



PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

November 7, 2016

Addendum No. 1

Contract No.: C203949
WBS No.: 38410.3.1 & 45619.3.1
Counties: Johnston and Wayne
Project Description: Eight (8) Express Design-Build Bridge Replacements in Division
4 Set B

RE: Addendum No. 1 to Final RFP

November 15, 2016 Letting

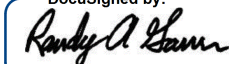
To Whom It May Concern:

Reference is made to the Final Request for Proposals dated October 18, 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. 51 of the *Roadway Scope of Work* has been revised. Please void Page No. 51 in your proposal and replace it with the revised Page No. 51.

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

Sincerely,

DocuSigned by:

A7079FC32A09478...
R.A. Garris, PE
State Contract Officer

RAG/jjl

cc: Mr. Rodger Rochelle, PE
Mr. Tim Little, PE
File

Ms. Virginia Mabry
Ms. Teresa Bruton, PE



- At Bridge No. 500145, the Design-Build Team shall provide a full 12-foot center turn lane across the bridge and approach slabs. On the southern approach, the Design-Build Team shall taper out the center turn lane symmetrically to a point 300 feet from the end of the bridge approach slab back to the two lane roadway section. On the northern side, the Design-Build shall continue the turn lane to the intersection and then taper out symmetrically to a point 150 feet north of the intersection back to the two lane roadway section.
- At Bridge No. 500145, the Design-Build Team shall tie SR 1556 (Government Road) to SR 1555 (Barber Mill Road) to the north side of the bridge using 12 foot travel lane widths with 4 foot paved shoulders, including 8:1 tapers, to the end of the construction limits.
- At Bridge No. 500145, the existing approaches shall be obliterated in accordance with Section 808 of the Standard Specifications, including removal of pavement, grading to restore drainage, match surrounding conditions and establishment of permanent vegetation. The Design-Build Team shall remove the embankment on the south side of Swift Creek a distance of 50 feet back from the existing bridge abutment, providing a proposed 3:1 slope to an elevation to match natural ground on the east side of the existing embankment. The existing concrete slope protection on the south side shall be removed to match the natural ground elevation on the east side of the embankment.
- A 0.025 cross slope shall be used in all normal crown sections.
- Unless otherwise noted herein, the length of overlay, wedging, and new pavement at each bridge site shall extend a minimum 300 feet total (excludes proposed bridge length). The Design-Build Team shall provide a grade for the project limits which provides the most desirable grade ties to existing within the project limits.
- At Bridge Nos. 5000243 and 950133, the paved shoulders shall extend to the end of guardrail and then taper at an 8:1 ratio to the proposed edge of pavement.
- At Bridge Nos. 500141 and 500145, the paved shoulders, including 8:1 taper, shall extend to the end of the construction limits.
- The Design-Build Team shall pave to the face of guardrail for its full length and taper at an 8:1 ratio to the proposed edge of pavement.
- 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.
- The vertical alignment may be adjusted 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*).
- Unless noted otherwise in the RFP, all guardrail should be designed and placed in accordance with the January 2012 NCDOT *Standard Drawings* and/or approved details in lieu of standards. Unless noted otherwise in the RFP, for subregional bridges, the length of