

Synopsis
Bridge Replacement Rutherford County
Bridge No. 800036
August 15, 2025

General

The project will replace an existing bridge (Structure No. 800036) on US 74 Business in Rutherford County with a bridge.

The bridge is over one hundred feet long.

The bridge is located on the Subregional Tier, in such case, a general overview of the Roadway, Hydraulics, Geotechnical, and Structures Scope of Work is specified in the Sub Regional Tier Design Guidelines for Bridge Projects dated February 2008. An electronic copy of these documents is located at:

<https://connect.ncdot.gov/resources/Structures/Pages/Structure-Resources.aspx>

Planning

The Department is currently preparing the environmental document for the bridge. The Design-Build Team will be responsible for providing impact quantities to complete this environmental document.

Roadway

Roadway plans will be the responsibility of the Design-Build Team. The pavement design will be provided by the Department.

Hydraulics

The Design-Build Team shall be responsible for all hydraulic designs and shall provide a signed and sealed Bridge Survey Report for the bridge replacement. The Design-Build Team shall be responsible for all storm drainage design, permit drawings and construction and shall obtain FEMA compliance for the regulated floodways.

The Department will provide information prior to issuance of the Final Request for Proposals to establish the type and size of bridge to be bid.

Permitting

The Design-Build Team shall be responsible for preparing design plan sheets and providing all data necessary for the Department to obtain the environmental permit for the bridge replacement. This will often include a Nationwide Permit 3 or 14 and a Water Quality Certificate.

Structures

The Design-Build Team will be responsible for the design and construction of the structure necessary to complete the project. Standard bridge plans will be made available and may be used; however, the design must be signed and sealed by the Design-Build Team.

Certain structure types will be disallowed or prescribed within the contract.

Geotechnical

The Department will provide 2 to 4 borings for this bridge to the Design-Build Teams. The Design-Build Team shall be responsible for all geotechnical recommendations, as well as any necessary supplemental borings, roadway and structural investigations.

Traffic Management

The bridge site is conducive to an off-site detour and temporary traffic control and signing plans for the detour will be the responsibility of the Design-Build Team. In the event it is determined that an on-site detour, staged construction or new alignment will be required, the Design-Build Team will be responsible for Traffic Control Plans as appropriate for the bridge site as will be detailed in the Requests for Proposals.

A list of parameters, such as lane closures, time restrictions and general guidelines will be provided in the Request for Proposals.

Erosion and Sedimentation Control

The Design-Build Team shall be responsible for all erosion control designs and implementation.

Signing and Pavement Markings

Pavement marking plans will be the responsibility of the Design-Build Team. Permanent signing on this project will be minimal and will be the responsibility of the Design-Build Team.

Right-of-Way and Utilities

In general, the Design-Build Team will be responsible for the acquisition of additional right of way, as necessary, to construct the project.

The Design-Build Team will be responsible for the coordination of all utility relocations necessary for construction. It is anticipated that the cost of utility relocations will be paid by the utility owners or the Department.

Surveys

The Department will provide initial survey information pre-bid. The Design-Build Team shall be responsible for any supplemental location and construction surveys.

Construction Engineering Inspection

CEI on all contracts will be performed by the Department or its agent.

Provided Materials

The Department will provide surveys, including property ties, geotechnical borings, pavement designs, pre-design hydraulic reports, and environmental document or minimum criteria checklists, bridge inspection reports, and field scoping meeting minutes.

Contract Completion Date

As this is an Express Design-Build project without a Technical Proposal, an overall contract completion date will be set in the contract, with associated liquidated damages. The date will be established to allow for greater flexibility in the Design-Build Team scheduling and completion of the work.

Intermediate contract times, with associated liquidated damages, will be as outlined in the Request for Proposals.

Compensation

To reduce the amount of work necessary to be performed pre-bid by the Design-Build Teams, and to ensure to the greatest extent possible that all Design-Build Teams are bidding on similar designs, the Department will include an estimated bridge length, bridge width, and assumed geotechnical design parameter (e.g., embedment, bearing elevation) in the Request for Proposals. The Design-Build Team will bid a unit price for these high level pay item quantities. However, the Department will allow the Design-Build Team to bid a lump sum for all work to enhance the opportunity for innovation in the procurement.

It is likely that the bridge length, etc. will change from that estimated in the contract. In such event, a supplemental agreement will be entered into for the additional (or lesser) bridge length, foundation depth, etc. from those quantities placed in the Request for Proposals.

A lump sum item will most likely be included to provide for all design work and other ancillary construction work including but not limited to minor approach work, approach slabs, supplemental investigations, drainage, erosion control, traffic control, etc.