STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

June 14, 2017

Addendum No. 2

Contract No.: C204023
WBS #: 17BP.12.R.104
Counties: Cleveland and Lincoln Counties
Project Description: Seven (7) Express Design-Build Bridge Replacements in Div. 12

RE: Addendum No. 2 to Final RFP

June 20, 2017 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated May 26, 2017. We have since incorporated changes and have attached a copy of Addendum No. 2 for your information.

Please note that all revisions have been highlighted in gray and are as follows:

Page No. 59 of the *Geotechnical Scope of Work* has been revised. Please void Page No. 59 in your proposal and replace it with the revised Page No. 59.

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6930.

Sincerely,

DocuSigned by:
R.E.Davenport, Jr.
F81B6038A47A442...

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

RED:eaf

Cc: Mr. Mark Stafford, PE
Mr. Mike Holder, PE
Ms. Virginia Mabry
Ms. Teresa Bruton, PE
File

Mailing Address:
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1020 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

A. Structure Foundations

At Bridge No. 540140, provide bridge foundation elements consisting of drilled-in piles. Impact or vibratory installation of foundation elements or permanent or temporary casings shall not be allowed.

When the weathered rock or rock elevation is below the 100-year hydraulic scour elevation, the 100-year and 500-year design scour elevations are equal to the 100-year and 500-year hydraulic scour elevations from the structure survey report accepted by the NCDOT Hydraulics Unit. When the weathered rock or rock elevation is above the 100-year hydraulic scour elevation, the 100-year design scour elevation may be considered equal to the top of the weathered rock or rock elevation, whichever is higher, and the 500-year design scour elevation may be set two feet below the 100-year design scour elevation.

End bent slopes shall be 1.5:1 (H:V) or flatter with rip rap slope protection. Place end bent slope protection from the toe of slope to berm to protect the approach embankment from scour.

Analyze deep foundations and pile bents using either LPile or FB-Pier. Design vertical piles with a sufficient embedment in soil and/or rock to achieve "fixity".

Add steel pile points to all driven piles with an estimated embedded length of 20' or less.

B. **Roadway Foundation**

All proposed unreinforced fill and cut slopes shall be 2:1 (H:V) or flatter except bridge end bent slopes (see Section A – Structure Foundations). In areas where a sliver fill is required to tie the proposed grade into the existing ground, fill slopes may be steeper than 2:1 (H:V) provided the existing slopes are stable and erosion control measures are utilized on the sliver fill slopes. However, in no case shall a slope be steeper than 1.5:1. The Design-Build Team shall submit slope stability analysis verifying stability of any modified slopes, including details to control erosion of the slope. For all other proposed slopes steeper than 2:1 (H:V), the slopes shall be reinforced and detailed design calculations shall be submitted to the NCDOT Geotechnical Engineering Unit, via the Design-Build Unit, for review and acceptance.

Bridge approach fills shall be required for end bents on all bridges in accordance with NCDOT Standard Drawings and NCDOT design criteria. Standard Drawing 422.11 of the *NCDOT January 2012 Roadway Standard Drawings* shall be used.

C. Permanent Retaining Wall Structures

Design and construct permanent retaining walls, with the exception of gravity walls, in accordance with the applicable NCDOT Geotechnical Engineering Unit