



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

April 14, 2015

**Addendum No. 1**

Contract No.: C 203641  
Project: 17BP.7.R.86  
County : Guilford and Orange Counties  
Project Description: Ten (10) Express Design-Build Bridge Replacements in Division 7

RE: Addendum No. 1 to Final RFP

**April 21, 2015 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated March 24, 2015 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 1 for your information. Please note that all revisions have been highlighted in gray and are as follows:

Page Nos. 5 and 6 of the *Project Special Provisions* have been revised. Please void Page Nos. 5 and 6 in your proposal and staple the revised Page Nos. 5 and 6 thereto.

Page Nos. 45 and 46 of the *Structures Scope of Work* have been revised. Please void Page Nos. 45 and 46 in your proposal and staple the revised Page Nos. 45 and 46 thereto.

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6900.

Sincerely,

A handwritten signature in black ink, appearing to read "R.A. Garris".

R.A. Garris, P.E.  
Contract Officer

RAG/jjl

Attachments

cc: Mr. Rodger Rochelle, PE  
Ms. Virginia Mabry

Mr. Mike Mills, PE  
Ms. Teresa Bruton, PE

**MAILING ADDRESS:**  
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**WEBSITE:**  
[WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

**LOCATION:**  
CENTURY CENTER COMPLEX  
ENTRANCE B-2  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC

Article 104-7 of the Standard Specifications will apply. In such case, the unit contract price bid per Each for *End Bents* will be prorated based on the difference in length of cap needed for the bridge width stated herein and the final design bridge width. If the Design-Build Team demonstrates to the Department's satisfaction that the extra bridge width requires an additional pile, then the payment quantity for Foundation Length will be prorated based on the number of piles needed for the bridge width stated herein and that for final design bridge width. The payment quantity for Linear Feet of *Bridge Length* will be prorated by multiplying the payment quantity provided in the Itemized Proposal Sheet by the ratio of the final design bridge width divided by the bridge width specified herein. No additional compensation for the lump sum item *Design and Construction of Bridges* will be provided for additional bridge width.

If during the course of the design, the Design-Build Team determines that the existing roadway grade must be raised by more than 1'-6" to accommodate other contract requirements, including FEMA compliance, then the provisions of Article 104-7 of the Standard Specifications will apply to the work items covered by the *Design and Construction of Bridges* line item to the extent needed beyond the 1'-6" grade change already accommodated in the lump sum price bid for *Design and Construction of Bridges*.

### **MOBILIZATION**

(9-1-11)

DB1 G15B

Revise the 2012 *Standard Specifications for Roads and Structures* as follows:

### **Page 8-1, Subarticle 800-2, MEASUREMENT AND PAYMENT**

Delete this subarticle in its entirety and replace with the following:

#### **800-2 MEASUREMENT AND PAYMENT**

Up to 5 percent of the "Total Amount of Bid for Entire Project" will be allowed to be included as the lump sum amount for Mobilization. Partial payments for Mobilization will be made beginning with the first partial pay estimate paid on the contract. The initial payment will be made at the rate of 40 percent of the lump sum amount calculated for Mobilization. The remaining 60 percent will be paid in three equal payments with the partial pay estimate following start of construction for each of the first three bridge sites.

### **SEQUENCE AND SCHEDULE RESTRICTIONS**

No construction on Bridge No. 400272 shall be performed between April 1 and July 1 of any given year.

Bridge No. 670075 shall be constructed prior to Bridge No. 670077 and construction on Bridge No. 670077 shall commence immediately following construction of Bridge No. 670075.

Bridge No. 400189 shall be scheduled for construction prior to December 2016, to the greatest extent practicable, without undue delay to work performed under Contract C203640.

There is a potential historic boundary adjacent to and potentially surrounding Bridge No. 400271. No work at the aforementioned site will be permitted prior to resolution of the historic issues. Therefore, the Design-Build Team shall prepare Preliminary Roadway and 100% Hydraulic Plans early in this contract for this site to allow the Department to complete the assessment and the determination of any mitigation responsibilities in coordination with the State Historic Preservation Office. Any mitigation measures necessary as a result of this coordination will be paid for as Extra Work in accordance with Article 104-8(A) of the Standard Specifications. Bridge No. 400271 shall be scheduled for construction later in this contract.

**SUBMITTAL OF QUANTITIES, FUEL BASE INDEX PRICE AND OPT-OUT OPTION**

(1/23/14) EDB

DB1 G43

**(A) Submittal of Quantities**

**Submit quantities** on the *Fuel Usage Factor Chart and Estimate of Quantities* sheet, located in the back of this RFP, following the Itemized Proposal Sheet.

The Design-Build Team shall prepare an Estimate of Quantities that they anticipate incorporating into the completed project and upon which the Price Proposal was based. The quantity breakdown shall include all items of work that appear in the *Fuel Usage Factor Chart and Estimate of Quantities* sheet. Only those items of work which are specifically noted in the Fuel Usage Factor Chart will be subject to fuel price adjustments. Fuel price adjustments will not apply to changes in these quantities resulting from a supplemental agreement.

**(B) Base Index Price**

The Design-Build Team's Estimate of Quantities will be used on the various partial payment estimates to determine fuel price adjustments. The Design-Build Team shall submit a payment request for quantities of work completed based on the work completed for that estimate period. The quantities requested for partial payment shall be reflective of the work actually accomplished for the specified period. The Design-Build Team shall certify that the quantities are reasonable for the specified period. The base index price for DIESEL #2 FUEL is \$ 2.1882 per gallon.

**(C) Opt Out of Fuel Price Adjustment**

If the Design-Build Team elects not to pursue reimbursement for Fuel Price Adjustments, a quantity of zero shall be entered for all quantities in the *Fuel Usage Factor Chart and Estimate of Quantities* and the declination box shall be checked. Failure to complete this form will mean that the Design-Build Team is declining the Fuel Price Adjustments for this project.

**(D) Change Option**

The proposer will not be permitted to change the option after the Price Proposal and the copy of the *Fuel Usage Factor Chart and Estimate of Quantities* sheet are submitted.

**STRUCTURES SCOPE OF WORK****Project Details:**

The Design-Build Team will be responsible for all structures necessary to complete the project in accordance with the table provided herein. Reference the Project Special Provision entitled “Measurement and Payment” for a description of pay items and resolution of differences between the quantities and data provided herein and the final design prepared by the Design-Build Team and approved by the Department.

Bridge length is based on an assumed end bent cap depth of 4 feet for Bridge Nos. 400189, 400258, 400272, 400427, 670023, 670073, 670075, 670077 and 670173. The bridge length for Bridge No. 400271 is based on an assumed end bent cap depth of 2’-6”.

All bridges shall be cored slab bridges with an asphalt overlay.

Except at Bridge No. 400189, the Design-Build Team shall provide a 42-inch Concrete Barrier Rail per Structures Management Manual. At Bridge No. 400189, the Design-Build Team shall provide NCDOT Standard 42-inch Oregon Rail. Precast Barriers will not be allowed.

The Design-Build Team shall extend the proposed wing wall/retaining wall in the southeast quadrant at Bridge No. 400427 as necessary to avoid impacts to the jurisdictional stream.

Note that the bridge lengths in the table below are from fill face to fill face and therefore may require adjustment to the length on any cored slab standard that the Design-Build Team may wish to use. In lieu of adjusting these beam lengths, and at no additional cost to the Department, the Design-Build Team may elect to use the cored slab 5 foot increment standards and lengthen the fill face to fill face dimension as needed. Regardless of the method chosen, the Design-Build Team shall ensure that the model used for FEMA compliance includes the correct span lengths and end points (end of beam).

Bridge Number	Site Description	Out- Out Width (ft)	Fill Face to Fill Face Length (ft)	# of Spans	End Bent #1 Foundation Length (& est tip elev)	End Bent #2 Foundation Length (& est tip elev)	Foundation Type
400189	SR 2719 over UT to Reedy Fork	33	65	1	13 (643)	21 (635)	Steel piles @ End Bents
400258	SR 3351 over South Prong Stinking Quarter Creek	30	60	1	16 (591)	12 (595)	Steel piles @ End Bents
400271	SR 3343 over North Prong of Stinking Quarter Creek	30	70	1	15 (626)	17 (624)	Steel piles @ End Bents
400272	SR 3368 Over Climax Creek	30	65	1	13 (86)	14 (86)	Steel piles @ End Bents
400427	SR 2704 over Rose Creek	27	65	1	13 (674)	14 (672)	Steel piles @ End Bents
670023	SR 1508 over South Fork Little River	30	55	1	12 (627)	13 (626)	Steel piles @ End Bents
670073	SR 1115 over Cane Creek	33	60	1	12 (88)	13 (86)	Steel piles @ End Bents
670075	SR 1127 over New Hope Creek	30	70	1	12 (522)	12 (521)	Steel piles @ End Bents
670077	SR 1113 over New Hope Creek	33	55	1	12 (502)	13 (501)	Steel piles @ End Bents
670173	SR 1353 over East Fork Eno River	30	60	1	14 (636)	14 (636)	Steel piles @ End Bents

**NOTES:**

Steel pile foundation type assumes 90 tons factored resistance.

Placement of End Bents shall not be in water.

The estimated tip elevations are based on an examination of the borings and taking into account roughly 10 feet of scour depth and are shown for informational purposes. The estimated tip elevations are not necessarily true elevations but may instead relate to an assumed benchmark noted on the boring logs; benchmarks were not always accessible at the time of borings. Foundation length was determined by comparing the existing grade and bridge seat elevations with the estimated pile tip elevations, taking into account any adjustment needed to the assumed benchmark, as appropriate.