



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

January 22, 2018

Addendum No. 1

Contract: RD-18002

WBS #: 44475.3.2

Mecklenburg County (P-5705B)

Charlotte Gateway Station – Trade St Contract

January 30, 2018 Letting

To Whom It May Concern:

With this addendum the following revisions and clarifications are made:

Bid Opening Date

The bid opening date has been moved to Tuesday, January 30th 2018.

Sealed bids must be received at Rail Division – Engineering and Safety Office, 862 Capital Boulevard, Raleigh, North Carolina 27603 by **2:00PM TUESDAY JANUARY 30, 2018**. Bids must be submitted on the official bid sheet, submitted with the entire proposal, and display the following statement on the front of the sealed envelope:

CONTRACT PROPOSAL# RD-18002, Trade Street Bridge Bent 2 TO BE OPENED AT 2:00 PM, TUESDAY, JANUARY 30, 2018.

Proposal Document

A revised proposal document has been posted and is identified with the document control number 0001ADD_P28. There have been a large number of revisions to this document and it is recommended that bidders carefully review it to familiarize themselves with what has been updated. Major changes to the proposal document include:

- Language in ICT #1 has been clarified
- The “Disadvantaged Business Enterprise” Special Provision has been updated to inform bidders that bids which do not include the completed Listing of DBE Subcontractors form will be rejected
- The Norfolk Southern Standard Special Provisions for Protection of Railway Interests have been incorporated into the proposal with an “Incorporation of and Revisions to Appendix A, Norfolk Southern Standard Special Provisions for Protection of Railway Interests” Special Provision

- “Construction Stakes, Lines and Grades” Special Provision has been added
- “Limitations to Operations” Special Provision changed to “Contractor Work Plan” Special Provision
- “Thermal Integrity Profiler” Project Special Provision has been updated

Modifications to Plans

As part of this addendum an updated set of plans has been posted with the document control number 0001ADD_P28. The changes to the plans have been clouded and the major changes are listed below:

- Title Sheet – Let date updated to January 30, 2018.
- Sheets 2 and 2A – Exhibits showing the NCDOT property that is available for use by the contractor during construction have been added to the set.
- Sheet 2H-1 – Stockpile Containment Detail has been added to the set.
- Sheet S-1 – Clearance dimension to existing track added. Clarification regarding clearance from drilled pier 7 to existing structure has been provided. Foundations note has been updated.
- Sheet S-2 – Bill of materials table has been updated.
- Sheet S-3 – General notes that are not applicable to this contract have been removed.
- Sheet S-6 – Bundled #5 spiral reinforcement steel is shown in place of #7.
- Sheet TMP-4 – Reprinted to correct text errors in table.

Contractor is advised to review the plan set in detail, as this new set will be the contract set of plans.

Answers to Written Contractor Questions

Answers to written contractor questions that were received by the end of business on Friday, January 12th 2018 have been attached to this letter. While answers are provided, the answers are only intended to clarify – not modify – any language in the contract. Any changes to the proposal or plans needed to reflect the answers given have been made in the body of Addendum 1.

Structure Subsurface Investigation

The Structure Subsurface Investigations posted on December 22, 2017 were replaced by updated versions on January 11, 2018. The updated documents are identified with the document control number 0011DEL_P28 shown in the top left corner of each page.

The bidder or contractor is cautioned that details shown on the subsurface plans are preliminary only and in many cases the final design details are different. For bidding and construction purposes, refer to the construction plans and documents for final design information on this project. The department does not warrant or guarantee the sufficiency or accuracy of the investigation made, nor the interpretations made, or opinion of the department as to the type of materials and conditions to be encountered. The bidder or contractor is cautioned to make such independent subsurface investigations as he deems necessary to satisfy himself as to conditions to be encountered on the project. The contractor shall have no claim for additional compensation or

for an extension of time for any reason resulting from the actual conditions encountered at the site differing from those indicated in the subsurface information.

Sincerely,



Matthew Simmons, PE
Rail Division – Rail Design Manager

Attachment.



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Responses to Written Questions from Contractors

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QUESTION	RESPONSE
Will any further information be shared regarding the utilities that are to remain in place?	Known utilities that are immediately adjacent to the area of excavation are shown in the plans on sheet S-1. It shall be the responsibility of the Contractor to contact all affected utility owners and determine the precise locations of all utilities prior to beginning construction.
Bid Items: 22 "Hauling and disposal of Contaminated Soil" and 23 "Hauling and disposal of Contaminated Groundwater". Please confirm these quantities, or provide an explanation as to how these large volumes may be encountered.	The units used to calculate the contaminated soil quantity have been changed to CY, and both quantities have been adjusted. Items will be paid based on the quantities measured during construction.
The quantities show 167' of permanent casing but the only place that they refer to permanent casing is the 47' required for drilled pier 7. The plans call for 20' of temporary casing at the other 6. The 167' makes sense if the temporary casing referred to is permanent which is what everyone would prefer. So my question is can the 20' of temp casing at piers 1-6 remain in place as permanent	The quantity of permanent casing has been updated. Permanent casing is only required for drilled pier 7. Any temporary casing left in place will be at the contractor's expense.

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