



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

January 24, 2012

**Addendum No. 1**

Contract No.: C 202924  
TIP No.: 17BP.14.R.83  
County: Cherokee, Jackson, Macon and Swain  
Project Description: Replacement of One Bridge in Cherokee County, Two Bridges in Jackson County, One Bridge in Macon County and One Bridge in Swain County

RE: Addendum No. 1 to Final RFP

**February 21, 2012 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated January 6, 2012 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:

The first and second pages of the *Table of Contents* have been revised. Please void the first and second pages in your proposal and staple the revised first and second pages thereto.

Pages 9 and 10 in the *Project Special Provisions* have been revised. Please void Page Nos. 9 and 10 in your proposal and staple the revised Page Nos. 9 and 10 thereto.

Page 72 in the *Environmental Permits Scope of Work* has been revised. Please void Page Nos. 72 in your proposal and staple the revised Page No. 72 thereto.

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

Sincerely,

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

RAG/tab

cc: Mr. Victor Barbour, PE  
Mr. Rodger Rochelle, PE  
Ms. Teresa Bruton, PE

Joel Setzer, PE  
Ms. Virginia Mabry

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**TABLE OF CONTENTS**

**COVER SHEET**

**PROPOSAL SHEETS**

**PROJECT SPECIAL PROVISIONS** *PAGE NO.*

Contract Time and Liquidated Damages .....1  
 Intermediate Contract Time Number 1 – 5 and Liquidated Damages .....1  
 Other Liquidated Damages .....2  
 Measurement and Payment .....2  
 Mobilization .....5  
 Sequence and Schedule Restrictions .....5  
 Submittal of Quantities, Fuel Base Index Price and Opt-Out Option .....6  
 Execution of Bid, Non-Collusion Affidavit, Debarment Certification,  
 and Gift Ban Certification .....7  
 Submission of Design-Build Proposal .....7  
 Confidential Questions .....8  
 Value Analysis .....9  
 Schedule of Estimated Completion Progress .....9  
 Minority and Women Business Enterprises .....10  
 Subsurface Information .....23  
 Bid Documentation .....24  
 Twelve Month Guarantee .....27  
 Outsourcing Outside the USA. ....28  
 Clearing and Grubbing .....28  
 Erosion & Sediment Control / Storm Water Certification .....28  
 Procedure for Monitoring Borrow Pit Discharge .....33  
 Drainage Pipe .....35  
 Price Adjustments for Asphalt Binder .....35  
 Price Adjustments - Asphalt Concrete Plant Mix .....36  
 Temporary Portable Traffic Signal System .....36  
 Temporary Stationary Traffic Signal System .....40

**GENERAL** .....41

**SCOPES OF WORK**

Roadway .....46  
 Structures .....49  
 Hydraulics .....53  
 Geotechnical Engineering .....55  
 Pavement Management .....61  
 Traffic Engineering .....62

Environmental Permits.....69  
Erosion and Sedimentation Control .....73  
Right of Way .....78  
Utilities Coordination.....81  
Construction Engineering and Inspection .....86

**STANDARD SPECIAL PROVISIONS**

Plant and Pest Quarantines.....91  
Gifts from Vendors and Contractors .....91  
Bridge Approach Fills.....92  
\*\* DELETED Preparation of Subgrade and Base \*\*  
Asphalt Binder Content of Asphalt Plant Mixes .....94  
Asphalt Plant Mixtures .....94  
Aggregate Gradation for Course Aggregate .....95  
Subsurface Drainage .....96  
Guardrail Anchor Units, Type 350 TL-2 .....96  
Preformed Scour Hole with Level Spreader Apron .....97  
Street Signs and Markers and Route Markers.....98  
Temporary Shoring .....98  
On-the-Job Training.....109  
Availability of Funds – Termination of Contracts .....113  
NCDOT General Seed Specifications for Seed Quality .....114  
Minimum Wages.....117  
Division One .....118

**PROPOSAL FORMS - ITEMIZED SHEET, ETC.**

- Itemized Proposal Sheet
- Fuel Usage Factor Chart and Estimate of Quantities
- Listing of MBE / WBE Subcontractors
- Execution of Bid, Non-Collusion Affidavit, Debarment Certification and Gift Ban Certification
- Signature Sheet

**VALUE ANALYSIS**

(9-1-11)

DB1 G57

Value Engineering Proposals, as specified in Article 104-12 of the 2012 *Standard Specifications for Roads and Structures* will be accepted. Only proposals, which alter the requirements of the RFP issued by the Department, will be considered as Value Engineering Proposals.

To minimize re-design efforts and costs, the Design-Build Team is encouraged to submit Preliminary Value Engineering Proposals that provide an estimate of cost or time savings, span layout, span lengths, foundation types, or other such general information and how they differ from that specified in this RFP. Therefore, full design packages for the proposed structure and that for the structure specified in this RFP are not required, but enough detail should be provided to clearly show the cost of both options (excluding design cost).

The \$10,000 threshold for consideration of a Value Engineering Proposal, as specified in Article 104-12 applies; however, this threshold will be satisfied if a Value Engineering Proposal similarly affects multiple bridges, resulting in a cumulative savings of more than \$10,000 across those multiple bridges.

Value Engineering Proposals will not be required or allowed for the sole purposes of reducing the depth of foundations or to shorten the bridge length unless a change to the foundation type (drilled piers versus piles) or a change to the superstructure type is proposed and accepted. Instead, such reduction in foundation depth or bridge length will result in an adjustment in partial payments to the Design-Build Team in accordance with the Project Special Provision entitled "Measurement and Payment." However, as an incentive to the Design-Build Team to provide an economical structural design, the Design-Build Team will be paid a lump sum of 15% of the total partial payment adjustment attributable to the reduced pay item quantities for Foundation Depth and/or Bridge Length, as applicable. Said lump sum payment will be made upon approval of all design submittals, and receipt of all permits and FEMA compliance for a given bridge site. The 15% incentive will not apply to a bridge if the total partial payment adjustments noted above for that bridge are less than \$5,000.00.

**SCHEDULE OF ESTIMATED COMPLETION PROGRESS**

(9-1-11)

DB1 G58

The Design-Build Team's attention is directed to the Standard Special Provision entitled "Availability of Funds - Termination of Contracts" included elsewhere in this RFP. The Department of Transportation's schedule of estimated completion progress for this project as required by that Standard Special Provision is as follows:

<u>Fiscal Year</u>	<u>Progress (Dollar Value)</u>
2012 (07/01/11 – 06/30/12)	5% of Total Amount Bid
2013 (07/01/12 – 06/30/13)	48% of Total Amount Bid
2014 (07/01/13 – 06/30/14)	35% of Total Amount Bid
2015 (07/01/14 – 06/30/15)	12% of Total Amount Bid

The Design-Build Team shall also furnish its own progress schedule in accordance with Article 108-2 of the 2012 *Standard Specifications for Roads and Structures*. Any acceleration of the progress as shown by the Design-Build Team's progress schedule over the progress as shown above shall be subject to the approval of the Engineer.

**MINORITY BUSINESS ENTERPRISE AND WOMEN BUSINESS ENTERPRISE:**

(9-1-11)

SP1 G67

**Description**

The purpose of this Special Provision is to carry out the North Carolina Department of Transportation's policy of ensuring nondiscrimination in the award and administration of contracts financed in whole or in part with State funds.

**Definitions**

*Additional MBE/WBE Subcontractors* - Any MBE/WBE submitted at the time of bid that will not be used to meet either the MBE or WBE goal. No submittal of a Letter of Intent is required, unless the additional participation is used for banking purposes.

*Committed MBE/WBE Subcontractor* - Any MBE/WBE submitted at the time of bid that is being used to meet either the MBE or WBE goal by submission of a Letter of Intent. Or any MBE or WBE used as a replacement for a previously committed MBE or WBE firm.

*Contract Goals Requirement* - The approved MBE and WBE participation at time of award, but not greater than the advertised contract goals for each.

*Goal Confirmation Letter* - Written documentation from the Department to the Proposer confirming the Design-Build Team's approved, committed MBE and WBE participation along with a listing of the committed MBE and WBE firms.

*Manufacturer* - A firm that operates or maintains a factory or establishment that produces on the premises, the materials or supplies obtained by the Design-Build Team.

*MBE Goal* - A portion of the total contract, expressed as a percentage, that is to be performed by committed MBE subcontractor(s).

*Minority Business Enterprise (MBE)* - A firm certified as a Disadvantaged Minority-Owned Business Enterprise through the North Carolina Unified Certification Program.

*Regular Dealer* - A firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials or supplies required for the performance of the contract are bought, kept in stock, and regularly sold to the public in the usual course of business. A regular dealer engages in, as its principal business and in its own name, the purchase and sale or lease of the products in question. A regular dealer in such bulk items as steel, cement, gravel, stone, and petroleum products need not keep such products in stock, if it owns and operates distribution equipment for the products. Brokers and packagers are not regarded as manufacturers or regular dealers within the meaning of this section.

*North Carolina Unified Certification Program (NCUCP)* - A program that provides comprehensive services and information to applicants for MBE/WBE certification. The MBE/WBE program follows the same regulations as the federal Disadvantaged Business Enterprise (DBE) program in accordance with 49 CFR Part 26.

*United States Department of Transportation (USDOT)* - Federal agency responsible for issuing regulations (49 CFR Part 26) and official guidance for the DBE program.

*WBE Goal* - A portion of the total contract, expressed as a percentage, that is to be performed by committed WBE subcontractor(s).

2. Rainbow Trout (naturally reproducing) - Instream work and land disturbance within a 25-foot wide buffer zone are prohibited during the rainbow trout spawning season of January 1 through April 15 to protect the egg and fry stages of trout (Bridge sites 190018, 490252 and 860131).

The Department has screened all existing bridges for potential bat roosting habitat. The way the existing bridges were constructed does not provide the deep crevices used for day roosting by Indiana bats or gray bats therefore there are no schedule restrictions regarding removal of existing structures; however prior to any tree trimming or tree removal between April 15 and October 15 at all bridge sites, the Design-Build Team shall notify the Department. The Department will evaluate the trees at each site for potential roosting habitat for the Indiana and Gray Bat. If habitat is discovered, and the schedule restrictions above are demonstrated to have an impact on the Design-Build Team's critical path for the contract, an extension of the contract completion date will be considered in accordance with Article 108-10(B)(3) of the 2012 *Standard Specifications for Roads and Structures*.

If the Design-Build Team discovers any previously unknown historic or archeological remains while accomplishing the authorized work, he shall immediately notify NCDOT Staff Archaeologist and/or Division Environmental Officer, as listed below, who will initiate the required State/Federal coordination. All questions regarding these sites should be addressed to Mr. Matthew Wilkerson, NCDOT Archaeology (919) 707-6089, or the Division Environmental Officer.