ADDENDUM NUMBER 1
INTERSTATE-10 WIDENING DESIGN-BUILD PROJECT
SCOPE OF SERVICES PACKAGE

<table>
<tr><th>SOSP Part</th><th>Section Number</th><th></th></tr>
<tr><td>Instructions to Proposers</td><td>Section 1.1.1 Anticipated Schedule</td><td>
Revise as follows:

1.5 PROPOSAL SCHEDULE

1.5.1 Anticipated Schedule

The following schedule is anticipated. The Louisiana Department of Transportation and Development reserves the right to alter these dates.
<table>
<tr><th>Schedule Event</th><th>Date</th></tr>
<tr><td>Date for one-on-one meetings re: ATCs and Technical Issues, if held (see Section 4.2)</td><td>September 17, 2009</td></tr>
<tr><td>Final date for receipt of Proposers’ ATCs</td><td><s>September 30, 2009</s>
October 14, 2009</td></tr>
<tr><td>Final date for receipt of Proposer questions</td><td><s>September 30, 2009</s>
October 14, 2009</td></tr>
<tr><td>Issue date for final Addendum and/or answers to Proposer questions and ATCs</td><td><s>October 9, 2009</s>
October 23, 2009</td></tr>
<tr><td>Proposal due date</td><td><s>October 30, 2009</s>
November 13, 2009</td></tr>
<tr><td>Proposer Presentations</td><td><s>November 2-6, 2009</s>
November 16 – 20, 2009</td></tr>
<tr><td>Public Opening of Price Proposals</td><td><s>December 7, 2009</s>
January 5, 2010</td></tr>
</table>
</td></tr>
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<tr><td></td><td></td><td>
<table>
<tr><td>Award</td><td><s>January 5, 2010</s>
January 12, 2010</td></tr>
<tr><td>Contract executed</td><td>January 22, 2010</td></tr>
<tr><td>Notice to Proceed</td><td>January 25, 2010</td></tr>
</table>
</td></tr>
<tr><td>Instructions to Proposers</td><td>Section 6.2.2</td><td>

Revise as follows:

6.2.2 Rating/Scoring Conversion Table

After the Technical Review Committee assigns a consensus overall technical rating for each Technical Proposal, a final total technical score will be determined for each Proposal using Table 6-2, Rating/Scoring Conversion Table.

Table 6-2 Rating/Scoring Conversion Table

Overall Technical Proposal Rating	Final Total Technical Score
Exceptional +	<s>1200</s> 6000
Exceptional	<s>1,150</s> 5625
Exceptional -	<s>1,100</s> 5250
Good +	<s>1,050</s> 4875
Good	<s>1,000</s> 4500
Good -	<s>975</s> 4125
Acceptable +	<s>950</s> 3750
Acceptable	<s>850</s> 3375
Acceptable -	<s>700</s> 3000

</td></tr>
</table>

Instructions to Proposers, Appendix A – Technical Proposal Instructions	Section A4.2.1 E)	**Revise as follows:** A4.2.1 Kansas City Southern Railroad Overpass Structure E) Details of the approach to coordination efforts that will be required with KCS RR and Entergy. This should include constructability issues associated with working near the railroad and the transmission power lines and should provide details of the construction sequence, clearances during construction, ~~and~~ temporary measures needed during construction, and details pertaining to performance of construction activities during periods that the transmission power lines are de-energized and grounded as provided in Section 6.1 of Contract Documents, Part 3 – Design Criteria and Performance Specifications, Appendix A - Utilities Performance Specification and in Section 4.8 of Contract Documents, Part 3 – Design Criteria and Performance Specifications, Appendix A - Structures Performance Specification. Horizontal and vertical clearances should be provided for the final overpass structure with respect to the railroad and the powerlines.
Contract Documents, Part 3 – Design Requirements	Section 3.3	**Add:** N) Project Office and Field Office Performance Specification
Contract Documents, Part 3 – Design Criteria & Performance Specifications	Table of Contents of Performance Specifications	**Add:** PROJECT OFFICE AND FIELD OFFICE PS-59
Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A –	Environmental	**Note:** CORP Permits included on enclosed CD

Performance Specifications		
Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications	Roadway Performance Specification Section 3.1 A) (PS-2)	**Revise as follows:** **3.1 STANDARDS** LA DOTD Design Standards for Freeways (F3 Roadway Classification. With a design exception a 10' outside shoulder will be permitted.)
Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications	Pavement Structure Performance Specification Section 3.2 (PS-21)	**Revise as follows:** **3.2 REFERENCES** The version of the following references in effect on the Proposal due date may apply: A)~~B)~~ DARWin Pavement Design Software.
Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications	Pavement Structure Performance Specification Section 6.1 H) (PS-22)	**Revise as follows:** H) A flexible pavement design ~~consisting of hot mix asphalt~~ must have an open graded friction course (OGFC) as a wearing surface, which will also be carried across the existing travel lanes. If an OGFC is used, the existing pavement must be water blasted and cleaned immediately prior to the application of the overlay.

<table>
<tr>
<td>Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications</td>
<td>Pavement Structure Performance Specification Section 6.1 (PS-22)</td>
<td>Revise as follows:

The following design ~~matrix~~ matrices are examples of typical pavement sections that may be considered for use on this project:

<table>
<tr><th colspan="3">Matrix of Pavement Options for I-10 (New Construction)</th></tr>
<tr><th></th><th>Rigid Pavement</th><th>Flexible Pavement</th></tr>
<tr><td>Open Graded Friction Course</td><td>N/A</td><td>¾”</td></tr>
<tr><td>JPCP thickness (inches)</td><td>13*</td><td>-</td></tr>
<tr><td>SMA Wearing Course (inches)</td><td>-</td><td>2</td></tr>
<tr><td>Superpave AC Wearing Course (Level 2) (inches)</td><td>-</td><td>2</td></tr>
<tr><td>Superpave AC Binder Course (Level 2) (inches)</td><td></td><td>9</td></tr>
<tr><td>Class II Base Course (stone) (inches)</td><td>4</td><td>4</td></tr>
<tr><td>Class II Base Course (Soil Cement) (inches)</td><td>6</td><td>6</td></tr>
</table>
*Based on Modulus of Rupture of 750 psi (appropriate testing would be required)</td>
</tr>
<tr>
<td>Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications</td>
<td>Structures Performance Specification Section 4.8 (PS-28)</td>
<td>Revise as follows:

4.8 RAILROAD AND UTILITY COORDINATION

The Memorandum of Understanding (MOU) between the LA DOTD and the KCS RR is attached and incorporated in the KCS RR Coordination Performance Specification in this Scope of Services Package. The Design-Builder shall comply with all the terms of the MOU. Vertical and horizontal clearances and crash walls for existing and new bridge bents will be required as per the MOU with the KCS RR. The Design-Builder is alerted to the fact that a 230KV transmission line owned by ENTERGY crosses I-10 overhead at the KCS RR Overpass Structure and should coordinate and schedule construction activities in accordance with Section</td>
</tr>
</table>

		6.1 of the Utilities Performance Specification
Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications	Structures Performance Specification Section 4.11.1 (PS-28)	**Revise as follows:** **4.11.1 Traffic Railing Barrier** New outside bridge traffic railing barriers shall be a cast-in-place concrete F-shape 32 inch high TL-4 test level. For all existing bridge rails that remain in place, the LA DOTD standard detail for retrofitting brush curb rails ~~may~~ shall be used. Bridge traffic railing barriers on the median side shall be a minimum total height of 54 inches high. Glare screens may be used.
Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications	~~Utilities Performance Specification~~ Section 4.15 (PS-30)	**Revise as follows:** **4.15 EXISTING LEAD PAINT** ~~The Design-Builder is warned that t~~The paint system for the existing structural steel on the I-10 KCS RR bridge ~~may~~ contains lead ~~in the paint system~~. It shall be the Design-Builders responsibility to comply with all applicable federal, state and local laws, rules and regulations with respect to disturbance of these substances and pertaining to worker safety and environmental safety. Any disposal of lead based structural steel must also follow applicable state, local and federal regulations for proper disposal and is the responsibility of the Design-Builder.
Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications,	Utilities Performance Specification Section 6.1 (PS-50)	**Revise as follows:** 6.1 EXISTING UTILITY LINES The Design-Builder is responsible for gathering any additional information as may be required to determine any conflicts between utility lines and the scope of the project. Utility lines may remain in their existing locations within the project R/W if the existing location will not adversely affect the construction, operation, safety, maintenance and/or use of the project. The Design-Builder is alerted to the fact that a 230KV transmission line owned by ENTERGY

		crosses I-10 overhead ~~of~~ at the Kansas City Southern Railroad Overpass Structure. ~~It is the intent of LA DOTD to negotiate with and enter into an agreement with ENTERGY to~~ Prior to Contract award and execution, LA DOTD will negotiate with ENTERGY to allow de-energizing and grounding of the transmission lines to allow the Design-Builder to safely perform construction activities within close proximity of the transmission lines. Upon Contract award and execution, it will be the Design-Builder's responsibility to schedule outages with ENTERGY based on planned construction activities. The Design-Builder will be responsible for costs associated with de-energizing and grounding the transmission lines, which are anticipated to be approximately $3,000.00 per occurrence, and are to be included in the Proposer's lump sum Price Proposal. Due to ENTERGY's requirements, the transmission lines will only be de-energized and grounded during the months of February, March, April, October and November on a daily basis for periods not to exceed 12 hours, and preferably between the hours of 5:00 am and 5:00 pm. The Design-Builder may request approval for the lines to be de-energized and grounded for extended periods up to 72 hours, which will be reviewed and approved by ENTERGY on a case-by-case basis. If for any reason ENTERGY would need to unexpectedly keep the lines energized during an upcoming scheduled outage, the Design-Builder will be given a 12 hour minimum notice, and should reschedule the planned construction activities accordingly. If for any reason ENTERGY would need to unexpectedly re-energize the lines during an ongoing outage, the Design-Builder will be given a 4 hour minimum notice to suspend construction activities and remove and/or relocate construction equipment to a safe distance away from the transmission lines. The Design-Builder shall schedule construction activities accordingly, and shall not be entitled to a Change Order for increased costs of the Work resulting from, or for any extension of time for, delays associated with ENTERGY unexpectedly keeping the lines energized during an upcoming scheduled outage, or for ENTERGY unexpectedly re-energizing the lines during an ongoing outage. All construction activities performed within close proximity of the transmission lines shall be in conformance with OSHA Regulations. ~~The Design-Builder should schedule construction activities accordingly~~. ~~Complete details of the ENTERGY/LA DOTD Agreement will be provided as soon as they are available.~~ The Design-Builder shall comply with the documents entitled *Entergy Transmission Scheduled Outage Guidelines* and *Agreement for Payment for Transmission Line De-Energization*, which are both included on the enclosed CD.

Contract Documents, Part 3 – Design Criteria & Performance Specifications, Appendix A – Performance Specifications	Project Office and Field Office Performance Specification (PS-59)	**Add:** **PROJECT OFFICE AND FIELD OFFICE PERFORMANCE SPECIFICATION** **1.0 INTRODUCTION** This Project Office and Field Office Performance Specification requires the Design-Builder to provide a Project Office and a Field Office for the use of LA DOTD personnel and their designated agents and representatives. **2.0 PROJECT OFFICE REQUIREMENTS** Within 45 calendar days of the Contract Notice to Proceed date, the Design-Builder shall provide a Project Office either at the Project site or within a 5-mile radius of the Project site, at the discretion of the Design-Builder. This Project Office shall be located on a site provided by the Design-Builder, which will allow adequate parking space. The Project Office shall house the Design-Builder's Key Personnel, including the Design-builder's Project Manager, Construction Manager, and Design Manager; Project records and reports; and all equipment necessary for administering the Contract. The Project Office shall include four (4) offices of sufficient size and dedicated exclusively to accommodate LA DOTD personnel and their designated agents and representatives. Also, the Project Office shall have at least one (1) conference room of sufficient size to accommodate Project-related meetings; and appropriate storage areas, restroom facilities and kitchen facilities for the Project. The Project Office shall be equipped with all necessary office, conference room and kitchen furniture, refrigerator, microwave oven, stove, heating and air conditioning, and all necessary utilities including electricity, water, gas, sewer, telephones and telephone service, and internet service. The Project Office shall be handicapped accessible. The Project Office shall remain in full service until final completion, acceptance, and close-out

of the project.

3.0 FIELD OFFICE REQUIREMENTS

Within 30 calendar days of the Contract Notice to Proceed date, the Design-Builder shall provide a Field Office at the Project site or within close proximity of the Project Office, at the discretion of the Design-Builder. This Field Office shall be separate from the Design-Builder's Project Office and shall be solely for the use of LA DOTD personnel and their designated agents and representatives. This Field Office shall be located on a site provided by the Design-Builder, which will allow adequate parking space for LA DOTD personnel and their designated agents and representatives.

The Field Office shall be of sufficient size to accommodate LA DOTD personnel and their designated agents and representatives. The Field Office shall be a minimum of 1,700 S.F. in size, and shall include the following:

- Two (2) offices with minimum dimensions of 12' X 14'
- Two (2) offices with minimum dimensions of 10' X 12'
- One (1) work station area with minimum dimensions of 16' X 24'
- One (1) reception area with minimum dimensions of 10' X 12'
- One (1) kitchenette with minimum dimensions of 10' X 12'
- One (1) storage area with minimum dimensions of 10' X 12'
- One (1) conference room with minimum dimensions of 12' X 16'
- One (1) men's restroom
- One (1) women's restroom

The Field Office shall be equipped with all necessary office, conference room and kitchenette furniture, refrigerator, microwave oven, heating and air conditioning, and all necessary utilities including electricity, water, gas, sewer, telephones and telephone service, and internet service. The Field Office shall be handicapped accessible.

The Field Office shall remain in full service until final completion, acceptance, and close-out of

		the Project.
Contract Documents, Part 5 - Engineering Data	Table of Contents	**Add:** 7.0 PAVEMENT INVENTORY DATA ……..…….1
Contract Documents, Part 5 - Engineering Data	Section 6.0 A) Topographical Survey (DTM)	**Revise as follows:** 6.0 TOPOGRAPHICAL SURVEY (DTM) A) Survey of Project corridor from Siegen Lane to Highlands Road ~~(This survey data will be provided when available, which is anticipated by September 10, 2009)~~
Contract Documents, Part 5 - Engineering Data	Section 7.0 A) Existing Pavement Data	**Add:** 7.0 PAVEMENT INVENTORY DATA A) Existing Pavement Data - The Design Builder is responsible for field verifying or determining on their own and are not to rely on this data exclusively. **Note:** Pavement Inventory Data included on enclosed CD
Contract Documents, Part 5 - Engineering Data Appendix A	Section 5.0 A) Topographical Survey (DTM)	**Revise as follows:** 5.0 TOPOGRAPHICAL SURVEY (DTM) A) Survey of Project corridor from Siegen Lane to Highlands Road ~~(This survey data will be provided when available, which is anticipated by September 10, 2009)~~
Contract Documents, Part 5 - Engineering Data Appendix A	Section 6.0 A) Existing Pavement Data	**Add:** 6.0 PAVEMENT INVENTORY DATA B) Existing Pavement Data - The Design Builder is responsible for field verifying or determining on their own and are not to rely on this data exclusively.

		Note: Pavement Inventory Data included on enclosed CD