



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

February 17, 2005

Addendum No. 1

RE: Contract ID: C201277
TIP Number: I-4401
Buncombe County
Project Description: I-40 from West of SR 1224 (Monte Vista Road) to I-240 in Asheville

April 14, 2005 Letting

To Whom It May Concern:

Reference is made to the Request for Proposal recently furnished to you on the above project. The following revisions have been made to the Request for Proposal:

On page 1, the *CONTRACT TIME AND LIQUIDATED DAMAGES* has been revised. Please void Page No. 1 in your proposal and staple the revised Page No. 1 thereto.

On page 9, the *SCHEDULE OF ESTIMATED COMPLETION PROGRESS* has been revised. Please void Page No. 9 in your proposal and staple the revised Page No. 9 thereto.

On page 47, the *STRUCTURES SCOPE OF WORK* has been revised. Please void Page No. 47 in your proposal and staple the revised Page No. 47 thereto.

Sincerely,

A handwritten signature in black ink, appearing to read "R.A. Garris".

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

- c:
- Mr. Steve DeWitt, PE (w/)
 - Mr. Steve Varnedoe, PE
 - Mr. Ellis Powell, PE
 - Ms. Deborah Barbour, PE
 - Mr. Victor Barbour, PE (w/)
 - Mr. Art McMillan, PE
 - Mr. John Sullivan, PE
 - Mr. Clarence Coleman, PE (w/)
 - Mr. Jay Swain, PE
 - Mr. Jay Bennett, PE
 - Mr. Ricky Tipton, PE (w/3)
 - Mr. Phillip Harris, PE
 - Mr. Stephen Morgan, PE
 - Mr. Carl Goode
 - Mr. Steven Walker
 - Mr. Rob Hanson, PE
 - Mr. Charles Cox, PE
 - Ms. Colista Freeman, PE
 - Mr. Van Argabright, PE
 - Mr. Shannon Sweitzer, PE (w/)
 - Mr. David Harris, PE
 - Mr. Drew Joyner, PE (w/)
 - Ms. Beverly Williams
 - Mr. Neil Avery (w/)
 - Mr. Buddy Murr, PE
 - Mr. Ron Hancock, PE
 - Mr. Rodger Rochelle, PE (w/)
 - Mr. Andy Gay, PE (w/)
 - Mr. Ron Davenport, PE (w/)
 - Mr. Scott Blevins, PE
 - Mr. John M. Teague, PE
 - Mr. Mitch Hendee, PE (w/)
 - Mr. Chris Smitherman (w/)
 - Mr. John Wadsworth, PE (w/)
 - Mr. Shannon Lasater, PE (w/)
 - Ms. Marsha Sample (w/)
 - Technical Review Committee Members (w/)
 - File (w/)
 - Mr. Marshall Clawson, PE - Hydraulics (w/)
 - Mr. Phillip Todd - Environmental Permits (w/)
 - Mr. John Fargher, PE – Geotechnical (w/)
 - Mr. Neal Strickland - Right-of-Way (w/)
 - Mr. Barney Blackburn, PE - Eros.& Sed. Cont. (w/)
 - Mr. Gary Lovering, PE –Roadway (w/)
 - Mr. Lonnie Brooks, PE - Structures (w/)
 - Mr. Jay Stancil - Lighting (w/)
 - Mr. Joseph Ishak, PE - Traffic Control (w/)
 - Mr. Richey Narron - Utility Coordination (w/)
 - Mr. Tom Parker - Intelligent Trans. Systems (w/)
 - Mr. Ayman Alqudwah, PE - Signing (w/)
 - Mr. Tim Williams, PE - Signals (w/)
 - Ms. Michelle Long, PE - Public Information (w/)
 - Mr. David Hinnant - Railroad Coordination (w/)
 - Dr. Clark Morrison, PE - Pavement Design (w/)
 - Mr. Steve Kite, PE - Smart WorkZone (w/)
 - Dr. Judith Corley-Lay, PhD., PE
 - Mr. John Williamson
 - Mr. Calvin Leggett, PE
 - Mr. Njoroge Wainaina, PE
 - Mr. Dave Henderson, PE
 - Mr. Ron King, PE
 - Mr. Greg Perfetti, PE
 - Mr. Don Lee
 - Mr. Greg Fuller, PE
 - Dr. Greg Thorpe, Ph.D.
 - Mr. Stuart Bourne, PE
 - Mr. Aydren Flowers

***** PROJECT SPECIAL PROVISIONS *******CONTRACT TIME AND LIQUIDATED DAMAGES (Projects with Permits)**

The date of availability for this contract is **May 30, 2005**, except that work in jurisdictional waters and wetlands shall not begin until a meeting between the DOT, Regulatory Agencies, and the Design Build Team is held as stipulated in the Environmental Permits Scope of Work contained elsewhere in this proposal. The Design Build Team shall consider this factor in determining the proposed completion date for this project.

The completion date for this contract is defined as the date proposed in the Design Build Package by the proposer who is awarded the project. The completion date thus proposed shall not be later than **July 1, 2008**.

The actual completion date proposed by the Design Build Team is (to be filled in by NCDOT after Award).

When observation periods are required by the special provisions, they are not a part of the work to be completed by the completion date and/or intermediate contract times. Should an observation period extend beyond the final completion date, the acceptable completion of the observation period shall be a part of the work covered by the performance and payment bonds.

The liquidated damages for this contract are **Ten Thousand Dollars (\$10,000.00)** per calendar day. As an exception to this amount, where the contract has been determined to be substantially complete as defined in Section 105-18 contained elsewhere in this package, the liquidated damages will be reduced to **Two Thousand Dollars (\$2,000.00)** per calendar day.

Where the Design Build Team who is awarded the contract has proposed a completion date for the contract as required above, but also has proposed an earlier date for substantial completion, then both of these proposed dates will become contract requirements.

Liquidated damages of **Ten Thousand Dollars (\$10,000.00)** per calendar day will be applicable to the early date for substantial completion proposed by the bidder. Liquidated damages of **Two Thousand Dollars (\$2,000.00)** per calendar day will be applicable to the final completion date proposed by the bidder.

DB1G04

OTHER LIQUIDATED DAMAGES AND INCENTIVES (7/13/04)

Refer to the Traffic Control Scope of Work for more information on the following time restrictions and liquidated damages:

- Liquidated Damages for lane closures, narrowing of lanes, holidays and special events time restriction for I-40 is **\$10,000.00 per hour** for this Intermediate Contract Time.
- Liquidated Damages for lane closures, narrowing of lanes, holidays and special events time restriction for US 19/23 is **\$5,000.00 per hour** for this Intermediate Contract Time.

alter the requirements of the RFP issued by the Department, will be considered as Value Engineering Construction Proposals.

DB1G57

SCHEDULE OF ESTIMATED COMPLETION PROGRESS

The Design Build Team's attention is directed to the Standard Special Provision entitled "Availability Of Funds - Termination Of Contracts" included elsewhere in this proposal form. 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>
2005 (07/01/04 – 06/30/05)	5 % of Total Amount Bid
2006 (07/01/05 – 06/30/06)	44 % of Total Amount Bid
2007 (07/01/06 – 06/30/07)	32 % of Total Amount Bid
2008 (07/01/07 – 06/30/08)	19 % of Total Amount Bid

The Design Build Team shall also furnish his own progress schedule in accordance with Article 108-2 of the *Standard Specifications*. 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.

DB1G58

DISADVANTAGED BUSINESS ENTERPRISE (2-24-04)

POLICY

It is the policy of the North Carolina Department of Transportation that Disadvantaged Business Enterprises shall have the opportunity to participate in the performance of contracts financed in whole or in part by Federal Funds in order to create a level playing field.

The Design Build Team is also encouraged to give every opportunity to allow DBE participation in Supplemental Agreements.

OBLIGATION

The Design Build Team, subcontractor, and sub-recipient shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Design Build Team shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted contracts as approved by the Federal Highway Administration.. Failure by the Design Build Team to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the Department deems necessary.

This obligation shall be incorporated into any subsequent contract at any level that is executed under the terms of this contract.

STRUCTURES SCOPE OF WORK

The team's primary design firm shall be on the Highway Design Branch list of firms qualified for Structure Design and maintain an office in North Carolina.

Design shall be in accordance with the Seventeenth Edition AASHTO Standard Specifications for Highway Bridges, NCDOT Structure Design Manual (including policy memos), NCDOT Bridge Policy Manual, Norfolk Southern Corporation "Guidelines for the Design of Grade Separation Structures" and AREMA. Construction and Materials shall be in accordance with 2002 NCDOT Standard Specifications For Roads and Structures, NCDOT Structure Design Unit Project Special Provisions, NCDOT Structure Design Unit Standard Drawings, Norfolk Southern Corporation special provisions and State-Railroad Agreements.

Alternate designs, details, or construction practices (such as those employed by other states, but not standard practice in NC) are subject to Department review and will be evaluated on a case by case basis.

Anticipated Structures:

The Design Build team will be responsible for all structures necessary to complete the project.

- Bridge on I-40 over US19-23
- Bridge on I-40 over NSC Railroad
- Triple barrel 7' x 9' Reinforced Concrete Box Culvert Extension, Station 52+68 –L-
- 4,720 ± ft. Noise Wall (Standard SBW1 & SBW2 except as noted below) Reference Roadway Design Scope of Work.

All bridges shall meet approved Roadway typical sections and grades. Bridge geometry (width, length, skew, span arrangement, etc.) shall be in accordance with an approved Structure Recommendation prepared by the team. Culvert extension shall be in accordance with an approved Culvert Survey Report prepared by the team.

The minimum vertical clearance required for bridges over US19-23 is 17'-0" (this includes providing 17'-0" vertical clearance for the future 8-lane section). The minimum vertical clearance over the railroad is 23'-0".

The length of the bridges over US19/23 should accommodate a future 8-lane section along US19/23. The 8-lane section will include 12' lanes, a 4' median section under the structure, and 2'-6" curb and gutter on both sides. All future widening shall be done to the east. No median piers shall be allowed.

Bridge decks shall be built to accommodate appropriate barrier rail offsets per AASHTO standards regardless of roadway typical section.

All bridge barrier rails shall be jersey shaped barriers per Standard Drawing CBR1. Shoulder piers for grade separations should be avoided when possible.

Monotube or cantilever DMS (if required on project) support structures will not be allowed.