



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

December 8, 2004

**Addendum No. 1**

RE: Contract ID: C201335  
WBS # 39547.3.1  
F. A. # IMS-277-1 (15) 3  
Mecklenburg County (I-4755)  
I-277 From I-77 To Independence Boulevard.

**December 21, 2004 Letting**

To Whom It May Concern:

Reference is made to the proposal form furnished to you on the above-mentioned project.

The following revision has been made to the proposal form:

On Page No. 29, a revision has been made to the "Flat and Elongated Ratio" in "Table 1-Coarse Aggregate-Properties" of the project special provision entitled "Ultra-Thin Bonded Wearing Course." Please void Page no. 29 in your proposal and staple the revised Page No. 29 thereto.

Sincerely,

A handwritten signature in black ink, appearing to read "R. A. Garris".

R. A. Garris, PE  
Contract Officer

RAG/jag/pa  
Attachments

cc: Mr. W. S. Varnedoe, PE  
Mr. S. D. DeWitt, PE  
Mr. E. C. Powell, PE  
Mr. B. G. Payne, PE  
Ms. D. M. Barbour, PE  
Mr. Art McMillan, PE  
Mr. J. V. Barbour, PE  
Mr. Mark Staley (2)  
Mr. Aydren Flowers  
Mr. R. E. Davenport, Jr., PE  
Ms. Marsha Byrd  
Ms. Taylor Mishoe  
Project File (2)

**COARSE AGGREGATE:**

Coarse aggregates used shall be from approved sources and shall meet the requirements of Table 1005-1 of the Standard Specifications, unless otherwise approved by the Engineer.

Coarse aggregates, such as crushed gravel, limestone, dolomite, sandstone, granite, chert, traprock, ore tailings, slag, or other similar materials, or blends of two or more of the above may be acceptable. When coarse aggregates for these mixes are from more than one source or of more than one type of material, they shall be proportioned and blended to provide a uniform mixture if approved by the Engineer. The coarse aggregates selected should be those typically used for high performance surfaces. Coarse aggregates should meet the skid resistance criteria as set forth by the Department or have a history of successful use in surface mixes for the intended traffic level.

Coarse aggregate material retained above the No. 4 sieve shall be from approved sources and shall meet the requirements listed in Table 1 below.

<b>Table 1 - Coarse Aggregate - Properties</b>		
<b>Tests</b>	<b>Method</b>	<b>Limit</b>
Los Angeles abrasion value, % loss	AASHTO T 96	35 max
Soundness, % loss	Magnesium Sulfate <u>or</u> Sodium Sulfate	18 max 12 max
Flat & Elongated Ratio, 5:1, + No. 4, %	ASTM D 4791	10 max
% Crushed, single face	ASTM D 5821	100 min
% Crushed, two or more mechanically crushed faces	ASTM D 5821	85 min
Micro-Deval, % loss	AASHTO TP 58-99	18 max

**FINE AGGREGATE:**

The fine aggregates will be part of the asphalt mastic. The fine aggregate passing the No. 4 sieve shall meet the requirements of Table 2.

<b>Table 2 - Fine Aggregate - Properties</b>		
<b>Tests</b>	<b>Method</b>	<b>Limit</b>
Sand Equivalent	AASHTO T 176	45 min
Methylene Blue (on materials passing No. 200)	AASHTO TP 57-99	10 max
Uncompacted Void Content	AASHTO T 304	40 min

**MINERAL FILLER:**

When needed, hydrated Lime, certain classes of fly ash, baghouse fines and Type 1 Portland cement are acceptable as mineral filler. Mineral filler shall conform to the requirements of AASHTO M 17.