: Remove all loose, unsound deck concrete to a depth of 1/2 inch (13 mm), remove and dispose concrete, and thoroughly clean the surface. In areas where reinforcing steel

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is located in the 1/2 inch (13 mm) depth to be scarified, use another method with the Engineer's approval.

Class II Deck Repair (Partial Depth): Remove by chipping with hand tools all loose, unsound and contaminated deck concrete and in areas where reinforcing steel is exposed, by scarifying to an average depth of approximately one-half the deck thickness, but no less than 3/4 inch (19 mm) below the top mat of steel. Dispose of the removed concrete, clean, repair or replace rusted or loose reinforcing steel, and thoroughly clean the newly exposed surface.

When chipping, be careful not to cut, stretch, or damage any exposed reinforcing steel.

In overhangs, removing concrete areas of less than 0.60 ft^2/ft (0.2 m^2/m) length of bridge without overhang support is permitted unless the Engineer directs otherwise. For concrete areas greater than 0.60 ft^2/ft (0.2 m^2/m) length of bridge, approval of the overhang support is required.

Refill areas where concrete was removed with elastomeric concrete.

Class III Deck Repair (Full Depth): Remove full depth all loose, unsound and contaminated deck concrete. Thoroughly clean the routed out area and dispose of concrete removed. Clean, repair, or replace reinforcing bars and fill the areas from which unsound concrete has been removed with elastomeric concrete up to the bottom of the proposed concrete overlay.

Clean or replace reinforcing bars and place elastomeric concrete.

For areas of less than 3 ft^2 (0.3 m^2), suspending forms from existing reinforcing steel using wire ties is permitted. For larger areas, support forms by blocking from the beam flanges.

Submit for approval detailed plans for Class III deck repair. Detail how waste and debris is kept from falling below. When Class III repairs adjacent to the rail are necessary, support the rail in a manner approved by the Engineer.

Measurement and Payment

Class I, Class II and Class III deck repair will be measured in square yards for the appropriate areas so prepared. The entire cost for concrete deck repair using elastomeric concrete including, but not limited to, materials, labor, maintenance, equipment, tools, and incidentals will be included in the unit price per square yard for *Concrete Deck Repair (Class ____) using Elastomeric Concrete.* Also the Contractor shall clean up built up material out from under the guardrail for 100' on the approach and trailing end of the bridge, as directed by the Engineer as part of the work of Concrete Deck Repair using Elastomeric Concrete.

Payments will be made under:

Pay Item	**Pay Unit**
Concrete Deck Repair (Class ____) using Elastomeric Concrete	Square Yard