



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 10, 2005

Addendum No. 2

RE: Contract ID: C201400
TIP Number: R-2510B
Beaufort County
Project Description: US 17 from South of SR 1149 (Price Road.)
to US 17 North of SR 1509 (Springs Road.)

December 22, 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 the *RFP Cover Sheet*, the dates for the Technical and Price Proposal Submission and Price Proposal Opening have been revised. Please void Cover Sheet in your proposal and staple the revised Cover Sheet thereto.

On Page 3, the *Bridge Rail Alternate Bids* has been revised. Please void Page No.3 in your proposal and staple the revised Page No.3 thereto.

On Page 10, the *Disadvantaged Business Enterprise Project Special Provision* has been revised. Please void Page No.10 in your proposal and staple the revised Page No.10 thereto.

On Page 30, the *General Section* has been revised. Please void Page No.30 in your proposal and staple the revised Page No.30 thereto.

On Page 33, the *General Section* has been revised. Please void Page No.33 in your proposal and staple the revised Page No.33 thereto.

On Page 44, the *Roadway Scope of Work* has been revised. Please void Page No.44 in your proposal and staple the revised Page No.44 thereto.

On Page 49, the *Structures Scope of Work* has been revised. Please void Page No.49 in your proposal and staple the revised Page No.49 thereto.

Sincerely,

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

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT SERVICES UNIT
1591 MAIL SERVICE CENTER
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4128
FAX: 919-250-4119
WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH NC

- 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. Rodger Rochelle, PE (w/)
Mr. Clarence Coleman, PE - FHWA (w/3)
- Mr. Neil Lassiter, PE (w/)
Mr. Jay Bennett, PE
Mr. Philip Harris, PE
Mr. Stephen Morgan, PE
Mr. Carl Goode
Mr. Ed Eatmon, PE (w/3)
Mr. Haywood Daughtry, PE (w/)
Mr. Steve Hamilton, PE (w/)
Mr. Steve Kite, PE (w/)
Mr. Ray McIntyre, PE
Mr. Shannon Sweitzer, PE (w/)
Mr. David Harris, PE
Mr. Steve Walker
Ms. Earlene Thomas (w/)
Mr. Brian Yamamoto, PE (w/)
Mr. Robert Memory, (w/)
Ms. Teresa Bruton, PE (w/4)
Mr. Ron Hancock, PE (w/)
Mr. Nathan Phillips, PE (w/)
Mr. Ayman Alqudwah, PE (w/)
Mr. Ron Davenport, PE (w/)
Ms. Virginia Mabry (w/)
Mr. John Emerson, PE (w/)
Ms. Jennifer Brandenburg, PE (w/)
- Mr. Marshall Clawson, PE - Hydraulics (w/)
Ms. Anne Gamber, PE - Hydraulics (w/)
Mr. Chris Rivenbark - Environmental Permits (w/)
Ms. LeiLani Paugh, - On-Site Mitigation (w)
Mr. Randy Griffin, - On-Site Mitigation (w)
Dr. K.J. Kim, PE (Div 1-7) – Geotechnical (w/)
Mr. Neal Strickland - Right-of-Way (w/)
Mr. Barney Blackburn, PE - Erosion & Sed. Cont. (w/2)
Mr. Roger Thomas, PE -Roadway (w/)
Mr. Lonnie Brooks, PE - Structures (w/)
Mr. Greg Smith, LG, PE - Geo-Environmental (w/)
Mr. Cyrus Parker, LG (w/)
Mr. Mitch Hendee, PE - Traffic Control (w/)
Mr. Murray Howell - Utility Coordination (w/)
Mr. Don Chen, PE - Pavement Design (w/)
Mr. Tim Williams, PE - Signals (w/)
Mr. Neil Avery – Signal Communications (w/)
Ms. Michelle Long, PE - Public Information (w/)
Mr. David Hinnant - Railroad Coordination (w/)
Mr. Tim McFadden, Signing (w/)
- Mr. Tony Wyatt, PE (w/)
Mr. Wayne Johnson, PE (w/)
Mr. Roger Worthington, PE (w/)
Mr. Brian Mayhew, PE (w/)
Mr. Greg Perfetti, PE (w/)
Mr. Ron Allen, PE (w/)
Ms. Marsha Sample (w/)
Technical Review Committee Members (w/)
File (w/)

Addendum No. 2 November 10, 2005

-- STATE OF NORTH CAROLINA--
DEPARTMENT OF TRANSPORTATION
RALEIGH, N.C.

DESIGN-BUILD PACKAGE

TIP Project R-2510B

FINAL RFP

October 6, 2005

VOID FOR BIDDING

DATE AND TIME OF TECHNICAL AND PRICE PROPOSAL SUBMISSION: **December 13, 2005** AT 4:00 PM

DATE AND TIME OF PRICE PROPOSAL OPENING: **December 22, 2005** AT 10:00 AM

CONTRACT ID: C 201400

WBS ELEMENT NO. 34440.3.7

FEDERAL-AID NO. MAF-75-3(26)

COUNTY: BEAUFORT

ROUTE NO. US 17

MILES: 6.8

LOCATION: US 17 FROM SOUTH OF SR 1149 (PRICE ROAD)
TO US 17 NORTH OF SR 1509 (SPRINGS ROAD)

TYPE OF WORK: DESIGN-BUILD AS SPECIFIED IN THE SCOPE OF WORK
CONTAINED IN THE DESIGN-BUILD PACKAGE

NOTICE:

ALL PROPOSERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE PROPOSER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE BID IS \$30,000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. PROPOSERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA.

_____ 5% BID BOND OR BID DEPOSIT REQUIRED

BRIDGE RAIL ALTERNATE BIDS (10-5-05)

For allowable bridge rail options on the Tar River Bridge, reference the Structures Scope of Work.

The Design-Build Team shall include either Bridge Rail Option #1, Bridge Rail Option #2, or Bridge Rail Option #4 in their Technical Proposal and lump sum price bid for the entire project.

If the Design-Build Team elects to include either Bridge Rail Option #1 or Option #2 in their Technical Proposal and lump sum price bid for the entire project, include in the Price Proposal a lump sum price adjustment for both Option #3 and Option #4.

If the Design-Build Team elects to include Bridge Rail Option #4 in their Technical Proposal and lump sum price bid for the entire project, include in the Price Proposal a lump sum price adjustment for Bridge Rail Option #3.

The alternate bridge rail(s) shall be delineated on the Itemized Proposal Sheet as an add or delete alternate, with the corresponding lump sum price adjustment. A cost savings to the Department shall be shown as a negative number.

After the contract is awarded, the alternate bridge rail lump sum price adjustment(s) will be reviewed by the Department. The acceptance or rejection of these alternates resides solely at the discretion of the Department. The Department will notify the successful bidder within 60 days of the award of the contract as to the Department's intent to reject or accept the alternate bridge rail lump sum price adjustment(s). The addition of any alternative thus accepted will be by supplemental agreement, and will be at the increased or decreased amount bid on the Itemized Proposal Sheet.

SPI

PROJECT SCHEDULE (8-3-05)**DESCRIPTION**

Perform the work of developing, implementing, monitoring, updating and revising a Project Schedule. Utilize this Project Schedule in coordinating work activities with subcontractors, vendors, suppliers, utilities, railroads, NCDOT, and others, as may be needed, to construct the project.

CONTRACTOR'S SCHEDULING REPRESENTATIVE

Designate a Contractor's authorized representative responsible for developing, updating, and revising the Contractor's Project Schedule. The scheduling representative should attend all schedule related meetings and be capable of providing and presenting information related to the Project Schedule, updates, revisions and related impacts to construction activities, milestones and overall progress.

PROJECT SCHEDULE

The Design-Build Team shall submit a Project Schedule for review within thirty (30) calendar days of receiving the Notice of Award. The Department will review the Project Schedule within twenty-one (21) calendar days of receipt. The Design-Build Team shall make any necessary corrections or adjustments to the Project Schedule as necessitated by the Department's review within seven (7) calendar days. The Department will review the revised Project Schedule will within seven (7) calendar days of receipt.

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.

GOALS

The following goal for participation by Disadvantaged Business Enterprise (DBE) is established for this contract:

Disadvantaged Business Enterprises	13 % of the construction costs
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This goal is to be met through utilization of highway construction contractors. Utilization of DBE firms performing design-related functions or Construction Engineering and Inspection are not included in this goal. DBE utilization for engineering related services is expected and is credited through the technical scoring process.

The Design-Build Team shall exercise all necessary and reasonable steps to ensure that Disadvantaged Business Enterprises participate in at least the percentage of the contract as set forth above as goals for this contract.

Only those firms certified by the Department can be counted toward this contract goal. The Department will provide oversight and direction in carrying forth this program.

LISTING OF DBE SUBCONTRACTORS

All Proposers, at the time the Price Proposal is submitted, must also submit a listing of DBE participation on the appropriate form (or facsimile thereof) contained elsewhere in this proposal in order for the bid to be considered responsive. Proposers must indicate the total dollar value of DBE participation for the contract. In the event the Proposer has no DBE participation, he is still required to indicate this on the forms by entering the word or number zero. Blank forms will not be deemed to represent zero participation. **PROPOSALS SUBMITTED WHICH DO NOT HAVE DBE PARTICIPATION INDICATED ON THE APPROPRIATE FORM WILL NOT BE READ PUBLICLY.** Those Proposals will not be considered for award by the Department and they will be returned to the Proposer.

Only those DBE firms with current certification by the Department will be considered acceptable for listing in the Proposer submittal of DBE participation.

A. The Design-Build Team shall indicate on the form for listing of DBE subcontractors contained elsewhere in this proposal the following required information:

REQUIRED INFORMATION

1. The names and addresses of DBE firms committed to participate in the contract

***** GENERAL *******NO CONTACT CLAUSE**

To ensure that information is distributed equitably to all short listed Design-Build Teams, all questions and requests for information shall be directed to the State Contract Officer through the Design-Build e-mail address. This precludes any Design- Build Team Member, or representative, from contacting representatives of the Department, other State Agencies or Federal Agencies either by phone, e-mail or in person concerning the Design-Build Project.

USE OF TERMS

Throughout this Design-Build Package and all manuals, documents and standards referred to in the Design-Build Package the terms Contractor, Bidder, Design-Builder, Design-Build Team, Team, Firm, Company, and Proposer are synonymous. Throughout this Design-Build Package and all manuals, documents and standards referred to in the Design-Build Package, the terms NCDOT, Department, Engineer, and State are synonymous.

Throughout this Design-Build Package and all manuals and documents referred to in the Design-Build Package the term Tar River Bridge, as well as all reference to the bridge over the Tar River, defines the entire structure, including the bridge sections that span the adjacent wetlands.

DESIGN REFERENCES

Design references developed and published by NCDOT and those developed and published by other agencies and adopted for use by NCDOT which are to be used in the design of this project may be obtained by contacting the Contract Office of the Project Services Unit. Standard prices for materials, which the Department normally sells for a fee, will be in effect. The Design-Build Team is responsible for designing in accordance with the applicable documents and current revisions and supplements thereto.

REVIEW OF SUBMITTALS

Major design milestones and required design submittals shall be identified as activities on a CPM, bar chart, or other scheduling tool. This schedule shall be submitted to the State Alternative Delivery Systems Engineer and Resident Engineer concurrently with the first design submittal, or within 30 days of the contract award, whichever is earlier. The schedule shall be revised and resubmitted as design milestones change or as directed by the State Alternative Delivery Systems Engineer. Submittals will be reviewed within 10 working days (15 days for temporary structures) from the date of receipt by NCDOT unless otherwise stipulated in the scope of work. All submittals shall be prepared and submitted in accordance with the "*Design-Build Submittal Guidelines*", which by reference are incorporated and made a part of this contract. All submittals shall be made simultaneously to the State Alternative Delivery Systems Engineer and the Resident Engineer. The Department will not accept subsequent submittals until prior submittal reviews have been completed for that item. The Design-Build Team shall prioritize submittals in the event that multiple submittals are made based on the current schedule. All submittals shall include pertinent Special Provisions. No work shall be performed prior to Department review of the design submittals.

OVERVIEW

The proposed improvements consist of a four-lane divided facility with sections of freeway (full control of access) and expressway (partial control of access). The project is located in Beaufort County.

ETHICS POLICY

Employees employed by the Design-Build Team or employees employed by any subconsultant for the Design-Build Team to provide services for this project shall comply with the Department's ethics policy. Failure to comply with the ethics policy will result in the employee's removal from the project and may result in removal of the Company from the Department's listing of Registered Qualified Engineering Firms.

APPROVAL OF PERSONNEL

The Department will have the right to approve or reject any personnel, assigned to a project by the Design-Build Team.

The Design-Build Team or any subcontractor for the Design-Build Team which are employed to provide services for this project shall not discuss employment opportunities or engage the services of any person or persons, now in the employment of the State during the time of this contract, without written consent of the State.

In the event of engagement, the Design-Build Team or their subcontractors shall restrict such person or persons from working on any of the Design-Build Team's contracted projects in which the person or persons were "formerly involved" while employed by the State. The restriction period shall be for the duration of the contracted project with which the person was involved. *Former Involvement* shall be defined as active participation in any of the following activities:

- Drafting the contract
- Defining the scope of the contract
- Selection of the Design-Build Team
- Negotiation of the cost of the contract (including calculating manhours or fees); and
- Administration of the contract.

An exception to these terms may be granted when recommended by the Secretary and approved by the Board of Transportation.

Failure to comply with the terms stated above in this section shall be grounds for termination of this contract and/or not being considered for selection of work on future contracts for a period of one year.

SUBMITTAL OF TECHNICAL AND PRICE PROPOSALS**GENERAL**

Technical and Price Proposals will be accepted until **4:00 P.M. Local Time on Tuesday December 13, 2005**, at the office of the State Contract Officer:

Mr. Randy A. Garris, PE
Project Services Unit
1020 Birch Ridge Drive
Century Center Complex Bldg. B
Raleigh, NC

No Proposals will be accepted after the time specified.

Proposals shall be submitted in 2 separate, sealed parcels containing the Technical Proposal in one and the Price Proposal in the other parcel.

Addendum No.2 November 10, 2005

C 201400 (R-2510B)

Roadway Scope of Work

Beaufort County

- The Design-Build Team shall design and construct one-lane ramps that provide a minimum 14-foot lane width. All ramps shall have four-foot full depth paved outside and inside shoulders.
- The Design-Build Team shall design and construct resurfacing grades for all roadways impacted by construction, excluding haul roads. The Design-Build Team shall design and construct grades that adhere to the design criteria and standards, providing all required pavement wedging.
- The maximum allowable cut slope or fill slope on this project shall be 3:1. The slopes in the interchange area shall follow the requirements set forth in the *Roadway Design Guidelines for Design-Build Projects* located on the Design-Build web site. Note: Inside the interchange quadrants the maximum slope allowed shall be 4:1.
- Milled rumble strips shall be provided on the outside and inside paved shoulders.
- The Design-Build Team shall inform the State Alternative Delivery Systems Engineer of any proposed changes to the NCDOT preliminary design or previously reviewed submittals and obtain approval prior to incorporation.
- The Design-Build Team shall note any proposed deviations to the preliminary design shown on the Revised Preliminary Design Map dated June 2005 in the Technical Proposal. As a minimum, the Design-Build Team shall clearly describe in the Technical Proposal the proposed design modifications to the aforementioned Map required at the project's northern end to completely avoid the Beebe House Historic Property, minimize impacts to properties located along the eastern side of US 17 and tie into the proposed R-2510C design. Specifically, the Design-Build Team shall provide in the Technical Proposal the required alignment changes that prevent encroachment onto, and right of way and easement acquisition from, the Beebe House Historic Property. The Design-Build Team shall itemize the additional property impacts resulting from these proposed design modifications and any associated proposed public involvement in the Technical Proposal. The Design-Build Team shall also indicate in the Technical Proposal the point at which the proposed design modifications tie to the proposed R-2510C alignment.
- The Design-Build Team shall not make any design or construction changes that affect the design or construction of Projects R-2510A and R-2510C without prior written approval from the Department.
- The Design-Build Team shall not impact the existing cemeteries located along the east side of US 17 Business south of Chocowinity and along the west side of US 17 Business south of Cherry Run Road (SR 1001).
- The proposed horizontal and vertical clearances beneath the structure over US 264 shall accommodate the symmetrical widening for a future six-lane roadway, which includes exclusive left turn lanes, with a minimum four-foot concrete median and ten-foot berms. The right of way acquired from the interchange ramp terminals outward should be of sufficient width to make provisions for the future six-lane section to transition back to the existing five-lane section along US 264.
- In proximity to the proposed US 17 Bypass / US 17 Business intersection located north of Washington, the Design-Build Team shall design and construct a proposed grade along the bypass that will accommodate a future compressed interchange design. The future interchange shall be designed with a grade separation along the extension of US 17 Business over the proposed US 17 Bypass. The Design-Build Team shall prepare functional horizontal and vertical designs for the future interchange and make a determination of, and acquire, the additional right of way required by the future

Bridge Rail Specific Requirements

Jersey shaped bridge rails shall be used for all bridges except the bridge over the Tar River. For the Tar River Bridge, include either Option #1, Option #2, or Option #4 in the Technical Proposal and the lump sum price bid for the entire project. Option #3 shall not be included in the Technical Proposal. See Special Provision for "Bridge Rail Alternate Bids."

- Option #1: The North Carolina standard 2-bar metal rail may be used for the entire length of the bridge.
- Option #2: The Minnesota Combination Design #3 rail may be used for the entire length of the bridge.
- Option #3: The 32" Vertical Concrete Parapet as shown on page 452 of Appendix B7 of the May 30, 1997 FHWA Memo (http://safety.fhwa.dot.gov/roadway_dept/docs/appendixb7d.pdf) may be used for the entire length of the bridge except for the portion of the bridge that spans from a point 250 feet south of the southern river bank to 250 feet north of the northern river bank. Through the limits noted above that cross the river, the North Carolina 2-bar metal rail shall be used. The 32" Vertical Concrete Parapet shall be widened by 1" (9" at base, 11" at top). A concrete cover of 2 ½" shall be used for the vertical steel.
- Option #4: The vertical parapet above may be used within the same limits above but the Minnesota Combination Design #3 rail may be substituted for the NCDOT standard 2-bar metal rail.

Provided that the Design-Build Team (1) provides reinforcing in the vertical parapet and Minnesota rail that is equivalent or greater than that specified in the crash-tested version of these rails; and (2) the transition between different rail types does not create any snag points, then no crash testing or justification of crash test equivalence will be required.

All concrete rails shall have grooved contraction joints and standard expansion joints as specified by the Department for New Jersey shape rails. If used, the Minnesota rail shall include a revised base plate bolt pattern that utilizes A449 bolts.

If dual bridges are constructed over the Tar River, the median barrier rail shall be the 32" Vertical Concrete Parapet the full length of both bridges.

Other Bridge Specific Details:

Shoulder Piers will not be allowed on the proposed bridges on US 17 over NC 33, on US 17 over US 264, and on US 17 over 15th Street. MSE walls in front of end bents are allowed provided the horizontal clearance at these sites allow for the width of the US 264 future typical section as described in the Roadway Scope of Work.

The proposed horizontal and vertical clearances beneath the proposed structure over US 264 shall accommodate a future 6-lane roadway, configured as specified in the Roadway Scope of Work.

Attachment of sign structures to bridges on US 17 over NC 33, on US 17 over US 264 and on US 17 over 15th Street will not be allowed.