

# NOTICE TO PROPOSERS

October 7, 2014

NOTICE TO PROPOSERS - Enclosed is Addendum #2 to the Request for Proposals (RFP) package for the Replacement of the US 701 Bridge Replacements over Yauhannah Lake, Great Pee Dee River, & Great Pee Dee Overflow. The information provided in this notice and the addendum shall be made part of the contract documents.

The **yellow** highlights identify the changes from the Industry Review RFP to the Final RFP. The **green** highlights identify the changes associated with Addendum #1. The **blue** highlights identify the changes associated with Addendum #2.

This addendum is being issued in order to provide clarification and additional information for the project and includes the following documents:

- NOTICE TO PROPOSERS
- NOTICE OF RECEIPT
- Pages to be inserted into Request for Proposals

The following pages should be inserted into previously provided copies of the RFP and the old page of the same number removed and disregarded. A summary of the pages included follows:

## **Request for Proposals**

- Page 21 (Milestone Schedule)

## **Exhibit 3– Scope of Work**

- Page 3

## **Additional Attachment B**

- Approved Preliminary Jurisdictional Determination ArcGIS Files

**NOTICE OF RECEIPT  
ADDENDUM #2**

The information in this addendum shall be made part of the contract documents. PROPOSERS are instructed to incorporate the information into the previously provided RFP documents.

PROPOSERS are required to sign this document and enclose it with their Technical Proposal and/or Statement of Intent. Signed receipt of this document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated Addendum #1 into the contract documents.

**Confirmation Statement:**

I, the PROPOSER confirm that I have received this addendum package and have incorporated the information provided in the addendum into the contract documents.

\_\_\_\_\_  
PROPOSER's Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

For: \_\_\_\_\_  
Design Build Team Name

## XIV. MILESTONES

Provide RFP for Industry Review to Selected Short-list PROPOSERS	Thursday, June 12, 2014
Deadline Clarifications/Comments to be submitted by PROPOSERS	Thursday, June 26, 2014
Confidential One-on-One meetings with PROPOSERS	Wednesday, July 16, 2014
Issue Final RFP	Tuesday, August 5, 2014
Preliminary ATC <del>Concepts</del> Submittals (Start)	Wednesday, August 6, 2014
Confidential RFP <del>Questions</del> and <del>Preliminary</del> ATC to be submitted by PROPOSERS	Monday, August 18, 2014
Confidential RFP and ATC One-on-One meetings with PROPOSERS	Wednesday, August 27, 2014
Begin Formal ATC Process	Wednesday, August 27, 2014
All Formal ATC's SHALL be submitted prior to	<del>Wednesday, September 17, 2014</del> <del>Wednesday, October 8, 2014</del> <del>Friday, October 10, 2014</del>
Submittal of Proposals	<del>Wednesday, October 29, 2014</del> <del>by 2:00 PM EDT.</del> <del>Wednesday, November 19, 2014</del> <del>by 2:00 PM EDT.</del> <del>Thursday, December 4, 2014</del> <del>by 12:00 PM EDT.</del>
Bid Opening(with team representatives present)	<del>Wednesday, November 12, 2014</del> <del>Wednesday, December 4, 2014</del> <del>Thursday, December 18, 2014 at</del> <del>10:00 AM EDT at SCDOT HQ</del> <del>Room 306</del>
Notification of Selection	<del>November 2014</del> <del>December 2014</del>
Award/Contract Execution	SCDOT Commission Meeting <del>December 4, 2014</del> <del>January 2015</del>

### Addendum #2

## 4. Guardrail:

Replace all existing mainline guardrail, ramp guardrail, and end treatments within the project limits. New guardrail shall be added where necessary in order to meet current design standards. The CONTRACTOR shall place a concrete curb in front of all new guardrail posts. The location and dimension for the concrete curb are is shown in SCDOT Standard Drawing 803-105-00. The dimensions of the concrete curb shall be as detailed in Attachment B. Use a minimum of Class 3000 concrete for all curbs in front of guardrail in place of bituminous material. CONTRACTOR shall pave the entire shoulder width in front of all new guardrail utilizing the mainline pavement design shown in Exhibit 4c. Instead of keying the curb into the pavement, the concrete curb may be constructed directly on the asphalt surface course. The curb shall be connected using 12” long by ½” diameter steel dowels with 10.5” embedment into the pavement at 5 foot intervals. The curb shall have tooled crack control joints at 50 foot intervals and Preformed Rubber Joint Filler (per QPL 81) expansion joints at 100 foot intervals.

## 5. Maintenance of Existing Roadway:

From NTP #2 until substantial completion, the CONTRACTOR shall maintain the existing roadway in accordance with SCDOT Standard Specifications for Highway Construction. Due to existing conditions, the CONTRACTOR should expect the possibility of differential settlement of the existing roadway during construction. This scope of work shall include remediation of this settlement.

## 6. Removal/Abandonment of Existing Roadway:

The CONTRACTOR shall at a minimum comply with the Reclaiming Existing Roadway Special Provision in EXHIBIT 5. If existing fill/embankments are used in the final design, the soils shall meet the requirements of EXHIBIT 4f.

## 7. Roadway Alignment:

The new centerline alignment for the new roadway and bridges shall be located 55 feet upstream of the existing centerline alignment as shown in the Environmental Assessment and FONSI in Attachment B.

## Drainage and Hydrology

- A. The minimum low steel (low chord) elevation of the bridge is generally the lowest elevation of the bottom of the girders or main supporting element of the superstructure (i.e. bottom of flat slab). However, if other components, such as a pipe as part of a closed drainage system, encroach below the bottom of the girders, then the lowest elevation of the encroaching component will be considered the minimum low steel (low chord) elevation. The low chord elevation will be the constraint for setting the minimum finished grade at the bridge ends and the minimum vertical clearance above the navigable channel. Vertical clearance over the navigable channel will be 40 feet from the lowest part of the superstructure to Mean High Water (M.H.W.) elevation 3.0 (NAVD88).