

# ADDENDUM NO. 1

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**TO:** Prospective Bidders  
**FROM:** Donna Johnson, Contract Administrator  
**DATE:** November 6, 2024  
**PROJECT:** I-277 Rail Trail Pedestrian Bridge  
 Project No.: PMES181572  
 Bid Number: 269-2025-056

The following items are being issued herein for modification and clarification to the Bid Requirements for the project referenced above.

## MODIFICATIONS TO PROJECT MANUAL

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The following sections have been revised by this addendum:

- 1) On Section 00 20 00 – Article 2: Bidder’s Representations (page 00 20 00-2), change the **2.2 Bidder Qualifications** as follows:

Any firm that wishes to bid as a prime contractor shall be prequalified with NCDOT as a Bidder ~~or PO Prime Contractor~~ prior to submitting a bid.

- 2) Under Section 00 40 00 “ITEMIZED BID” (page 00 40 00- 3), the following item has been *modified*:

Item #	Section #	Description	Qty	Unit	Unit Price (\$)	Amount Bid (\$) (Qty x Unit Price)
49	840	Masonry Drainage Structures	55 86	LF		

The Electronic Itemized Bid Form available on Bonfire website has been revised to reflect the above changes.

## QUESTIONS AND ANSWERS

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1. Is there a max or min opening for the "honey combs" of the cable railing ?

*Answer: Refer to LRFD Bridge Design Specifications for maximum openings of railings and meshes. Typically mesh suppliers offer smaller openings than required by code for architectural reasons.*

2. Note G States that the structure is to be completely erected before it is allowed to deflect under its own dead load. In other words, steel deck beam and arches must be connected via the required cables before being set on the abutments, correct?

Answer: The installation sequence considers one span of the bridge fully assembled before lifting in place to minimize work being performed over the roadway. For the second span the structure should be temporary supported/braced until all elements are assembled/connected.

The structure can be supported by the abutments during this process.

If the structure is not temporary supported during the assembly process and undergoes displacements during the erection, this needs be considered in the erection analysis and resulting force distribution within the bridge structure.

3. Is there a CAD file available?

Answer: The CAD file is available upon request by directly contacting Donna Johnson at [donna.johnson@charlottenc.gov](mailto:donna.johnson@charlottenc.gov)

4. Is active shoring required for the run of pipe from structure 8 to 8A and from 8A to EX?

Answer: Correct shoring will be required for most if not all of the pipe running parallel to I-277. Active shoring will be needed if the pipe installations is not completed during the ramp closure.

5. Other than the center bent, where is the temporary shoring required?

Answer: Shoring may be required near the CATs Bridge for storm structure installation.

6. It appears that the bid quantity for the vertical feet of drainage structure risers is understated.

Answer: Please refer to the drainage summary sheet and drainage profiles for the vertical feet of the drainage structures. Line item 49 shall be updated to 86 LF.

7. Can you provide a detail for the kneewall?

Answer: A detail of the knee wall can be seen on sheet 2B.

8. It appears that there is 165 lf of Single Face Barrier in front of Wall #2. Can you identify where the other 335 lf is?

Answer: Correct, 165 LF of single face barrier is in front of wall #2. The remaining 335 is to account for the barrier in the center of I-277.

**ACKNOWLEDGEMENT BY BIDDER:**

Please recognize receipt of this addendum in the acknowledgment addenda section on the ***Execution of BID*** page.

**END OF ADDENDUM NO. 1**

Item #	Section #	Description	Qty	Unit	Unit Price (\$)	Amount Bid (\$) (Qty x Unit Price)
23	SP-08	Demonstration Micropiles	2	EA		
24	SP-09	Bridge Approach Fill - (Fill Behind Abutment @ Sta. 10+66.25)	1	LS		
25	SP-09	Bridge Approach Fill - (Fill Behind Abutment @ Sta. 13+42.27)	1	LS		
26	SP-10	Reinforcing Steel	154400	LB		
27	SP-11	Bridge Hangers/Structural Cables	3100	LB		
28	SP-11	Bridge Hanger Connectors	2800	LB		
29	SP-12	Mockups	10	EA		
30	SP-13	Approx. 153,500 Lbs. Structural Steel	1	LS		
31	SP-16	Decorative Metal Handrail	1	LS		
32	SP-17	Safety Rail	668	LF		
33	SP-18	Metal Handrail	88	LF		
34	SP-19	Painting of Structural Steel (Aesthetic Paint)	1	LS		
35	442	Painting of Structural Steel (Safety Rail)	1	LS		
36	SP-20	Precast Concrete Bench	1	EA		
37	SP-21	Prefabricated Modular Retaining Wall	6100	SF		
38	453	Wall, Gravity Retaining	500	SF		
39	SPS-01	Temporary Shoring	1850	SF		
40	545	Incidental Stone Base	5070	TN		
41	610	Asphalt Concrete Base Course, Type B 25.0C	18	TN		
42	610	Asphalt Concrete Intermediate Course, Type I 19.0C	9	TN		
43	610	Asphalt Concrete Surface Course, Type S 9.5C	7	TN		
44	620	Asphalt Binder for Plant Mix	2	TN		
45	801	Construction Surveying	1	LS		
46	840	Masonry Drainage Structures	21	EA		
47	SP-22	Pedestrian Friendly Trench Drain	39	LF		
48	840	Manhole Frame and Cover, NCDOT Std 840.54	11	EA		
49	840	Masonry Drainage Structures	<b>86</b>	LF		