



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

February 27, 2013

TO: Prospective Bidders

FROM: W. Jeff Turner, <sup>WJT</sup> Division Proposals Engineer

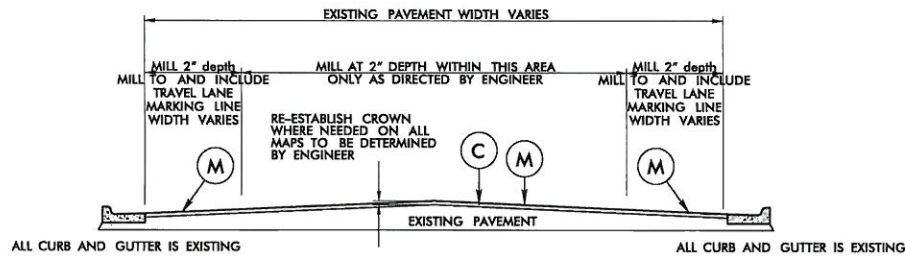
SUBJECT: Contract DI00027  
**Addendum #1** -  
Milling, Resurfacing and Pavement Markings on US 158 (Stratford Road)  
in Forsyth County.

This letter is to advise all prospective bidders of the following contract addendum.

- Sheet 2 of the contract plans: The pavement schedule will be 224 lbs. per sq. yd.
- Sheet 3 of the contract plans: The pavement schedule will be 224 lbs. per sq. yd.
- Sheet 4 of the contract plans: Construction Note #7 will read "All milled areas will be paved back within the same days operation or as directed by the Engineer".

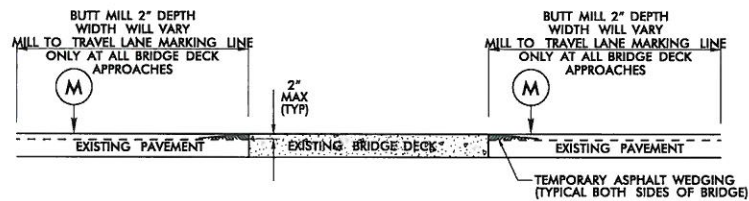
This addendum officially becomes part of the contract.

PROJECT REFERENCE NO.	SHEET NO.
9CR.10341.132	2

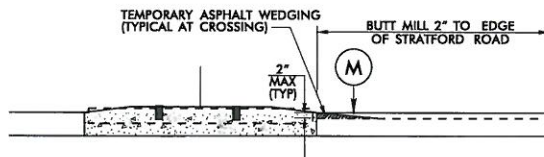


**TYPICAL SECTION NO. 1**  
**MAP NO 1 US 158 STRATFORD ROAD**

NOTE:  
2" DEPTH MILLING INCLUDES  
MILLING TO RADIUS POINTS AT Y-LINES,  
AND R/R CROSSINGS,  
EXCEPT AT THESE INTERSECTIONS:  
HANES MALL BLVD.,  
I-40 RAMP AND,  
SILAS CREEK PKWY. RAMP.  
MILL 2" DEPTH TO THE EXISTING  
PAVEMENT JOINTS AT THESE INTERSECTIONS.

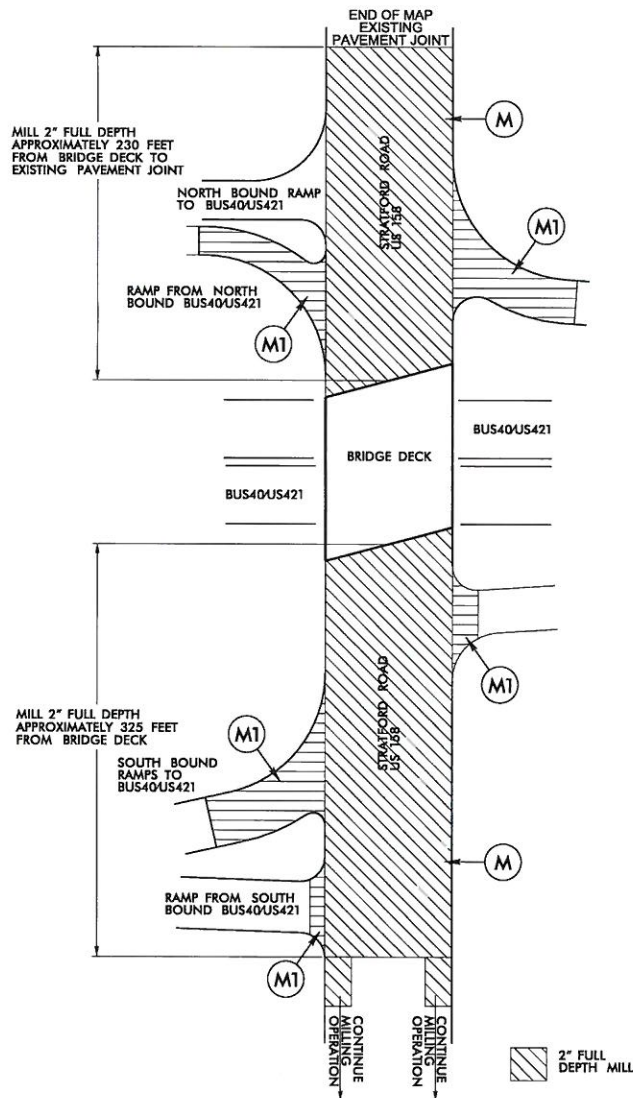


**MILLING - BRIDGE APPROACHES**  
(SEE BRIDGE DATA SHEET)

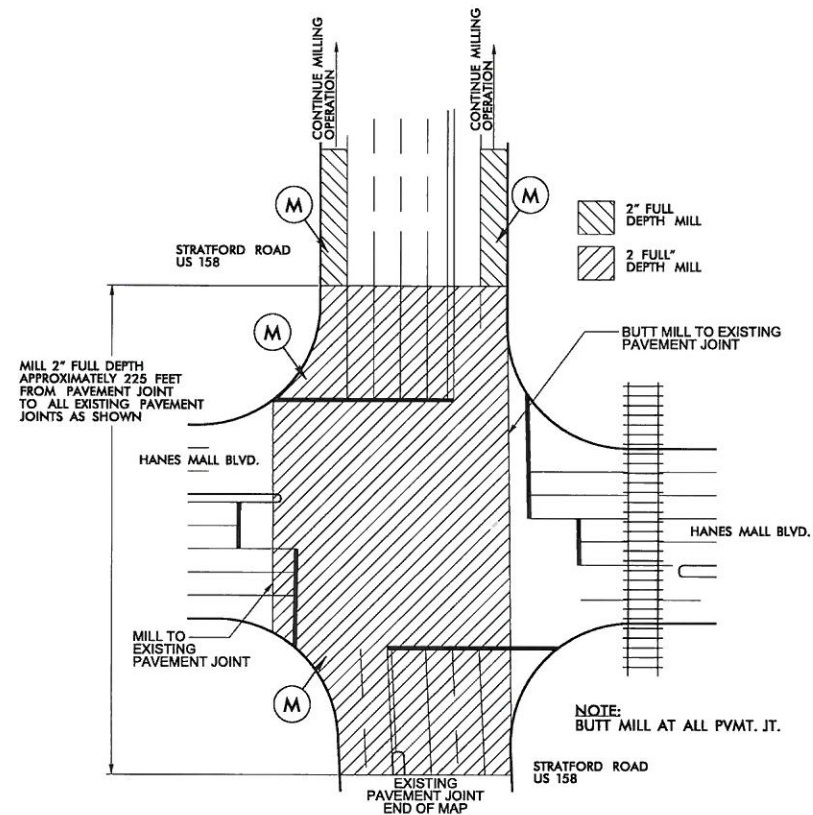


**MILLING - RAILROAD CROSSING APPROACHES**

PAVEMENT SCHEDULE	
C	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 2" DEPTH
M1	INCIDENTAL MILLING
U	EXISTING PAVEMENT

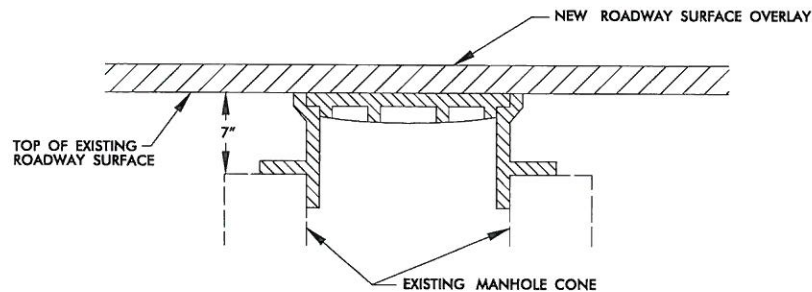
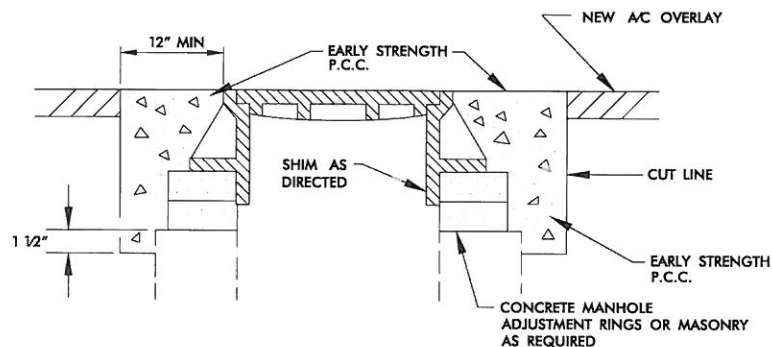


**MILLING DETAIL - STRATFORD ROAD US 158  
AT BUS40/US421 BRIDGE**



**MILLING DETAIL - STRATFORD ROAD US 158  
@HANES MALL BLVD.**

PAVEMENT SCHEDULE	
C	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 2" DEPTH
M1	INCIDENTAL MILLING
U	EXISTING PAVEMENT

**STEP 1****STEPS 2,3, & 4**

- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

**MANHOLE ADJUSTMENT DETAIL****CONSTRUCTION NOTES:**

- ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
- CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:
  - PHASE 1 - MILLING AND PATCHING (WHEN REQUIRED)
  - PHASE 2 - SURFACE OVERLAY
  - PHASE 3 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
  - PHASE 4 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.
- BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.
- TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).
- FOR TWO-LANE ROADWAYS - IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
- ALL MILLED AREAS WILL BE PAVED BACK WITHIN THE SAME DAYS OPERATION OR AS DIRECTED BY THE ENGINEER.
- REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION