



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

February 14, 2025

Addendum No. 1

RE: Contract # C204994

WBS # 49989.3.1

FEDERAL AID # 0074(247)

Columbus County (HI-0018)

US-74 (FUTURE I-74) FROM 0.11 MILES EAST OF US-701 BUSINESS TO
0.17 MILES WEST OF NC-214.

February 18, 2025 Letting

To Whom It May Concern:

Reference is made to the plans furnished to you on this project.

The following revisions have been made to the Roadway plans.

Sheet No.	Revision
2A-1	Notes in the center of plan sheet revised. Second note revised to show "Borrow Excavation" in lieu of "Shoulder Borrow". Wedging Detail revised.

Please void the above listed Sheet in your Plans and staple the revised Sheet thereto.

The contract will be prepared accordingly.

Sincerely,

Signed by:

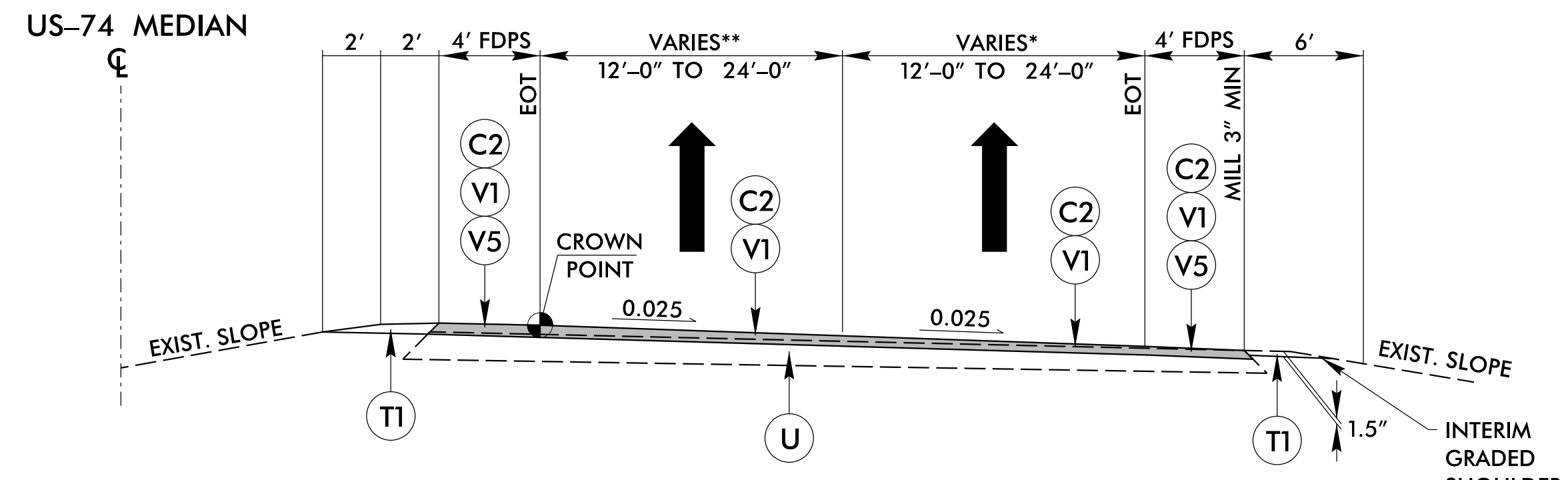
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Ronald E. Davenport, Jr., PE
State Contract Officer

RED/cms
Attachments

cc: Mr. Wiley W. Jones III, PE Mr. Forrest Dungan, PE
Mr. Wallace "Lee" Jernigan, Jr., PE Ms. Jaci Kincaid
Mr. Ken Kennedy, PE Mr. Jon Weathersbee, PE
Mr. Malcolm Bell Project File (2)

NOT TO SCALE

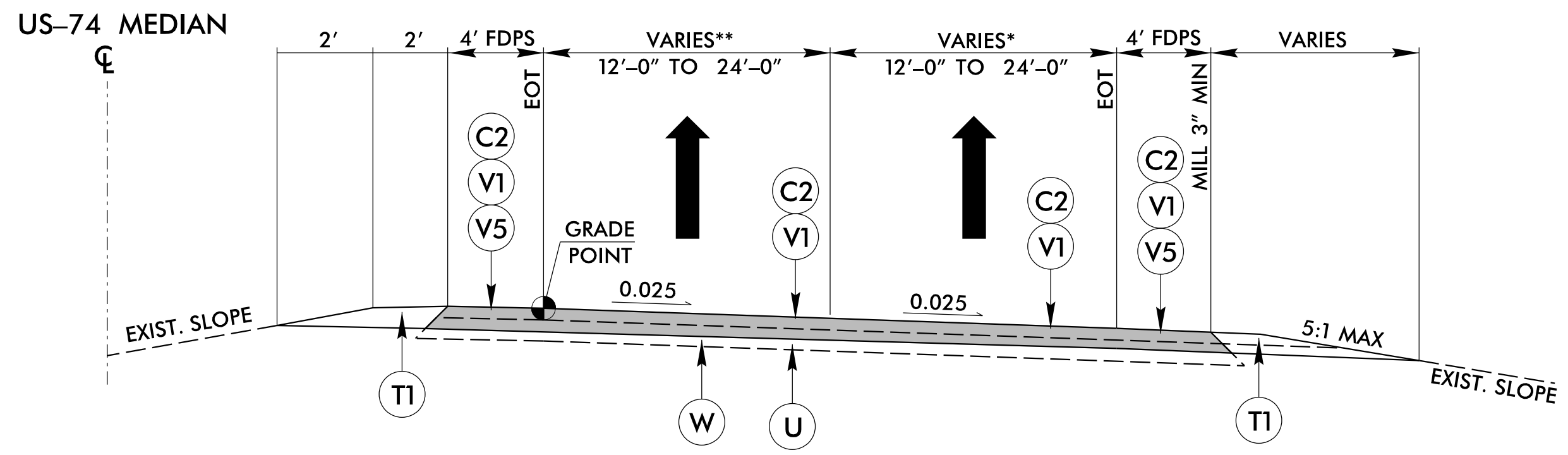


USE V1 (0" TO 3" MILLING) TO MILL A 0.025 SE GRADE

TYPICAL SECTION NO. 1

US-74 EB STA. 82+77.64 TO 170+45.16 (BEGIN BRIDGE)
US-74 EB STA. 172+85.11 (END BRIDGE) TO 209+76.20 (BEGIN BRIDGE)
US-74 EB STA. 212+00.00 (END BRIDGE) TO 604+00.00
US-74 EB STA. 715+00.00 TO 794+00.00
US-74 EB STA. 866+00.00 TO 1126+25.74

US-74 WB STA. 83+00.00 TO 170+70.34 (BEGIN BRIDGE)
US-74 WB STA. 173+07.96 (END BRIDGE) TO 210+43.19 (BEGIN BRIDGE)
US-74 WB STA. 212+63.14 (END BRIDGE) TO 604+13.65
US-74 WB STA. 715+24.83 TO 793+00.00
US-74 WB STA. 866+75.00 TO 1126+70.91
MAPS 1-2



USE V1 (0" TO 3" MILLING) TO MILL A 0.025 SE GRADE

TYPICAL SECTION NO. 2

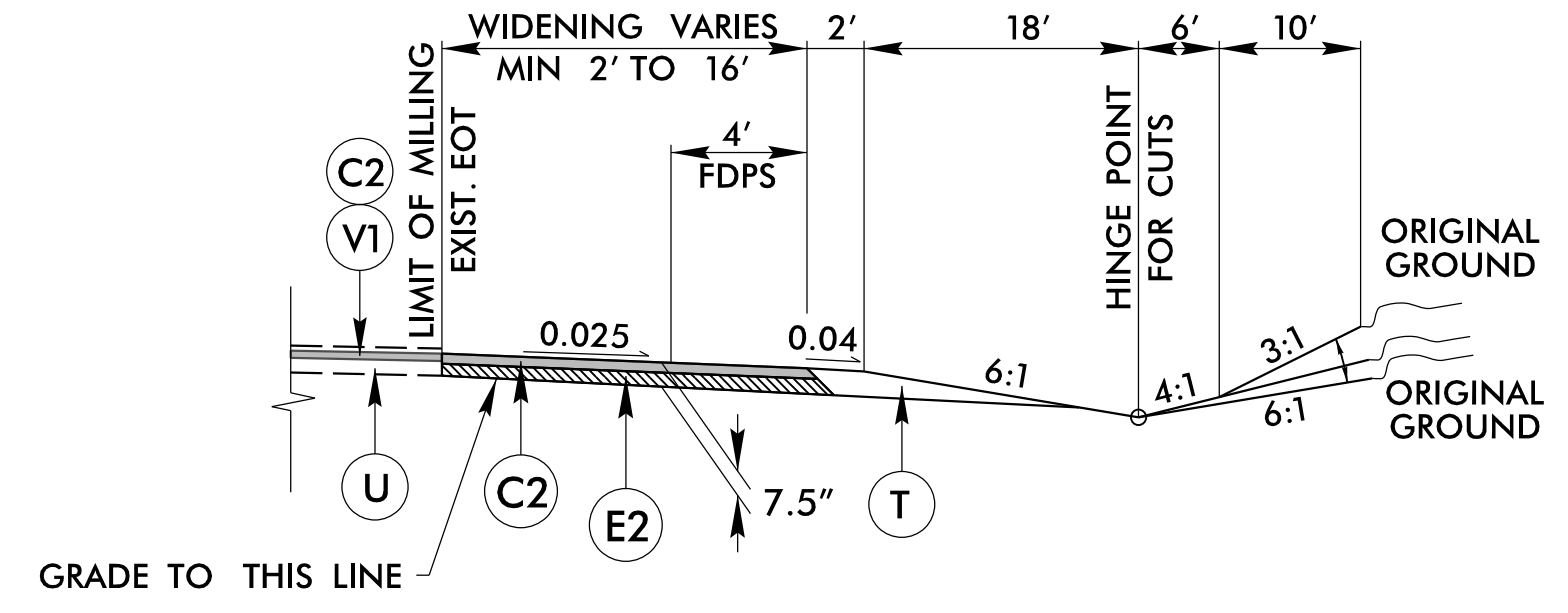
US-74 EB STA. 794+00.00 TO 798+27.59 (BEGIN BRIDGE)
US-74 EB STA. 799+41.73 (END BRIDGE) TO 803+02.70 (BEGIN BRIDGE)
US-74 EB STA. 805+18.65 (END BRIDGE) TO 841+36.58 (BEGIN BRIDGE)
US-74 EB STA. 842+75.64 (END BRIDGE) TO 866+00.00

US-74 WB STA. 793+00.00 TO 798+54.59 (BEGIN BRIDGE)
US-74 WB STA. 799+61.31 (END BRIDGE) TO 803+28.91 (BEGIN BRIDGE)
US-74 WB STA. 805+48.03 (END BRIDGE) TO 841+61.45 (BEGIN BRIDGE)
US-74 WB STA. 843+01.80 (END BRIDGE) TO 868+75.00
MAPS 1-2

- NOTES:
- IF MILLING EXCEEDS 3" THEN USE WEDGING DETAIL
 - IF PROPOSED SHOULDER DEPTH EXCEEDS 4" USE BORROW EXCAVATION IN LIEU OF ASB
 - PHASING SEQUENCE:
 - 3" MILLING, WEDGING, AND FIRST 1.5" LIFT FOR OUTSIDE LANE TO BE COMPLETED PRIOR TO BEGINNING THE INSIDE LANE 3" MILLING, WEDGING, AND FIRST 1.5" LIFT OF RESURFACING IN EACH PHASE
 - CONTRACTOR CANNOT ADVANCE NEXT PHASE OF LANE CLOSURE UNTIL BOTH INSIDE AND OUTSIDE LANES HAVE COMPLETED MILLING, WEDGING AND FIRST 1.5" LIFT OF RESURFACING
 - AFTER COMPLETING THE ENTIRE PROJECT 3" MILLING, WEDGING AND FIRST LIFT OF 1.5" RESURFACING, CONTRACTOR CAN COMPLETE FINAL 1.5" UNIFORM RESURFACING FOLLOWING TRAFFIC CONTROL PROJECT SPECIAL PROVISIONS
 - SHOULDERS MUST BE GRADED AFTER MILLING AT THE END OF EACH DAY OPERATION TO ELIMINATE PONDING
 - THE CONTRACTOR SHALL RECONSTRUCT INSIDE MEDIAN SHOULDERS AS NEEDED PRIOR TO REOPENING TO TRAFFIC
 - TRANSITION FROM THE 0" TO 3" MILL TO A STANDARD 3" MILL IN THE CURVES AND APPROACHING BRIDGES
 - SEE MILLING TRANSITION SUMMARY ON SHEET 3B-1
 - MATCH EXISTING CROSS SLOPE IN CURVES AND EXISTING INTERCHANGES. LOCATIONS TO BE VERIFIED BY ENGINEER IN FIELD
 - 3" MILL AND RESURFACE RAMP AT ALL INTERCHANGES UP TO THE GORE PAVING LIMITS
 - ALL PAVED AREAS OUTSIDE THE 4' PAVED SHOULDER AND GORE PAVING AREAS WILL BE MILLED 1.5" AND RESURFACED

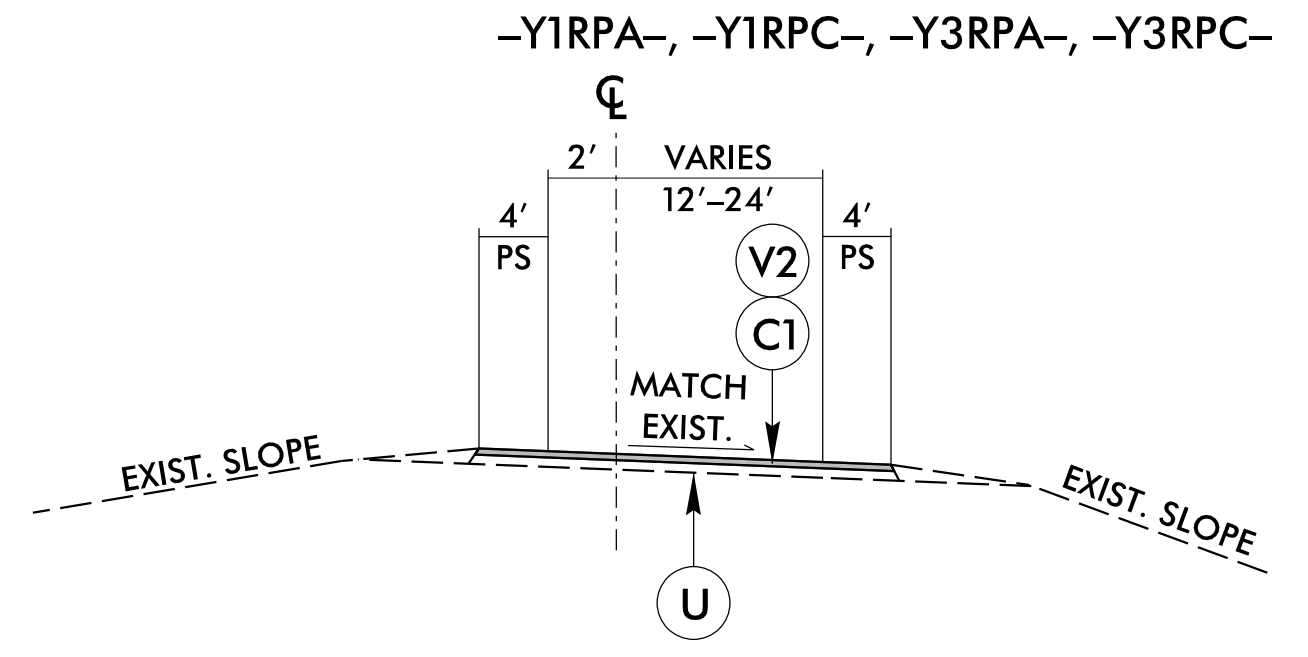
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD IN EACH OF TWO LAYERS
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT TO EXCEED 2.0" IN DEPTH
E1	PROP. APPROX. 4.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YARD
E2	PROP. APPROX. 4.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YARD
E3	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YARD
E4	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT GREATER THAN 5.5" IN DEPTH OR LESS THAN 3" IN DEPTH
T	EARTH MATERIAL
T1	SHOULDER RECONSTRUCTION USING AGGREGATE SHOULDER BORROW AS DIRECTED BY ENGINEER
U	EXISTING ASPHALT PAVEMENT
V1	0" TO 3" MILLED ASPHALT PAVEMENT
V2	1.5" MILLED ASPHALT PAVEMENT
V3	3" MILLED ASPHALT PAVEMENT
V4	4" MILLED ASPHALT PAVEMENT
V5	MILLED RUMBLE STRIPS
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL THIS SHEET)

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



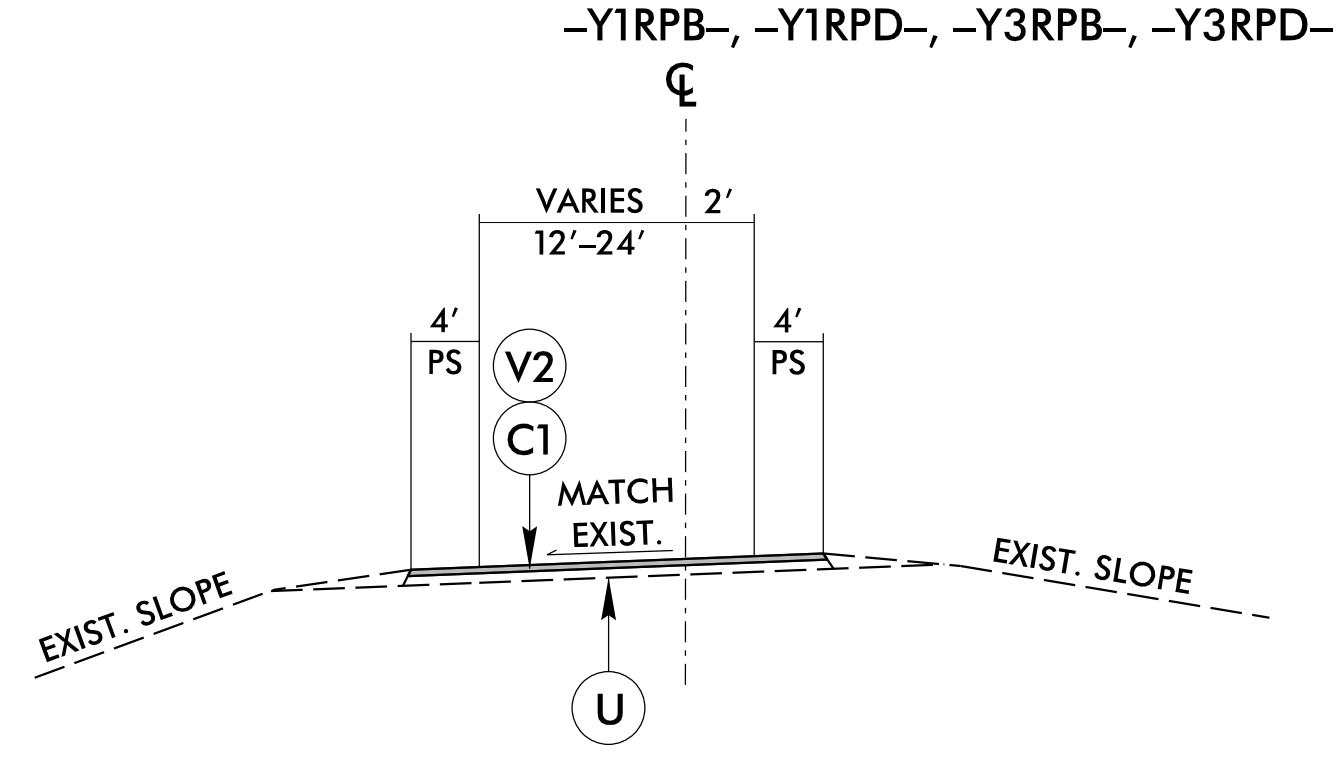
TYPICAL SECTION NO. 3

US-74 EB STA. 1011+41.49 TO 1018+58.62
US-74 WB STA. 1019+00.00 TO 1026+02.62



TYPICAL SECTION NO. 4

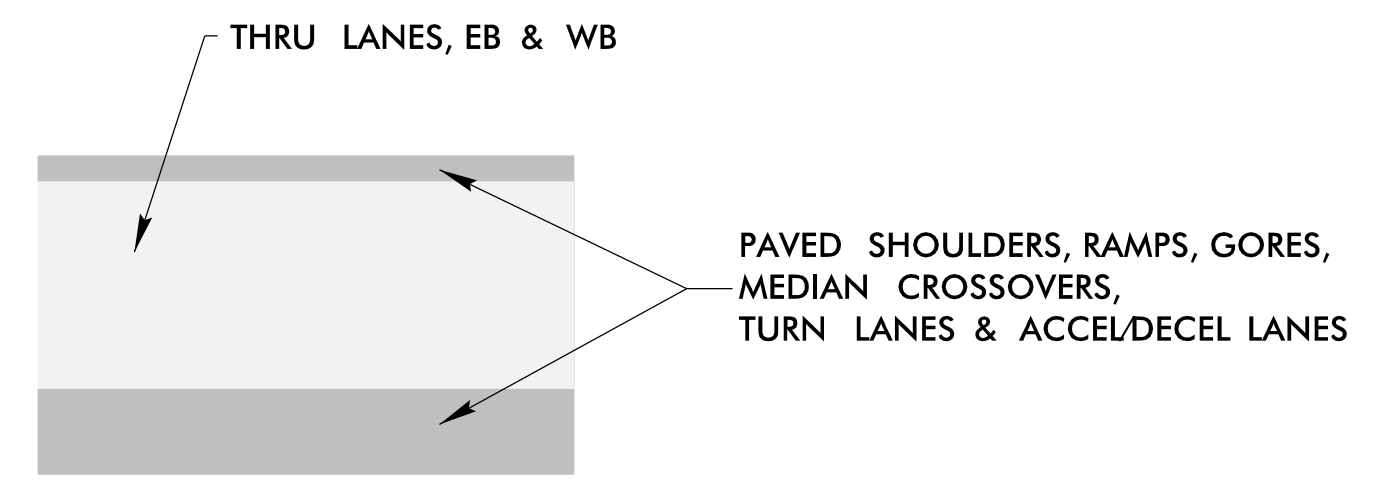
-Y1RPA- (RED HILL RD) STA. 14+72.00 TO 24+05.00
-Y1RPC- (RED HILL RD) STA. 15+03.00 TO 25+69.00
-Y3RPA- (GREEN SWAMP RD) STA. 15+55.00 TO 28+72.00
-Y3RPC- (GREEN SWAMP RD) STA. 15+76.00 TO 28+77.00



TYPICAL SECTION NO. 5

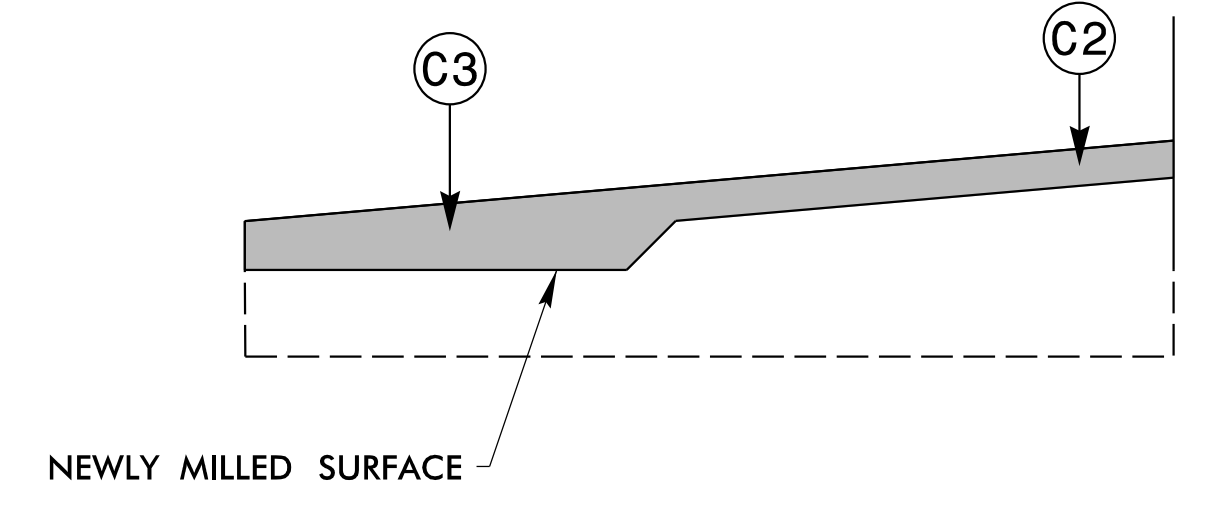
-Y1RPB- (RED HILL RD) STA. 16+79.00 TO 31+09.00
-Y1RPD- (RED HILL RD) STA. 17+84.00 TO 31+81.00
-Y3RPB- (GREEN SWAMP RD) STA. 16+77.00 TO 23+77.00
-Y3RPD- (GREEN SWAMP RD) STA. 17+23.00 TO 22+48.00

- NOTES:
- PAVEMENT REHABILITATION FOR RAMP ENTRANCE AND EXIT LANES WILL INCLUDE ADDITIONAL WIDTH FOR AREAS OF GORES. (SEE PLANS FOR LIMITS)
 - PAVEMENT REHABILITATION FOR MEDIAN CROSSOVERS AND LEFT TURN LANES WILL INCLUDE ADDITIONAL WIDTH. (SEE PLANS FOR LIMITS) LIMITS OF TYPICAL SECTIONS INDICATED ON THE PLANS ARE APPROXIMATE. TYPICAL SECTION LIMITS AND TRANSITIONS TO BE VERIFIED BY THE ENGINEER IN FIELD.
 - PAVE SHOULDERS FOR VEHICLE PULL-OFF AREA AS DIRECTED BY ENGINEER.
 - MILLED SECTIONS SHALL BE PAVED WITH WEDGING AND FIRST 1.5" RESURFACING LAYER IN THE SAME DAYS OPERATION TO NOT EXCEED MAXIMUM 2" DROP OFF.
 - LIMITS OF TYPICAL SECTIONS INDICATED ON THE PLANS ARE APPROXIMATE. TYPICAL SECTION LIMITS AND TRANSITIONS TO BE VERIFIED BY THE ENGINEER IN FIELD.
 - SURVEY EXISTING CURVE FROM APPROXIMATE STATION 93+00 TO 96+75 PROVIDE SURVEY TO NCDOT ENGINEER FOR DEPARTMENT/PEF REPRESENTATIVE TO COMPUTE RESURFACING PROFILE TO BE PROVIDED FOR YOUR USE PRIOR TO PAVING.
 - WITH RECOMMENDED RESURFACING GRADE PROVIDED, CONTRACTOR SHALL STAKE EVERY 50 FEET THROUGHOUT EACH CURVE FOR EACH LIFT.
 - ITEM SHALL BE PAID FOR UNDER CONSTRUCTION SURVEYING.
 - EXISTING CROSS-SECTIONS WERE DEVELOPED FOR WEDGING QUANTITIES FROM LIDAR ONLY AND ARE PROVIDED FOR INFORMATIONAL BIDDING PURPOSES ONLY.
 - FINAL QUANTITIES MAY VARY.



PAVEMENT REHABILITATION LIMITS LEGEND

SEE PLAN SHEETS



WEDGING DETAIL

8/17/99
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