STATE OF NORTH CAROLINA
# DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

January 29, 2013

**Addendum No. 1**

Contract No.: C203239
WBS No.: 17BP.4.R.56
County: Wayne and Wilson
Project Descriptions: Express Design-Build Bridge Replacements

RE: Addendum No. 1 to Final RFP

**February 19, 2013**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated January 18, 2013 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 1 for your information. Please note that all revisions have been highlighted in gray and are as follows:

The first page of the *Table of Contents* has been revised. Please void the first page in your proposal and staple the revised first page thereto.

Page No. 42 of the *Roadway Scope of Work* has been revised. Please void Page No. 42 in your proposal and staple the revised Page No. 42 thereto.

Page No. 44 of the *Structures Scope of Work* has been revised. Please void Page No. 44 in your proposal and staple the revised Page No. 44 thereto.

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6900.

Sincerely,

R. A. Garris, PE
Contract Officer

RAG/kbc
Cc:

**MAILING ADDRESS:**
NC DEPARTMENT OF TRANSPORTATION
CONTRACT STANDARDS AND DEVELOPMENT UNIT
1591 MAIL SERVICE CENTER
RALEIGH NC 27699-1591

TELEPHONE: 919-707-6900
FAX: 919-250-4119
*WEBSITE:* WWW.NCDOT.GOV

**LOCATION:**
CENTURY CENTER COMPLEX
ENTRANCE B-3
1020 BIRCH RIDGE DRIVE
RALEIGH NC

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- Outside the guardrail limits on the subregional tier, for all approaches with paved shoulders, the Design-Build Team shall provide a minimum of 2'-0" of graded shoulder from the edge of the pavement to the shoulder point. For culvert approaches with no paved shoulder, the minimum offset from the proposed edge of the travel lane to the face of guardrail shall be four feet.

- The length of overlay, wedging, and new pavement at each bridge site shall extend a minimum 150 feet from each end of the proposed structures (fill face).

- The length of overlay, wedging, and new pavement at each culvert site shall extend a minimum 100 feet from the centerline of the proposed structure.

- The grade may be adjusted slightly as needed by the Design-Build Team to assist in the attainment of FEMA compliance or to assist in minimizing hydraulic spread (Reference the Hydraulic Scope of Work)

- The Design-Build Team may use asymmetric widening where appropriate to minimize impacts to utilities and/or natural systems.

- Unless noted otherwise herein, all guardrail shall be designed and placed in accordance with the January 2012 NCDOT *Standard Drawings* and / or approved details in lieu of standards. For sub regional bridges, the length of guardrail installed shall be based on the length provided in the NCDOT *Sub Regional Tier Design Guidelines for Bridge Projects* dated February 2008.

- At all culvert sites, the Design-Build Team shall design and install guardrail in accordance with the rigid obstacle warrant requirements in the NCDOT Roadway Design Manual.

- Bridge approach slabs are required at all bridge ends. The minimum bridge approach slab length shall be 12 feet for the sub regional tier sites and the length specified in the Structures Management Unit Manual for regional tier sites.

- The Department has met on-site with the agencies or obtained their comments at all bridge sites in this RFP. Any variations in the Design-Build Team's proposed design and / or construction methods that nullifies the decisions reached between the Department and the environmental agencies, and / or require additional coordination with the environmental agencies shall be the sole responsibility of the Design-Build Team. The Department will not allow any contract time extensions or additional compensation associated with any coordination or approval process resulting from design and / or construction modifications.

- A crest vertical curve high point is permitted on a bridge or approach slab provided the Design-Build Team can demonstrate that (1) the design directs water off the travel lanes in an effective manner and (2) providing a tangent grade on the structure would create significant additional roadway approach work. In no case shall a sag vertical curve low point be located on any bridge or approach slab. A sag vertical low point shall not be located on any culvert between the end walls.

- Reductions in design speeds in order to retain existing horizontal and vertical alignments will be allowed per the NCDOT *Sub Regional Tier Guidelines* dated February 2008; and

## STRUCTURES SCOPE OF WORK

**Project Details:**

The Design-Build Team will be responsible for all structures necessary to complete the project in accordance with the table provided herein. Reference the Project Special Provision entitled "Measurement and Payment" for a description of pay items and resolution of differences between the quantities and data provided herein and the final design prepared by the Design-Build Team and approved by the Department.

All bridge lengths stated herein are based on an assumed end bent cap depth of 2'-6". Provided all other contract requirements are met, the Design-Build Team may elect to shorten these lengths by using a 4'-0" end bent cap depth in accordance with Structures Management Unit Manual. If this option is exercised, adjustments in the pay quantity for Bridge Length will be made in accordance with the Measurement and Payment Project Special Provision. No additional payment for the deeper end bent cap will be made.

Bridge No. 970055 shall be a prestressed concrete girder with cast-in-place deck with a minimum of four girders per span. Bridge Nos. 950014, 970028, and 970093 shall be cored slab bridges. Bridge No. 970028 shall have a cast-in-place concrete overlay.

Bridge No. 970028 shall provide a benched area under the bridge on the north side for a future greenway trail. The existing vertical clearance from natural ground to the low chord on the existing bridge shall be maintained on the north side to accommodate the future greenway trail.

Except at Bridge No. 970028, provide 42" Concrete Barrier Rail per Structures Management Manual. Precast barriers will not be allowed. At Bridge No. 970028, provide a bicycle safe rail (Std. BMR3 and Std. BMR4).

All interior bent steel piles shall be galvanized in accordance with the Structures Management Unit Manual.

No precast concrete box culverts will be allowed.

**Culvert Alternates**

A bridge cannot be substituted for any culvert listed in the table below.

The Reinforced Concrete Box Culverts identified in the table below may be substituted with Corrugated Aluminum Alloy Box Culvert with Aluminum Headwalls at the Design-Build Team's option and risk. Bottomless Corrugated Aluminum Alloy Box Culvert will not be permitted.

If the Design-Build Team elects to bid a Corrugated Aluminum Alloy Box Culvert, the Design-Build Team shall be solely responsible for all costs, including but not limited to, overruns, additional design, change in culvert size, and any additional right-of way, utility relocation, or mitigation costs that would not otherwise have been attributable to the RCBC option. In addition, bidding a Corrugated Aluminum Alloy Box Culvert does not relieve the Design-Build Team of any contract requirements including permitting agency requirements, hydraulic design requirements, and FEMA compliance requirements. In the event that the Corrugated Aluminum Alloy Box Culvert design is not ultimately accepted by the Department, the Design-Build Team