



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

July 2, 2008

Addendum No. 5

RE: Contract ID: C201918
TIP Number: R-2606B
County: Randolph
Project Description: US 311 Bypass from north of Spencer Road (SR 1929) to US 220

July 25, 2008 Letting

To Whom It May Concern:

Reference is made to the Request for Proposal recently furnished to you on the above project. The following revisions have been made to the Request for Proposal:

The second page of the TABLE OF CONTENTS have been revised. Please void the second page of the TABLE OF CONTENTS and staple the revised second page of the TABLE OF CONTENTS thereto.

Page 150 of the STANDARD SPECIAL PROVISIONS – ASPHALT PAVER – FIXED AND MOBILE STRING LINE has been revised. Please void page 150 in your proposal and staple the revised page 150 thereto.

Sincerely,

R.A. Garris, P.E.
Contract Officer

cc: Mr. Ron Hancock, PE
Mr. John Olinger, PE

Ms. Teresa Bruton, PE
File

SCOPES OF WORK (GREEN SHEETS)

Roadway 60-65

Pavement Management 66-68

Structures 69-71

Railroad Coordination..... 72-74

Geotechnical Engineering 75-83

GeoEnvironmental 84-87

Hydraulics 88

Signing 89-92

Traffic Control and Pavement Markings 93-105

Utilities Coordination 106-110

Right of Way 111-113

Erosion and Sedimentation Control 114-119

On-Site Mitigation..... 120-127

Public Information 128-129

Environmental Permits 130-135

STANDARD SPECIAL PROVISIONS (YELLOW SHEETS)

Plant and Pest Quarantines 136

Shallow Undercut 136-137

Shoulder and Fill Slope Material 137

Flowable Fill..... 138

Reinforced Bridge Approach Fill 138-140

Aggregate Base Course 140-141

Preparation of Subgrade and Base..... 141

Asphalt Pavements - Superpave 141-149

****NOTE** Deleted Asphalt Paver – Fixed and Mobile String Line..... 150**

Asphalt Binder Content of Asphalt Plant Mixes 150

Final Surface Testing – Asphalt Pavements 150-154

Cable Guiderail..... 154

Impact Attenuator Units, Type 350 154-155

Fence..... 155

Street Signs and Markers and Route Markers 156

Steel U-Channel Posts 156

Shipping Signs 156

Aggregate Production 156-157

Concrete Brick and Block Production..... 157

Portland Cement Concrete (Alkali-Silica Reaction) 157-158

Glass Beads 158

Engineering Fabrics Table 1056-1 158

Paint Sampling and Testing 158-159

Portable Concrete Barrier 159

Temporary Shoring 159-166

Changeable Message Signs 166

Pavement Marking Lines..... 166-167

****NOTE** Deleted ASPHALT PAVER - FIXED AND MOBILE STRING LINE****ASPHALT BINDER CONTENT OF ASPHALT PLANT MIXES**

(10-6-05)

DB6 R15

The approximate asphalt binder content of the asphalt concrete plant mixtures used on this project will be as follows:

Asphalt Concrete Base Course	Type B 25.0_	4.3%
Asphalt Concrete Intermediate Course	Type I 19.0_	4.7%
Asphalt Concrete Surface Course	Type S 4.75_	7.0%
Asphalt Concrete Surface Course	Type SF 9.5_	6.5%
Asphalt Concrete Surface Course	Type S 9.5_	6.0%
Asphalt Concrete Surface Course	Type S 12.5_	5.5%

The actual asphalt binder content will be established during construction by Engineer within the limits established in the 2006 *Standard Specifications for Roads and Structures* or Project Special Provisions.

FINAL SURFACE TESTING - ASPHALT PAVEMENTS

(4/16/07)

DB6 R45

Perform acceptance testing of the longitudinal profile of the finished pavement surface in accordance with these provisions using a North Carolina Hearne Straightedge (Model No. 1). Furnish and operate the straightedge to determine and record the longitudinal profile of the pavement on a continuous graph. Final surface testing is an integral part of the paving operation and is subject to observation and inspection by the Engineer as deemed necessary.

Push the straightedge manually over the pavement at a speed not exceeding 2 miles per hour (3 kilometers per hour). For all lanes, take profiles in the right wheel path approximately 3 feet (1 m) from the right edge of pavement in the same direction as the paving operation, unless otherwise approved due to traffic control or safety considerations. Make one pass of the straightedge in each full width travel lane. The full lane width should be comparable in ride quality to the area evaluated with the Hearne Straightedge. If deviations exist at other locations across the lane width, utilize a 10-foot non-mobile straightedge or the Hearne Straightedge to evaluate which areas may require corrective action. Take profiles as soon as practical after the pavement has been rolled and compacted but in no event later than 24 hours following placement