



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 22, 2015

Addendum No. 5

Contract No.: C 203609
TIP No.: R-2250
County: Pitt
Project Description: Greenville Southwest Bypass from south of Old NC 11 to US 264

RE: Addendum No. 5 to Final RFP

May 5, 2015 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals with Addenda Nos. 1 – 4 dated April 20, 2015 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 5 for your information. Please note that all revisions have been highlighted in gray and are as follows:

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

Page No. 154 of the *Roadway Scope of Work* has been revised. Please void Page No. 154 in your proposal and staple the revised Page No. 154 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

Cc: Rodger Rochelle, PE

John Rouse, PE

Teresa Bruton, PE

File

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- Excluding two-lane and four-lane roadways crowned at the centerline of pavement, the Design-Build Team shall design and construct all -Y- Lines and service roads with a 0.025 cross slope in normal crown sections.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct all at-grade intersections with the lane configurations noted in the January 28, 2015 Congestion Management Report provided by the Department. Except that 1) the Design-Build Team will not be required to improve the NC 11 / Old Snow Hill Road intersection lane configuration and 2) at the NC 11 / NC 102 intersection, the Design-Build Team will not be required to design or construct the NC 102 westbound exclusive left turn or right turn lanes, as shown in the aforementioned Report. At all intersections impacted by the Design-Build Team's design and / or construction, excluding resurfacing, the Design-Build Team shall design and construct turn lanes that adhere to the greater of the following:
 - All turn lane lengths shall adhere to the NCDOT minimum turn lane lengths as defined in the NCDOT Roadway Design Manual (Reference Section 9-1, Figure 4).
 - All lengths for the turn lanes required by the January 28, 2015 Congestion Management Report, and as superseded in the March 16, 2015 Congestion Management Report – Addendum No. 1, provided by the Department shall adhere to the NCDOT Recommended Treatment for Turn Lanes. These lengths shall be determined by adding the storage length defined in the aforementioned Congestion Management Report and Addendum; the minimum deceleration length, as defined in the NCDOT Roadway Design Manual (Reference Section 9-1, Figure F-4A); and the approach / departure taper.
 - Right turn lanes / tapers shall be provided in accordance with the NCDOT Right Turn Lane Warrants, as defined in the Roadway Design Manual (Reference Section 9-1, Figure F-4C).
- For all intersection / interchange design modifications, the Design-Build Team shall provide a traffic analysis that adheres to the January 1, 2012 Congestion Management Capacity Analysis Guidelines for the Department's review and acceptance.
- At all intersections with restricted movements impacted by the Design-Build Team's design and/or construction methods, excluding resurfacing, the Design-Build Team shall provide 5-inch keyed-in concrete monolithic channelization islands.
- Within the interchange limits of all three-lane facilities, the Design-Build Team shall design and construct a minimum four foot wide 5-inch keyed-in concrete monolithic channelization island.
- The minimum width of all grass covered islands / medians shall be eight feet, measured face to face from the surrounding mountable concrete curb and gutter or from edge of pavement to edge of pavement, as appropriate. All grass covered islands shall be constructed with topsoil and appropriate cross slope and median drain with pipe to prevent groundwater and surface water infiltration into the subgrade and / or pavement structure. Prior to construction of the grass covered islands and / or median drain with pipe, the Design-Build Team shall submit to the Design-Build Unit, for review and acceptance, the proposed number of drains, drain locations with the typical section, topsoil specifications and construction details. Within