



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

April 5, 2012

**Addendum No. 1**

Contract No.: C 202977  
TIP No.: 17BP.11.R.54  
Counties: Ashe, Avery, Caldwell, Watauga, Wilkes  
Project Description: Fifteen (15) Express Design-Build Bridge Replacements in Division 11 Set A  
RE: Addendum No. 1 to Final RFP

**April 17, 2012 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated March 15, 2012 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 staple the revised Page No. 51 thereto.

Page No. 54 of the *Structures Scope of Work* has been revised. Please void Page No. 54 in your proposal and staple the revised Page No. 54 thereto.

Page No. 91 of the *Utilities Scope of Work* has been revised. Please void Page No. 91 in your proposal and staple the revised Page No. 91 thereto.

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

Sincerely,

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

Attachments  
RAG/prw

cc: Mr. Victor Barbour, PE  
Mr. Rodger Rochelle, PE  
Ms. Teresa Bruton, PE

Mr. Mike Pettyjohn, PE  
Ms. Virginia Mabry

MAILING ADDRESS:  
NC Department Of Transportation  
Contract Standards and Development Unit  
1591 Mail Service Center  
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LOCATION:  
Century Center Complex  
entrance b-2  
1020 Birch Ridge Drive  
Raleigh NC

Wilkes	960167	SR 1746	110	35	9	none
Wilkes	960319	SR 1737	30	25	9	none
Wilkes	960363	SR 1575	230	25	9	none
Wilkes	960367	SR 1501	30	35	9	none
Wilkes	960442	SR 1501	30	35	9	none

- At a minimum, the Design-Build Team shall construct full depth pavement in all areas of pavement removal, widening or re-alignment. In no case shall the existing pavement width be narrowed.
- At all Bridge sites, excluding Bridge Nos. 040322, 050097, 050099, 130237, 960079, 960319, 960367 and 960442, the length of overlay and/or wedging at each bridge site shall extend a minimum 150 feet from each end of the proposed structures (fill face). At Bridge Nos. 040322, 050097, 050099, 130237, 960079, 960319, 960367 and 960442 the Design-Build Team shall pave a minimum of 25 feet from each end of the proposed structures (fill face). At Bridge No. 050029, the overlay shall also extend a minimum of 50 feet along SR 1321 as measured from the edge of the proposed SR 1324 pavement.
- At Bridge site 940006 with a paved shoulder, the Design-Build Team shall pave to the face of the guardrail for its full length, and then taper at an 8:1 to the proposed edge of pavement. At all bridges with no paved shoulders, the Design-Build Team shall provide an asphalt taper in accordance with Figure 1 of Section 6-6(J) of the Roadway Design Manual.
- The grade may be adjusted as needed by the Design-Build Team to assist in the attainment of FEMA compliance. (Reference the Hydraulic Scope of Work)
- Unless otherwise noted herein, the Design-Build Team may use asymmetrical widening about the existing bridge and roadway centerline where appropriate to minimize impacts to utilities and/or natural systems.
- The Design-Build Team shall replace Bridge No. 960442 so that the widening occurs to the upstream side.
- The Design-Build Team shall not impact the slope in front of the house in the northwest quadrant when replacing Bridge No. 040322 to avoid impact to.
- The Design-Build Team shall provide brown powder coated guardrail at Bridge No. 130237; color specifications shall be approved by the Engineer. The one-bar bridge metal rail shall be anodized and match the powder coated brown guardrail. All exposed miscellaneous bridge rail connection materials shall be painted to match the anodized rail with two coats of exterior acrylic paint. All staging will be included in proposed right of way or temporary construction easements.
- All guardrail shall be placed in accordance with the January 2012 NCDOT *Standard Drawings* and / or approved details in lieu of standards. The length of guardrail installed

**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 the G. R. Perfetti memorandum dated December 21, 2011. 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.

Due to the existing grade at these sites, Bridge Nos. 050096 and 050097 shall be girder bridges (minimum of four girders) with cast-in-place decks. All other bridges shall be cored slab or box beams with a bituminous concrete overlay. At Bridge Site No. 050029, the structure may be either cored slab/box beam or a girder bridge depending on the grade of the new alignment proposed by the Design-Build Team and subject to the grade limitations for the use of cored slab/box beam bridges stated herein.

Unless noted otherwise in the RFP, provide 42" Vertical Concrete Barrier Rail. Standards for a 42" TL-4 approved Vertical Concrete Barrier Rail will be available for use. An alternate 42" minimum height rail submittal will be considered provided it meets the AASHTO LRFD crash test criteria for the design speed at the site. The Design-Build Team shall use the NCDOT standard one-bar metal rail on Bridge No. 130237.

At Bridge No. 130237, the phone line shall be attached to the structure and the attachment shall be detailed on the outside face of concrete parapet. Attachment of the hardware may be either by concrete insert or adhesive anchor.

At Bridge Nos. 050097, 960319 at End Bent #2 (east end), and 960363, the Design-Build Team shall construct cast-in-place vertical abutments as the end bents. At Bridge Nos. 050029, 050096, and 130237, the Design-Build Team shall construct a vertical face using either a cast-in-place abutment, a deeper end bent cap supported on piles, or sheet piles. The vertical wall or sheeting shall be of sufficient depth to accommodate abutment scour.

The Design-Build Team shall be responsible for Tennessee Valley Authority review and approval as required by Section 26a of the Tennessee Valley Authority Act of 1933, as amended, for all bridge sites. The team shall act as agent on the TVA permit application and the Department will be the applicant. The team shall supply said approval to the Department prior to beginning work on any bridges. A copy of the executed TVA Section 26a Permit or waiver letter shall be forwarded to the Department. Watershed Team contacts may be found at the following website.

<http://www.ncdot.gov/doh/preconstruct/highway/structur/tva/m021110.pdf>

**Bridge Attachments**

No attachment of utilities to bridges will be allowed; except Structure No. 130237, the telephone line shall be attached to the new bridge Reference Structure Scope of Work.

**General**

The Design-Build Team shall not commence work at points where the highway construction operations are adjacent to utility facilities, until making arrangements with the utility company to protect against damage that might result in expense, loss, disruption of service or other undue inconvenience to the public or utility owner. The Design-Build Team shall be responsible for damage to the existing or relocated utilities resulting from the Team's operations. In the event of interruption of any utilities by the project construction, the Design-Build Team shall promptly notify the proper authority (Utility Company) and cooperate with the authority in the prompt restoration of service.

If total property acquisition is unavoidable due to encroachment into wells and / or septic systems, then the Design-Build Team shall investigate and determine if extending water and / or sewer lines to the affected property is cost effective. If the Department concurs with the determination that a utility extension is cost effective, the costs associated with the utility construction shall be addressed in accordance with Article 104-7 of the Standard Specifications.

The Design-Build Team shall accommodate utility adjustments, reconstruction, new installation and routine maintenance work that may be underway or take place during the progress of the contract.

The Design-Build Team shall make arrangements to relocate water, sewer or gas facilities in which the entities are covered under General Statute 136-27.1 or 136-27.2 and/or occupy a compensable interest.

The Design-Build Team shall be required to use the guidelines as set forth in the following:

- (A) *NCDOT Utility Manual - Policies & Procedures for Accommodating Utilities on Highway Rights of Way*
- (B) *Federal Aid Policy Guide - Subchapter G, Part 645, Subparts A & B*
- (C) *Federal Highway Administration's Program Guide, Utility Adjustments & Accommodations on Federal Aid Highway Projects*
- (D) *NCDOT Construction Manual Section 105-8*
- (E) *NCDOT Right of Way Manual - Chapter 16 Utility Relocations*
- (F) *NCDENR Public Water Supply - Rules governing public water supply*