



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 8, 2014

Addendum No. 1

Contract No.: C 203509
Project: 17BP.11.R.115
County : Surry and Yadkin
Project Description: Twelve (12) Bridge Replacements in Division 11, Set A

RE: Addendum No. 1 to Final RFP

April 15, 2014 Letting

To Whom It May Concern:

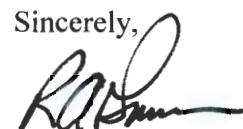
Reference is made to the Final Request for Proposals dated March 11, 2014 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 1 for your information. Please note that all revisions have been highlighted in gray and are as follows:

Page Nos. 43 and 46 of the *General* have been revised. Please void Page Nos. 43 and 46 in your proposal and staple the revised Page Nos. 43 and 46 thereto.

Page No. 70 of the *Traffic Engineering Scope of Work* has been revised. Please void Page No. 70 in your proposal and staple the revised Page No. 70 thereto.

Page No. 79 of the *Erosion Control Scope of Work* has been revised. Please void Page No. 79 in your proposal and staple the revised Page No. 79 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/prw

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
CONTRACT STANDARDS AND DEVELOPMENT UNIT
1591 MAIL SERVICE CENTER

TELEPHONE: 919-707-6900
FAX: 919-250-4119

WEBSITE:

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

Attachments

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

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

A handwritten signature in dark ink, appearing to be "Rodger Rochelle", is located in the lower-left quadrant of the page. The signature is written in a cursive style.

GENERAL

The State will not be bound by oral explanations or instructions given at any time during the bidding process or after award. Only information that is received in response to this RFP will be evaluated; reference to information previously submitted will not suffice as a response to this solicitation.

NO CONTACT CLAUSE

To ensure that information is distributed equitably to all short-listed Design-Build Teams, all questions and requests for information shall be directed to the State Contract Officer through the Design-Build e-mail address. This precludes any Design-Build Team Member, or representative, from contacting representatives of the Department, other State Agencies or Federal Agencies either by phone, e-mail or in person concerning the Design-Build Project.

USE OF TERMS

Throughout this RFP and all manuals, documents and standards referred to in the RFP, the terms Contractor, Bidder, Design-Builder, Design-Build Team, Team, Firm, Company, and Proposer are synonymous.

Throughout this RFP and all manuals, documents and standards referred to in the RFP, the terms NCDOT, Department, Engineer, and State are synonymous.

DESIGN REFERENCES

Design references developed and published by NCDOT and those developed and published by other agencies and adopted for use by NCDOT which are to be used in the design of this project may be obtained by contacting Contract Standards and Development within the Technical Services Division. Standard prices for materials, which the Department normally sells for a fee, will be in effect. The Design-Build Team shall be responsible for designing in accordance with the applicable documents and current revisions and supplements thereto.

REVIEW OF SUBMITTALS

Submittals will be reviewed within 10 working days (15 days for temporary structures, FEMA compliance documents, and temporary shoring) from the date of receipt by NCDOT unless otherwise stipulated in the scope of work. All submittals shall be prepared and submitted in accordance with the *“Express Design-Build Bridge Replacement Submittal Guidelines Year 3, February 17, 2014”*, which by reference are incorporated and made a part of this contract. The Design-Build Team may, however, propose an alternate scheme for submittals that include a combination of submittals, a different order of submittals, or other submittal scheme. This alternate approach to submittals must be submitted to the Transportation Program Management Director after award of the contract and approved by the Department. If an approved alternate approach to submittals is approved, the Design-Build Team may use the alternate approach but shall assume all risk associated with any necessary re-work or re-design. Moreover, the alternate approach must

(NCID) for each individual team member. Once the list is complete, it shall be submitted to the Design-Build e-mail address (designbuild@ncdot.gov).

To create an NCID account, each individual shall go to NCDOT's Connect website (<https://connect.ncdot.gov>) and click on the "How to get an Account" link and then, "Create NCID".

The Department will obtain access rights for these individuals and notify the Design-Build Project Manager accordingly. Individuals may then re-enter the "Connect" site and login with their NCID account. Once logged in, the Teamsite "XXXX Project Submittals" link will be apparent on the left side of the webpage.

Please note that all submittals for this project will be electronic and will be submitted to the Teamsite, in accordance with the "*Express Design-Build Bridge Replacement Submittal Guidelines – Year 3, February 17, 2014*". NCDOT reserves the right to request a hard copy of any submittal or supporting electronic files or calculation needed to complete the review.

ETHICS POLICY

Employees employed by the Design-Build Team or employees employed by any subconsultant for the Design-Build Team to provide services for this project shall comply with the Department's ethics policy. Failure to comply with the ethics policy will result in the employee's removal from the project and may result in removal of the Company from the Department's appropriate prequalified list.

APPROVAL OF PERSONNEL

The Department will have the right to approve or reject any personnel, assigned to a project by the Design-Build Team.

In the event of engagement of a former employee of the Department, the Design-Build Team or their subcontractors shall restrict such person or persons from working on any of the Design-Build Team's contracted projects in which the person or persons were "formerly involved" while employed by the State. The restriction period shall be for the duration of the contracted project with which the person was involved. *Former Involvement* shall be defined as active participation in any of the following activities:

- Drafting the contract
- Defining the contract scope of the contract
- Design-Build Team selection
- Negotiation of the contract cost (including calculating manhours or fees); and
- Contract administration

An exception to these terms may be granted when recommended by the Secretary and approved by the Board of Transportation.

2. The Traffic Management Plans shall adhere to the *“Express Design-Build Bridge Replacement Submittal Guidelines – Year 3, February 17, 2014”*, and the *“Guidelines for Preparation of Traffic Control and Pavement Marking Plans for Design-Build Projects”*, *January 2012 NCDOT Roadway Standard Drawings, January 2012 Standard Specifications for Roads and Structures*, and the *“Manual for Uniform Traffic Control Devices”*.
3. Adapt the traffic control plans, when directed by the engineer, to meet field conditions to provide safe and efficient traffic movement. Changes may be required when physical dimensions in the detail drawings, standard details and roadway details are not attainable or result in duplicate or undesired overlapping of devices. Modification may include: moving, supplementing, covering or removal of devices.
4. The Design-Build Team shall provide one month notice to the Engineer, County EMS and County school officials prior to road closures.
5. 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 Team shall notify the Engineer 15 days prior to installation of a lane closure and submit details for approval by the Engineer.
6. As approved by the Engineer, lane closures will be allowed for geotechnical borings and the relocation of utilities prior to the road closure at each bridge site.

D. PROJECT OPERATION REQUIREMENTS

The following are Time Restrictions and notes that shall be included with the Traffic Control Plans General Notes:

Intermediate Contract Time #13 for Road Closure Restrictions for Bridge No. 850034.

The Design-Build Team shall maintain the existing traffic pattern for all roadways, except at **Bridge No. 850034** where road closure for certain construction operations is permitted subject to the road closure restrictions listed below. When a road closure is used, the Design-Build Team shall reopen the travel lanes by the end of the road closure duration to allow the traffic queue to deplete before re-closing the roadway.

The Design-Build Team may close SR 1307 and NC 104 for traffic shifts, placement of pavement markings, tie-in work, and removal of the existing structure. The closure duration shall not exceed 30 minutes (60 minutes for Bridge removal). In no case will the Department allow the above routes to be closed for any reason during the times listed below.

Monday to Saturday	12:01 a.m. to 9:00 a.m. 2:30 p.m. to 12:00 a.m.
Sunday	12:01 a.m. to 12:00 p.m.

EROSION AND SEDIMENTATION CONTROL SCOPE OF WORK (12-10-12)

The NCDOT REU shall review and accept all Erosion and Sedimentation Control Plans. Erosion Control Plans shall be designed for the grading phase of the construction. Release for Construction (RFC) Erosion Control Plans shall be submitted to all NCDOT Personnel listed in the *“Express Design-Build Bridge Replacement Submittal Guidelines Year 3, February 17, 2014”*, before **any** land disturbing activities, including clearing and grubbing, can commence. No land disturbing activities, including clearing and grubbing, shall occur in any location that does not have accepted RFC Erosion Control Plans. Refer to the most recent version of the *NC DENR - Erosion and Sediment Control Planning and Design Manual* for erosion control design guidelines not addressed in this Scope of Work.

The Design-Build Team shall be responsible for determining the Bridge Projects located in Environmentally Sensitive Areas and use the higher Peak Inflow Rate and Peak Rainfall Data (25 year).

Erosion and Sedimentation Control Plans shall at a minimum address the following:

I. Complete Set of Plans

A. RFC Plans

1. Use correct NCDOT symbology.
2. Protect existing and proposed drainage structure inlets with Rock Inlet Sediment Trap Type ‘A’ (RIST-A), Rock Inlet Sediment Trap Type ‘C’ (RIST-C), Rock Pipe Inlet Sediment Trap Type ‘A’ (PIST-A), etc.
3. Utilize adequate perimeter controls (temporary silt ditches (TSD), temporary silt fence (TSF), etc.)
4. Utilize infiltration basins, skimmer basins and rock measures with sediment control stone (Temporary Rock Sediment Dam Type ‘B’ (TRSD-B), Temporary Rock Silt Check Type ‘A’ (TRSC-A), etc.) at all drainage outlets with a spillway with an adequately designed base length to distribute outflow.
5. Take into account existing topography and show contour lines.
6. Utilize Temporary Rock Silt Checks Type ‘B’ (TRSC-B) to reduce velocity in existing and proposed ditches with spacing of 250 feet divided by percentage of ditch grade. Also utilize TRSC-B’s in proposed TSD’s and temporary diversions (TD).
7. Protect existing streams; do not place erosion control devices in live streams.
8. Provide adequate silt storage for 3600 cubic feet per disturbed acre and sediment basins shall be sized with surface area equal to 435 square feet per cubic foot per second (cfs) of the peak inflow rate, Q10 or Q25, using 10-year or 25-year peak rainfall data (*NC DENR - Erosion and Sediment Control Planning and Design Manual* or NOAA’s National Weather Service web site http://hdsc.nws.noaa.gov/hdsc/pfds/orb/nc_pfds.html for partial duration (ARI) time series type). A Sediment Basin Designer Spreadsheet will be provided by the NCDOT Roadside Environmental Unit (REU) upon request.
9. Infiltration Basins shall provide adequate silt storage for 1800 cubic feet per disturbed acre with surface area equal to 325 square feet per cubic foot per second (cfs) of the