



PAT McCrory  
Governor

NICHOLAS J. TENNYSON  
Secretary

April 22, 2016

**Addendum No. 1**

Contract No.: C203855  
TIP No.: 17BP.11.R.119- Set 11A  
Counties: Caldwell and Wilkes  
Project Description: Four (4) Express Design-Build Bridge Replacement Projects in Division 11  
  
RE: Addendum No. 1 to Final RFP

**May 17, 2016 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated April 12, 2016 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:

Page No. 57 of the *Hydraulic Scope of Work* has been revised. Please void Page No. 57 in your proposal and staple the revised Page No. 57 thereto.

Page No. 66 of the *Traffic Engineering Scope of Work* has been revised. Please void Page No. 66 in your proposal and staple the revised Page No. 66 thereto.

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

Sincerely,

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

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

RAG:eaf

Attachment

cc: Mr. Rodger Rochelle, PE      Mr. Michael Pettyjohn, PE  
Ms. Virginia Mabry              File



<https://connect.ncdot.gov/resources/hydro/Pages/FEMA-Interagency-Design.aspx>

- The Design-Build Team shall prepare a new FEMA model and / or package and be responsible for all associated costs resulting from any construction variation from the approved CLOMR(s) and / or MOA(s).
- The Department will not provide FEMA models that are available on the North Carolina Flood Risk System (FRIS) website. The Department will provide FEMA models, if available, to the Shortlisted Design Build Teams that are not available on the FRIS website. The Department in no way warrants or implies that these models are complete, accurate, or sufficient. No additional compensation will be provided for additional modeling necessary to correct, re-create, or adjust the models provided. The Design-Build Team shall request the Hydraulics Engineer to verify that the FEMA model provided is the most updated per bridge site, prior to beginning hydraulic design work at each site.
- Prepare the associated Permit Drawings as described in the *Environmental Permits Scope of Work*. All work resulting from the hydraulics and Permit Drawing reviews shall be the responsibility of the Design-Build Team.
- Design all stormwater controls based upon the most current NCDOT *Stormwater Best Management Practices Toolbox*.
- 10 foot setbacks on both sides of Bridge Nos. 960072 and 960713 were waived in determining the bridge length.
- Design hydraulic spread cannot intrude into the travel lane.
- Use grated drop inlets with pipes in shoulder berm gutter. Concrete flumes shall be used only if there is inadequate depth for a drop inlet.
- Bent placement limitations shall adhere to the *Structures Scope of Work*. Any variance in bent locations from these limitations will require justification and approval from the Department.
- The Design-Build Team shall provide bank stabilization where the bank is disturbed for bent removal.
- No deck drains are allowed to be installed over water.
- The Design-Build Team may utilize a temporary pipe as a temporary detour structure at Bridge Nos. 130347, if adequate hydraulic conveyance can be accommodated. The Design-Build Team shall be responsible for designing the temporary pipes for a minimum of a five year storm event and obtaining environmental permits.

**TRAFFIC ENGINEERING SCOPE OF WORK**

**I. TRAFFIC MANAGEMENT PLANS**

**A. DESIGN PARAMETERS FOR ROAD CLOSURES**

1. The Design-Build Project consists of replacing a total of four (4) bridges located in Caldwell and Wilkes Counties. Bridge No. 130347 may be stage-constructed or utilization of an on-site detour. Bridge No, 960713 shall be placed on new alignment to the north (downstream) of existing. Bridge No. 960325 shall be constructed in stages. Bridge No. 960072 shall be constructed in place with an off-site detour as shown in the table below. Local access to all residences and businesses will be maintained between the closure points at all times during construction.

County	Structure No.	Route	Detour Route
Wilkes	960072	SR 1320	SR 1500 – SR 1372 – Business 421 – SR 1323 – SR 1322

2. Improvements to the above stated detour route will not be required. In the event the Design-Build Team proposes any deviations/improvements to the above stated detour route, it shall be the sole responsibility of the Design-Build Team to obtain approval from the NCDOT Division Engineer and perform all required environmental studies and obtain environmental permits for any proposed changes.
3. Design and prepare the Temporary Traffic Control Plan for each bridge site. Development of the Traffic Control Plan should proceed as follows:
  - a) Submit a Traffic Control Plan to the Resident Engineer and the Transportation Program Management Director for review and acceptance. Construction may begin once the Traffic Control Plan has been sealed by the Design-Build Team and accepted by the Department.
  - b) The Traffic Control Plan shall include a detour detail, which includes detour signing (detour advance warning & trailblazing with road names), sign designs, and locations of traffic control devices; construction phasing/sequence, and project notes. Street names are required on detour signing. NCDOT’s *January 2012* Roadway Standard Drawings Section 1100 is for traffic control and will need to be incorporated into the plans for most work activities. The detour detail will incorporate NCDOT’s *January 2012* Roadway Standard Drawing 1101.03, sheet 1 of 9. Ensure the development of the Traffic Control Plan is in compliance with the North Carolina Department of Transportation Roadway Standard Drawings, NCDOT *January 2012 Standard Specifications for Roads and Structures*, the latest edition of the