

NOTICE TO PROPOSERS

September 24, 2015

NOTICE TO PROPOSERS - Enclosed is Addendum #3 to the Request for Proposals (RFP) package for the I-77 Widening and Rehabilitation from MM 15 to 27, a Design Build Project. The information provided in this notice and the addendum shall be made part of the contract documents.

The **yellow** highlights identify the changes from the Industry Review RFP to the Final RFP. The **green** highlights identify the changes associated with Addendum #1. The **turquoise** highlights identify the changes associated with Addendum #2. The **teal** highlights identify the changes associated with Addendum #3.

This addendum is being issued in order to provide clarification and additional information for the project and includes the following documents:

- NOTICE TO PROPOSERS
- NOTICE OF RECEIPT
- Pages to be inserted into Request for Proposals
- Additional information provided in Attachment B

**NOTICE OF RECEIPT
ADDENDUM #3**

The information in this addendum shall be made part of the contract documents. PROPOSERS are instructed to incorporate the information into the previously provided RFP documents.

PROPOSERS are required to sign this document and enclose it with their Technical Proposal and/or Statement of Intent. Signed receipt of this document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated Addendum #1 into the contract documents.

Confirmation Statement:

I, the PROPOSER confirm that I have received this addendum package and have incorporated the information provided in the addendum into the contract documents.

PROPOSER's Signature

Date

Printed Name

For: _____
Design Build Team Name

The following pages should be inserted into previously provided copies of the RFP and the old page of the same number removed and disregarded. A summary of the pages included follows:

Exhibit 3– Scope of Work

- Pages 1 through 3

Exhibit 4b – Structures Design Criteria

- Page 5

The following item is included in Attachment B via the website:

Utilities

4. Utility_Coord_Info.zip

1. Project Summary

This Project consists of widening northbound and southbound I-77 in Richland County with one (1) additional lane in each direction beginning between SC 12 (Percival Road) and I-20 and terminating near the S-52 (Killian Road) interchange. The project also includes interstate rehabilitation along southbound I-77 from Percival Road to S-59 (Blythewood Road) and interstate rehabilitation along northbound I-77 from Percival Road to Killian Road. The pavement for the Project consists of both concrete and asphalt. The CONTRACTOR shall complete the work in accordance with the Agreement and all subsequent exhibits. ~~At the specified locations referenced to the existing I-77 plans provided in Attachment B, the Project includes, but is not limited to, the following general items that are further detailed in subsequent exhibits:~~ The following is a list of major construction items involved in the Project. This list is not intended to comprise all components of the Project nor is it intended to be a complete description of the criteria for each item required. For a full understanding of the scope of the Project and the criteria of the construction items needed for this Project, please review Exhibit 4.

I-77 Mainline Southbound from Station 1160+00 (approx. MM 14.9) to 1170+00 (approx. MM 15):

- extend/install new guardrail at locations that do not meet current standards
- Pave under all guardrail including mainline, ramps, auxiliary lanes, and collector/distributor roads within present I-77 right-of-way adjacent to paved shoulders

I-77 Mainline Northbound & Southbound from Station 1170+00 (approx. MM 15.0) to 1302+50 (approx. MM 17.5):

- Remove existing paved shoulders in median and add one (1) travel lane with paved shoulder toward the median in each direction
- Mill existing lanes and overlay with HMA and OGFC
- Overlay existing ramps with HMA
- Adjust existing ramp tapers, gores, and storage lanes
- Adjust and/or improve shoulders, side slopes, ditch banks and paved ditches and rehabilitate or reconstruct paved ditches within present right-of-way to ensure positive drainage
- Replace damaged and/or substandard guardrail and extend/install new guardrail and concrete bridge pier protection at locations that do not meet current standards
- Pave under all guardrail including mainline, ramps, auxiliary lanes, and collector/distributor roads, and local roads within present I-77 right-of-way adjacent to paved shoulders
- Install new median cable barrier
- Widen and repair existing I-77 mainline bridges
- Install milled-in rumble strips

EXHIBIT 3 – SCOPE OF WORK

- Install new and/or upgrade signing and pavement markings
- Repair, and/or replace, or increase capacity of stormwater drainage systems appurtenances
- Provide or improve clear zone, sight distance, and roadside safety Clearing and improving I-77 clear zone
- Re-install signal loop detectors that are damaged by construction along ramps
- Retain the existing vegetated buffer along the west side of southbound I-77 from approximate STA 1178+00 to 1183+00
- Cross Slope Verification/Correction

I-77 Mainline Northbound & Southbound from Station 1302+50 (approx. MM 17.5) to 1510+00 (approx. MM 21.5):

- Remove existing paved shoulders in median and add one (1) travel lane with paved shoulder towards the median in each direction
- Patch existing concrete lanes and/or paved shoulders in various locations
- Overlay existing concrete pavement with HMA and OGFC
- Overlay existing ramps with HMA
- Cross Slope Verification/Correction
- Adjust existing ramp tapers, gores, and storage lanes
- Adjust and/or improve shoulders, side slopes, ditch banks and paved ditches and rehabilitate or reconstruct paved ditches within present right-of-way to ensure positive drainage
- Replace damaged and/or substandard guardrail and extend/install new guardrail and concrete bridge pier protection at locations that do not meet current standards Install new guardrail
- Pave under all guardrail including mainline, ramps, auxiliary lanes, and collector/distributor roads, and local roads within present I-77 right-of-way adjacent to paved shoulders
- Install new median cable barrier
- Widen and repair existing I-77 mainline bridges
- Repair and/or replace control of access fencing
- Install new and/or reset existing signing and install new pavement markings
- Repair, and/or replace, or increase capacity of stormwater drainage systems appurtenances
- Provide or improve clear zone, sight distance, and roadside safety Clearing and improving I-77 clear zone
- Re-install signal loop detectors that are damaged by construction along ramps
- Install milled-in rumble strips

I-77 Mainline Southbound from Station 1510+00 (approx. MM 21.5) to 1801+15 (approx. MM 27.0):

EXHIBIT 3 – SCOPE OF WORK

- Patch existing concrete lanes and/or shoulders in various locations
- Overlay existing lanes with HMA and OGFC
- Overlay existing ramps with HMA
- Cross Slope Verification/Correction
- Adjust and/or improve shoulders, and side slopes, ditch banks and paved ditches and rehabilitate or reconstruct paved ditches
- Replace damaged and/or substandard guardrail and extend/install new guardrail and concrete bridge pier protection at locations that do not meet current standards
Install new guardrail
- Pave under all guardrail including mainline, ramps, auxiliary lanes, and collector/distributor roads, and local roads within present I-77 right-of-way adjacent to paved shoulders
- ~~Install new median cable barrier~~
- Repair existing I-77 mainline bridge deck
- Repair and/or replace control of access fencing
- Install new pavement markings
- ~~Where the work requires existing pipes to be extended, repair and/or replace storm drainage appurtenances~~
- Provide or improve clear zone, sight distance, and roadside safety Clearing and improving I-77 clear zone
- Re-install signal loop detectors that are damaged by construction along ramps
- Install milled-in rumble strips

The Project includes widening and rehabilitation of the following ten (10) bridges and approach/transitional slabs:

- I-77 Northbound and Southbound Overpasses over I-20 & I-20 Ramp (two (2) bridges)
- I-77 Northbound and Southbound Overpasses over I-77 Ramp E (File 40.835.6 in existing plans) (two (2) bridges)
- I-77 Northbound and Southbound Overpasses over Windsor Lake Boulevard (S-1196) (two (2) bridges)
- I-77 Northbound and Southbound Bridges over Windsor Lake (two (2) bridges) and replacement of one (1) approach slab
- I-77 Northbound and Southbound Overpasses over Little Jackson Creek/Edgewater Drive (S-1722) (two (2) bridges) and replacement of all transitional slabs

The Project includes repair/rehabilitation of the following bridge deck and replacement of transitional slabs:

- I-77 Southbound Overpass over US 21 (one (1) bridge)

located at more than 10 feet from the column. Such barrier shall be structurally and geometrically capable of surviving the crash test for Test Level 5, as specified in Section 13 of the AASHTO LRFD Bridge Design Specifications. Maintain a minimum of 6 inches from the edge of the column to the nearest edge of the pier protection. The pier protection shall be designed and detailed in a manner that will not obstruct drainage and will allow for easy maintenance of the area around/between barriers.

All new and existing bents ~~Bents~~ within the project limits that are not required to be protected by concrete barrier for pier protection ~~located a distance of 30 feet or greater from the edge of roadway,~~ but are within the clear zone, shall be protected in accordance with the requirements of Exhibit 4a.

2.1.14 Approach and Transitional Slabs

With the exception of the Overpasses over Little Jackson Creek/Edgewater Drive and the north end of the NBL Bridge over Windsor Lake, the approach slabs of the widened bridges shall also be widened to accommodate an additional 12-ft. inside lane, 12-ft. inside shoulder, and new barrier parapet. The approach roadway ends of the new approach slabs shall align with the approach roadway ends of the existing approach slabs. The widened approach slabs shall be constructed at grade (without an asphalt overlay). The new slabs shall be connected to the existing slabs by removing the existing approach slab concrete to a width sufficient to splice to existing steel or by connecting with adhesive anchors.

The Overpasses over Little Jackson Creek/Edgewater Drive and the SBL Overpass over US 21 do not contain traditional approach slabs. Instead, they have two transitional reinforced concrete slabs at each end of each bridge. The transitional slabs connect the bridges to the continuously reinforced concrete approach pavement. These existing transitional slabs shall be completely removed and replaced with new transitional slabs. The width of the new slabs shall match the total width of the ~~travel lanes~~ existing and new portland cement concrete approach pavement. For reinforcing steel size and slab thickness requirements, see the existing plans (File 40.973 & 40.973.3). Class 4000 concrete and ASTM A 706 Grade 60 reinforcing steel shall be used. The joints shall be sealed with a cold applied elastic filler. Fill under the slabs shall be thoroughly compacted in accordance with Section 208 of the Standard Specifications. Where required by staged construction, transverse reinforcing steel shall be lap spliced (Class B minimum) or mechanically connected.

At the north end of the NBL Bridge over Windsor Lake, the existing approach slab shall be removed in accordance with Section 202 of the Standard Specifications for Highway Construction and replaced with a new approach slab. The new approach slab shall be the same length as the