



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

July 1, 2014

Addendum No. 1

Contract No.: C 203529
TIP No.: 17BP.14.R.129
County: Haywood and Jackson
Project Description: Six (6) Express Design-Build Bridge Replacement Projects in Division 14

RE: Addendum No. 1 to Final RFP

July 15, 2014 Letting

To Whom It May Concern:


Reference is made to the Final Request for Proposals dated June 5, 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:

The first page of the *Table of Contents* has been revised. Please void the first page in your proposal and staple the revised first page thereto.

Page No. 9 of the *Schedule of Estimated Completion Progress* Project Special Provision has been revised. Please void Page No. 9 in your proposal and staple the revised Page No. 9 thereto.

Page No. 62 of the *Structures Scope of Work* has been revised. Please void Page No. 62 in your proposal and staple the revised Page No. 62 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/ttm

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

Mr. E.A. (Ed) Green, PE
File

Ms. Teresa Bruton, PE

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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 (% of Dollar Value)</u>
2015 (07/01/14 – 06/30/15)	37% of Total Amount Bid
2016 (07/01/15 – 06/30/16)	35% of Total Amount Bid
2017 (07/01/16 – 06/30/17)	23% of Total Amount Bid
2018 (07/01/17 – 06/30/18)	5% 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:

(12/1/13)

DB1 G066

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.

STRUCTURES SCOPE OF WORK (7-1-14)**Project Details:**

- The Design-Build Team shall 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.
- All bridge lengths stated herein are based on an assumed end bent cap depth of 4’-0”.
- All bridges shall be cored slab bridges with a bituminous overlay riding surface except for Bridge No. 430326. Superstructure depths may vary per span if necessary.
- Bridge No. 430326 shall be a girder bridge due to the steep grade.
- Unless otherwise noted in the RFP, provide and install Vertical Concrete Barrier Rail (Std. No. CBR2) per Structures Management Manual.
- At Bridge No. 490337, the Design-Build Team shall provide and install Alaska Rail (special steel 2 bar metal rail).
- At Bridge No. 430326 the Design-Build Team shall provide and install standard 2-Bar metal rails on both sides of the bridge.
- Vertical grades for cored slab and box beam structures shall be limited to 4% to the greatest extent practicable; however, this grade may be steeper (no greater than 6%) if the Design-Build Team can adequately demonstrate that the bridge can be constructed with adequate connection details and without additional future maintenance concerns
- At Bridge Nos. 490103 and 490337, the Design-Build Team shall construct a vertical face using either (1) a cast-in-place abutment; (2) a deep end bent cap supported on piles; or (3) a standard end bent cap supported on piles with sheet piles in front of the end bent. These three options are collectively referred to as “Vertical Face” in the table contained herein. The vertical wall or sheeting shall be of sufficient depth to accommodate abutment scour.
- At Bridge Nos. 430326 (north end only), 430334 and 490182, the Design-Build Team shall construct a vertical face using either (1) a deep end bent cap supported on piles (or micropiles, as allowed elsewhere in this RFP); or (2); a standard end bent cap supported on piles (or micropiles, as allowed elsewhere in this RFP) with sheet piles in front of the end bent. These options are collectively referred to as “Vertical Face” in the table contained herein. The vertical wall or sheeting shall be of sufficient depth to accommodate abutment scour.
- 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 or box beam standard that the Design-Build Team may wish to use. In lieu of adjusting these beam lengths, and at no additional