



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 202921  
TIP No.: 17BP.1.R.44  
County: Martin  
Project Description: Express Design-Build Bridge Replacement Projects  
Replace 6 Bridges

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 5, 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 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 *Value Analysis*, page No. 10, page No. 49 of *Hydraulics Scope of Work*, and page No. 56 of *Traffic Engineering Scope of Work* have been modified. Please void Page Nos. 9, 10, 49, and 56 in your proposal and staple the revised Page Nos. 9, 10, 49, and 56 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/das

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

Mr. Jerry Jennings, PE  
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**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).

- The south side of bridge no. 570011 shall have a vertical wall at the end bent as either a marine grade sheet pile wall or as a deeper end bent cap supported on piles. **The vertical wall or sheeting shall be of sufficient depth to accommodate abutment scour.**
- The 10-foot setback is waived on bridge no. 570011 (south side only), and bridge no. 570090 (both sides).
- No piles battered transverse to the cap will be allowed on interior bents. The two end piles may be battered parallel to the cap.
- Use bridge drop inlets with pipes. Concrete flumes may be used if there is inadequate depth for a drop inlet.
- Design hydraulic spread cannot intrude into the travel lane.
- Bent placement limitations shall adhere to the table shown in *Structures Scope of Work*. Any variance in bent locations from these limitations will require justification and approval from the Department.

### **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 Highway Drainage Studies-1973*, North Carolina Department of Transportation “Stormwater Best Management Practices Toolbox – 2008” and the North Carolina Division of Highways Hydraulics Unit website:

**<http://www.ncdot.org/doh/preconstruct/highway/hydro/>**

### **Information Supplied**

- Memorandum of Agreement (MOA) between NCDOT and NC Floodplain Mapping Program approved March 2009.
- Available FEMA models.
- Pre-design Hydraulic Report for each bridge location.

**TRAFFIC ENGINEERING SCOPE OF WORK**

**I. TRAFFIC MANAGEMENT PLANS**

**A. DESIGN PARAMETERS**

1. All work shall be performed with road closures at the bridge site and utilization of off-site detours. The Design-Build Team shall use the off site detours for each bridge site as shown in the table below. Local access to all residences and businesses will be maintained between the closure points at all times during construction.

County	Structure No.	Route	Detour Route
Martin	570011	SR 1001	SR 1112-SR 1113-SR 1100
Martin	570024	SR 1140	No Detour Required
Martin	570090	SR 1159	SR 1309-SR 1403-NC 903-SR 1159
Martin	570098	SE 1336	No Detour Required
Martin	570110	SR 1157	No Detour Required
Martin	570173	SR 1002	NC 142-SR 1319-SR 1002

2. Improvements to the above stated detour routes will not be required. In the event the Design-Build Team proposes any deviations/improvements to the above stated detour routes, it shall be the sole responsibility of the Design-Build Team to obtain approval from the NCDOT Division Engineer and perform all required environmental studies and obtain environmental permits for any proposed changes.
3. Design and prepare the Temporary Traffic Control Plan for each bridge site location project. Development of the Traffic Control Plan should proceed as follows:
  - a) Submit a Traffic Control Plan to the Resident Engineer and the Transportation Program Management Director for review and acceptance. Construction may begin once the Traffic Control Plan has been sealed by the Design-Build Team and accepted by the Department.
  - b) The Traffic Control Plan shall include a detour detail, which includes detour signing (detour advance warning & trailblazing), sign designs, and locations of traffic control devices; construction phasing/sequence, and project notes. Street names are not required on detour signing. NCDOT's *January 2012 Roadway Standard Drawings* Section 1100 is for traffic control and will need to be incorporated into the plans for most work activities. The detour detail will incorporate NCDOT's *January 2012 Roadway Standard Drawing 1101.03*, sheet 1 of 9. Ensure the development of the Traffic Control Plan is in compliance with the North Carolina Department of Transportation *Roadway Standard Drawings*, NCDOT *January 2012 Standard Specifications for Roads and Structures*, the latest edition of the *Manual on Uniform Traffic*