



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

February 21, 2005

**Addendum No. 2**

RE: Contract ID: C201277  
TIP Number: I-4401  
Buncombe County  
Project Description: I-40 from West of SR 1224 (Monte Vista Road) to I-240 in Asheville

**April 14, 2005 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:

On page 45, the *PAVEMENT MANAGEMENT SCOPE OF WORK* has been revised. Please void Page No. 45 in your proposal and staple the revised Page No. 45 thereto.

Sincerely,

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

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

- c: Mr. Steve DeWitt, PE (w/)  
Mr. Steve Varnedoe, PE  
Mr. Ellis Powell, PE  
Ms. Deborah Barbour, PE  
Mr. Victor Barbour, PE (w/)  
Mr. Art McMillan, PE  
Mr. John Sullivan, PE  
Mr. Clarence Coleman, PE (w/)  
Mr. Jay Swain, PE  
Mr. Jay Bennett, PE  
Mr. Ricky Tipton, PE (w/3)  
Mr. Phillip Harris, PE  
Mr. Stephen Morgan, PE  
Mr. Carl Goode  
Mr. Steven Walker  
Mr. Rob Hanson, PE  
Mr. Charles Cox, PE  
Ms. Colista Freeman, PE  
Mr. Van Argabright, PE  
Mr. Shannon Sweitzer, PE (w/)  
Mr. David Harris, PE  
Mr. Drew Joyner, PE (w/)  
Ms. Beverly Williams  
Mr. Neil Avery (w/)  
Mr. Buddy Murr, PE  
Mr. Ron Hancock, PE  
Mr. Rodger Rochelle, PE (w/)  
Mr. Andy Gay, PE (w/)  
Mr. Ron Davenport, PE (w/)  
Mr. Scott Blevins, PE  
Mr. John M. Teague, PE  
Mr. Mitch Hendee, PE (w/)  
Mr. Chris Smitherman (w/)  
Mr. John Wadsworth, PE (w/)  
Mr. Shannon Lasater, PE (w/)  
Ms. Marsha Sample (w/)  
Technical Review Committee Members (w/)  
File (w/)
- Mr. Marshall Clawson, PE - Hydraulics (w/)  
Mr. Phillip Todd - Environmental Permits (w/)  
Mr. John Fargher, PE – Geotechnical (w/)  
Mr. Neal Strickland - Right-of-Way (w/)  
Mr. Barney Blackburn, PE - Eros.& Sed. Cont. (w/)  
Mr. Gary Lovering, PE –Roadway (w/)  
Mr. Lonnie Brooks, PE - Structures (w/)  
Mr. Jay Stancil - Lighting (w/)  
Mr. Joseph Ishak, PE - Traffic Control (w/)  
Mr. Richy Narron - Utility Coordination (w/)  
Mr. Tom Parker - Intelligent Trans. Systems (w/)  
Mr. Ayman Alqudwah, PE - Signing (w/)  
Mr. Tim Williams, PE - Signals (w/)  
Ms. Michelle Long, PE - Public Information (w/)  
Mr. David Hinnant - Railroad Coordination (w/)  
Dr. Clark Morrison, PE - Pavement Design (w/)  
Mr. Steve Kite, PE - Smart WorkZone (w/)  
Dr. Judith Corley-Lay, PhD., PE  
Mr. John Williamson  
Mr. Calvin Leggett, PE  
Mr. Njoroge Wainaina, PE  
Mr. Dave Henderson, PE  
Mr. Ron King, PE  
Mr. Greg Perfetti, PE  
Mr. Don Lee  
Mr. Greg Fuller, PE  
Dr. Greg Thorpe, Ph.D.  
Mr. Stuart Bourne, PE  
Mr. Aydren Flowers

**PAVEMENT MANAGEMENT UNIT SCOPE OF WORK**

**Section 1:** For the portion of the project from the West end of the project to a point approximately 150 feet east of SR 1224, and for the portion of the project from approximately Station 85+50 to the East end of the project, the pavement designs are as follows:

For widening, including the shoulder:

4.0" S12.5D  
4.0" I19.0D  
16.5" B25.0C.

Overlay the existing pavement with a minimum of 2.0" S12.5D. Wedge as necessary to provide the desired grade.

**Section 2:** For the portion of the project from a point approximately 150 feet east of SR 1224 (where the existing pavement changes from asphalt to asphalt over concrete) to Station 85+50, the pavement designs are as follows:

The existing travel lane pavement consists of approximately 3 inches of asphalt, 9 inches of concrete, and 6 inches of ABC. For the existing pavement, construct an unbonded overlay by milling off the existing asphalt and placing a 3-inch layer of B25.0B followed by a 14-inch layer of Jointed Concrete Pavement with Dowels.

For widening use:

14.0" Jointed Concrete Pavement with Dowels  
3.0" B25.0B  
1.5" S9.5B

This design may be constructed over the existing shoulders. The existing shoulders consist of approximately 11 inches of asphalt over 4 inches of drainage sand. Mill the existing shoulders as necessary to construct the full design given above and achieve the required grades. To provide continuous support across the full width of the new concrete pavement, the shoulders shall be widened where necessary. This widening shall consist of 4 inches of ABC to match the existing drainage sand, and a thickness of I19.0B to match the resulting thickness of the existing asphalt shoulder.

Where grade changes preclude the use of the unbonded overlay, remove the existing pavement structure (except as noted in Section 250 of *Standard Specifications for Roads and Structures*), and use the following design:

14.0" Jointed Concrete Pavement with Dowels  
3.0" B25.0B  
1.5" S9.5B