



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

November 15, 2010

**Addendum No. 1**

Contract No.: C 202628  
TIP No.: BD-5106D  
Counties: Bladen, Columbus and Robeson  
Project Description: Replacement of Two Bridges in Bladen County, Six Bridges in Columbus County and Two Bridges in Robeson County

RE: Addendum No. 1 to Final RFP

**December 21, 2010 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated November 3, 2010 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. 2 and 19 of the *PROJECT SPECIAL PROVISIONS* has been revised. Please void Page Nos. 2 and 19 in your proposal and staple the revised Page Nos. 2 and 19 thereto.

Page No. 51 of the *ROADWAY SCOPE OF WORK* has been revised. Please void Page No. 51 in your proposal and staple the revised Page No. 51 thereto.

Page No. 57 of the *HYDRAULICS SCOPE OF WORK* has been revised. Please void Page No. 57 in your proposal and staple the revised Page No. 57 thereto.

Page No. 67 of the *TRAFFIC ENGINEERING SCOPE OF WORK* has been revised. Please void Page 67 in your proposal and staple the revised Page 67 thereto.

If you have any questions or need additional information, I can be reached by telephone at (919) 250-4128.

Sincerely,

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

RAG/prw

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Addendum No. 1  
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cc: Mr. Victor Barbour, PE  
Mr. Rodger Rochelle, PE  
Mr. Greg Burns, PE

TRC Members  
Ms. Virginia Mabry  
File

<b>ICT Number</b>	<b>County</b>	<b>Str #</b>	<b>Route</b>	<b>Liquidated Damages</b>
6	Columbus	230161	SR 1351	\$500per day
7	Columbus	230207	SR 1585	\$1,000 per day
8	Columbus	230301	SR 1005	\$1,000 per day
9	Robeson	770275	SR 1005	\$1,000 per day
10	Robeson	770320	SR 1709	\$1,000 per day

The Department will allow a maximum of five days of additional lane closure per bridge site to solely address punch list items identified by the Engineer. The additional five days is not included in ICT #1 through #10, and not subject to associated liquidated damages. As approved by the Engineer, lane closures will also be allowed for the relocation of utilities prior to the road closure at each bridge site, and therefore not included in ICT #1 through #10, and not subject to associated liquidated damages. Lane closures for any other reason required by the Design-Build Team will be considered road closure and will be counted as part of the Number of Consecutive Calendar Days for Road Closure.

The date of availability for Intermediate Contract Times #1 through #10 shall be defined in writing by the Design-Build Team to the Engineer a minimum of 30 days prior to road closure. The date of availability for Intermediate Contract Times #1 through #10 shall in no case occur before the receipt of all permits for each given bridge site required by the Environmental Permits Scope of Work.

**PROGRESS SCHEDULE**

(07/29/09)

DB1 G12

Revise the 2006 *Standard Specifications for Roads and Structures* as follows:

**Page 1-72, Article 108-2 Progress Schedule, delete in its entirety and replace with the following:**

The Design-Build Team shall prepare and submit for review and approval a schedule of proposed working progress. This schedule shall be submitted on forms supplied by the Engineer or in a format that is approved by the Engineer. A detailed Critical Path Method (CPM) schedule shall not be submitted to replace the progress schedule details required below.

The Design-Build Team shall submit a Progress Schedule for review within thirty (30) calendar days of receiving Notice of Award. The Department will review the Progress Schedule within twenty-one (21) calendar days of receipt. The Design-Build Team shall make any necessary corrections and adjustments to the Progress Schedule as necessitated by the Department's review within seven (7) calendar days. The Department will review the revised Progress Schedule within seven (7) calendar days of receipt.

When the Engineer has extended the completion date the Design-Build Team shall submit a revised progress schedule to the Engineer for review and approval. If plan revisions are anticipated to change the sequence of operations in such a manner as will effect the progress but not the completion date, then the Design-Build Team may submit a revised progress schedule for review and approval but the completion date shall remain unchanged.

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The Proposer also agrees by submitting a Design-Build Proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such sub-recipients shall certify and disclose accordingly.

### **U.S. DEPARTMENT OF TRANSPORTATION HOTLINE**

(11-22-94)

DB1 G100

To report bid rigging activities call: **1-800-424-9071**

The U.S. Department of Transportation (DOT) operates the above toll-free *hotline* Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the *hotline* to report such activities.

The *hotline* is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse. It is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

### **SUBSURFACE INFORMATION**

(3-22-07)

DB1 G119

Available subsurface information will be provided on this project. The Design-Build Team shall be responsible for additional investigations and for verifying the accuracy of the subsurface information supplied by the Department.

### **TWELVE MONTH GUARANTEE**

(7-15-03)

DB1 G145

- (A) The Design-Build Team shall guarantee materials and workmanship against latent and patent defects arising from faulty materials, faulty workmanship or negligence for a period of twelve months following the date of final acceptance of the work for maintenance and shall replace such defective materials and workmanship without cost to the Department. Final acceptance at each bridge site will be permissible in accordance with Article 105-17(D) of the of the 2006 NCDOT *Standard Specifications for Roads and Structures*. The Design-Build Team will not be responsible for damage due to normal wear and tear, for negligence on the part of the Department, and / or for use in excess of the design.
- (B) Where items of equipment or material carry a manufacturer's guarantee for any period in excess of twelve months, then the manufacturer's guarantee shall apply for that particular piece of equipment or material. The Department's first remedy shall be through the manufacturer although the Design-Build Team shall be responsible for invoking the warranted repair work with the manufacturer. The Design-Build Team's responsibility shall be limited to the term of the manufacturer's guarantee. NCDOT would be afforded the same warranty as provided by the Manufacturer.

This guarantee provision shall be invoked only for major components of work in which the Design-Build Team would be wholly responsible for under the terms of the contract. Examples

**ROADWAY SCOPE OF WORK****Project Details**

- The Design-Build Project consists of replacing a total of ten (10) low-impact bridges located in Bladen, Columbus and Robeson Counties. Each of the bridges shall be replaced in place with off-site detours. The Design-Build Team shall be responsible for designing and constructing the bridge approaches to tie the new structures into the existing pavement in accordance with the NCDOT *Sub Regional Tier Design Guidelines for Bridge Projects* dated February 2008, current NCDOT design standards and NCDOT policies. The Design-Build Team shall make every effort to stay within the existing maintenance limits to reduce or eliminate the need for additional right of way or easements.
- The Design-Build Team shall provide a pavement width that includes the travel lane width per the NCDOT *Sub Regional Tier Design Guidelines for Bridge Projects* dated February 2008 and a minimum two (2) feet of full depth paved shoulders. The limits of this pavement width shall extend to the ends of the proposed guardrail and shall be blunt ended.
- At a minimum, the Design-Build Team shall construct full depth pavement in all areas of pavement removal or widening.
- The length of overlay and/or wedging at each bridge site shall extend a minimum 150 feet from each end of the proposed structure.
- The Design-Build Team shall be responsible for designing, fabricating, and installing Type D signs that designate the name of the water crossing. The Design-Build Team shall be responsible for relocating other existing signs on new supports within the project construction limits. Sign Details may be submitted in lieu of a full signing plan submittal.
- The grade may be adjusted as needed by the Design-Build Team to assist in the attainment of FEMA compliance. (Reference the Hydraulic Scope of Work)
- The Design-Build Team may use asymmetrical widening about the existing bridge and roadway centerline where appropriate to minimize impacts to utilities and/or natural systems.
- The Design-Build Team shall install 75 feet of proposed guardrail at each corner of each bridge; or match the existing length of guardrail if existing length is longer than 75 ft.
- Bridge approach slabs are required at all bridge ends. The minimum bridge approach slab shall be 12 feet. The bridge approach slab and pavement intersection shall be constructed perpendicular to the roadway centerline regardless of the bridge skew. The reinforced bridge approach fill shall extend to fully support the approach slab.
- The Department has followed the NCDOT *Low Impact Bridge Replacement Process* dated January 2010 agreed to by the environmental agencies and the Department to obtain agency concurrence for the project. Any variations in the Design-Build Team's proposed design

**Addendum No. 1 November 15, 2010**

C 202628 (BD-5106D)

Hydraulics Scope of Work

Bladen, Columbus & Robeson Counties

- Use Class B stone to fill the voids in Class II Riprap where Standard End Bent protection is applicable.
- Do not use sheet piling to shorten bridges at end bents. Remove existing vertical abutments so the slope can be laid back.
- Use bridge drop inlets with pipes in lieu of funnel drains with pipes. **Concrete flumes may be used if there is inadequate depth for a drop inlet.**
- Adhere to the bent placement limitations listed below. Any variance from these limitations will require justification and approval from the Department.
- Design hydraulic spread can not intrude into the travel lane width required by the NCDOT *Sub Regional Tier Design Guidelines for Bridge Projects*.
- Adhere to the bent placement limitations and the absolute minimum bridge lengths listed in the table below. The bridge lengths below are based on site investigations, taking into account the appropriate set back, or variation thereto, as measured from the top of bank. The Design-Build Team is fully responsible for providing any additional bridge length required to satisfy all FEMA compliance, hydraulic conveyance, setbacks as measured from the intersection of slope with the bottom of the channel, and environmental permit requirements.

County	Str #	Route	Across	Minimum Fill Face to Fill Face Bridge Length (ft) *	Bent Placement Limitations **
Bladen	080062	SR 1704	White Creek	75	None in water
Bladen	080172	SR 1728	Carver Creek	60	None in water
Columbus	230038	SR 1141	Gum Swamp	150	2 max in water
Columbus	230046	SR 1932	Sand Pit Branch	75	At water edge only
Columbus	230123	SR 1005	Beaverdam Swamp	100	At water edge only
Columbus	230161	SR 1351	Gapway Swamp	120	None in water
Columbus	230207	SR 1585	Pine Log Swamp	110	At water edge only
Columbus	230301	SR 1005	Ironhill Branch	80	At water edge only
Robeson	770275	SR 1005	Ten Mile Swamp	115	At water edge only
Robeson	770320	SR 1709	Little Marsh Swamp	60	None in water

\*Note the lengths shown in the low impact bridge data sheets are placeholders until the final bridge lengths are determined.

\*\*At waters edge is considered as +/-5ft from top of bank or vegetation line.

**General**

- Design in accordance with criteria provided in the North Carolina Division of Highways *Sub Regional Tier Design Guidelines for Bridge Projects* dated February 2008, *Guidelines for Drainage Studies and Hydraulics Design-1999* and the addendum *Handbook of Design for*

5. Sunday work will not be permitted on Bridge No. 080062 replacement due to proximity of church.
6. The Design-Build Team will be allowed five additional days of lane closure per bridge site to complete punch list items identified by the Engineer. The Design-Build shall notify the Engineer 15 days prior to installation of a lane closure and submit details for approval by the Engineer.
7. As approved by the Engineer, lane closures will be allowed for the relocation of utilities prior to the road closure at each bridge site.

### **C. DETOUR SIGNING**

The Design-Build Team shall be responsible for the installation and maintenance of all detour signing within and off the project limits.

Cover or remove all detour signs within and off the project limits when a detour is not in operation.

Ensure all necessary signing is in place prior to altering any traffic pattern.

### **D. TRAFFIC CONTROL DEVICES**

The Design-Build Team shall use traffic control devices that conform to all NCDOT requirements and are listed on the Approved Products List. The Approved Products List is shown on NCDOT's Work Zone Traffic Control website at <http://www.ncdot.org/doh/preconstruct/wztc/>. The use of any devices that are not shown on the Approved Product List shall require written approval from the Transportation Management Director.

Place Type III barricades, with "ROAD CLOSED" sign R11-2 attached, of sufficient length to close entire roadway. Stagger or overlap barricades to allow for ingress or egress.

## **II. PERMANENT SIGNING**

The Design-Build Team will replace any existing signs damaged by construction operations. The signs shall be furnished and installed by the Design-Build Team according to NCDOT's specifications.

## **III. FINAL PAVEMENT MARKING PLANS**

### **General**

Prepare Final Pavement Marking Plans in accordance with the 2003 edition of the *Manual on Uniform Traffic Control Devices (MUTCD)* and the NCDOT Roadway Standard Drawings (July 2006).