



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

January 9, 2014

**Addendum No. 1**

RE: Contract ID C203199

WBS # 34491.3.GVS3

NHS-0017(124)

**Brunswick County (R-2633BA)**

US-17 (Wilmington Bypass) From US-74/76 East Of Malmo To  
SR-1430 (Cedar Hill Road)

**January 21, 2014 Letting**

To Whom It May Concern:

Reference is made to the plans and proposal form furnished to you on this project.

The following revisions have been made to the Structure plans:

On Sheet Nos. S-171 and S-213 a note concerning "Silica Fume" has been added. Please void Sheet Nos. S-171 and S-213 in your proposal and staple the revised Sheet Nos. S-171 and S-213 thereto.

The following revisions have been made to the proposal form:

The Table of Contents has been revised to reflect the below noted special provision being added. Please void the Table of Contents in your proposal and staple the revised Table of Contents thereto.

On Page No. 31 the project special provision entitled "Note To Contractor" has been added. Please void Page No. 31 in your proposal and staple the revised Page No. 31 thereto.

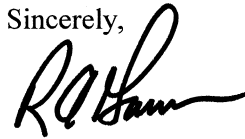
On the item sheets the following pay items have been revised, added or deleted:

<u>Item</u>	<u>Description</u>	<u>Old Quantity</u>	<u>New Quantity</u>
61-1000000000-E-462	6" Slope Protection	2,800 SY	350 SY
332-8175000000-E-420	Class AA Concrete (Bridge)	529.7 CY	705.3 CY
333-8182000000-E-420	Class A Concrete (Bridge)	2,161.5 CY	1985.9 CY
344-8224000000-E-425	Epoxy Coated Reinforcing Steel (Bridge)	30,038 LB	115,573 LB
346-8248000000-E-425	Epoxy Coated Reinforcing Steel (Culvert)	85,535 LB	<b>DELETED</b>

The Contractor's bid must be based on these revised pay item quantities. The contract will be prepared accordingly.

The Expedite File has been updated to reflect these revisions. Please download the Expedite Addendum File and follow the instructions for applying the addendum. Bid Express will not accept your bid unless the addendum has been applied.

Sincerely,



R. A. Garris, PE  
Contract Officer

RAG/jag

Attachments

cc:	Mr. Ron Hancock, PE	Mr. Ray Arnold, PE
	Ms. Karen Fussell, PE	Ms. Natalie Roskam, PE
	Ms. D. M. Barbour, PE	Ms. Penny Higgins
	Mr. J. V. Barbour, PE	Ms. Jaci Kincaid
	Mr. R.E. Davenport, PE	Mr. Ronnie Higgins
	Ms. Lori Strickland	Ms. Marsha Sample
	Project File (2)	

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The Engineer will perform independent turbidity tests on a random basis. These results will be maintained in a log within the project records. Records will include, at a minimum, turbidity test results, time, date and name of sampler. Should the Department's test results exceed those of the Contractor's test results, an immediate test shall be performed jointly with the results superseding the previous test results of both the Department and the Contractor.

The Contractor shall use the *NCDOT Turbidity Reduction Options for Borrow Pits Matrix*, available at [http://www.ncdot.gov/doh/operations/dp\\_chief\\_eng/roadside/fieldops/downloads/Files/TurbidityReductionOptionSheet.pdf](http://www.ncdot.gov/doh/operations/dp_chief_eng/roadside/fieldops/downloads/Files/TurbidityReductionOptionSheet.pdf) to plan, design, construct, and maintain BMPs to address water quality standards. Tier I Methods include stilling basins which are standard compensatory BMPs. Other Tier I methods are noncompensatory and shall be used when needed to meet the stream turbidity standards. Tier II Methods are also noncompensatory and are options that may be needed for protection of rare or unique resources or where special environmental conditions exist at the site which have led to additional requirements being placed in the DWQ's 401 Certifications and approval letters, Isolated Wetland Permits, Riparian Buffer Authorization or a DOT Reclamation Plan's Environmental Assessment for the specific site. Should the Contractor exhaust all Tier I Methods on a site exclusive of rare or unique resources or special environmental conditions, Tier II Methods may be required by regulators on a case by case basis per supplemental agreement.

The Contractor may use cation exchange capacity (CEC) values from proposed site borings to plan and develop the bid for the project. CEC values exceeding 15 milliequivalents per 100 grams of soil may indicate a high potential for turbidity and should be avoided when dewatering into surface water is proposed.

No additional compensation for monitoring borrow pit discharge will be paid.

**EMPLOYMENT:**

(11-15-11) (Rev. 1-17-12)

108, 102

SP1 G184

Revise the *2012 Standard Specifications* as follows:

**Page 1-20, Subarticle 102-15(O)**, delete and replace with the following:

**(O)** Failure to restrict a former Department employee as prohibited by Article 108-5.

**Page 1-65, Article 108-5 Character of Workmen, Methods, and Equipment, line 32**, delete all of line 32, the first sentence of the second paragraph and the first word of the second sentence of the second paragraph.

**STATE HIGHWAY ADMINISTRATOR TITLE CHANGE:**

(9-18-12)

SP1 G185

Revise the *2012 Standard Specifications* as follows:

Replace all references to "State Highway Administrator" with "Chief Engineer".

**NOTE TO CONTRACTOR:**

The Contractor's attention is directed to the note on Plan Sheet No. 11. If the Contractor elects to pursue a temporary at-grade railroad crossing, he will be required to obtain the crossing agreement directly from CSXT.