



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

April 20, 2015

**Addendum No. 2**

Contract No.: C 203617  
TIP No.: R-2536  
County: Randolph  
Project Description: US 64 Bypass from existing US 64 west of Asheboro to existing US 64 east of Asheboro and the Zoo Connector from east of Staleys Farm Road (SR 2839) to existing NC 159 / Zoo Entrance

RE: Addendum No. 2 to Final RFP

**May 26, 2015 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated March 5, 2015 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 2 for your information. Please note that all revisions have been highlighted in gray and are as follows:

The first and second pages of the *Table of Contents* have been revised. Please void the first and second pages in your proposal and staple the revised first and second pages thereto.

Page Nos. 5 and 48 of the *Project Special Provisions* have been revised. Please void Page Nos. 5 and 48 in your proposal and staple the revised Page Nos. 5 and 48 thereto.

Page No. 107 of the *General Section* has been revised. Please void Page No. 107 in your proposal and staple the revised Page No. 107 thereto.

Page No. 113 of the *Roadway Scope of Work* has been revised. Please void Page No. 113 in your proposal and staple the revised Page No. 113 thereto.

As a reminder, each Team is required to participate in a **30-minute** presentation, followed by an oral interview with the Department's Technical Review Committee. The presentations and oral interviews will be held on **May 20, 2015** in the **DOT Traffic Engineering Greenfield Branch Conference Room 161**, located at 750 N. Greenfield Parkway, at the times noted below. A maximum of **twelve (12)** people from the Design-Build Team may attend.

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
CONTRACT STANDARDS AND DEVELOPMENT UNIT  
1591 MAIL SERVICE CENTER  
RALEIGH NC 27699-1591

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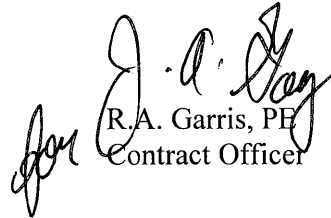
**WEBSITE:**  
[WWW.NCDOT.GOV](http://WWW.NCDOT.GOV)

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

<b>Company</b>	<b>Time</b>
Asheboro Bypass Builders (Granite Construction Company / Branch Highways, Inc. - Joint Venture)	8:30 a.m.
Asheboro Bypass Constructors, LLC (Thompson Arthur Paving & Construction, a Division of APAC – Atlantic, Inc. / Wright Brothers Construction Company, Inc. – Joint Venture)	10:30 a.m.
Blythe Construction, Inc.	1:00 p.m.
The Lane Archer Joint Venture (The Lane Construction Corporation / Archer Western Construction, LLC – Joint Venture)	3:00 p.m.

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6900.

Sincerely,



R.A. Garris, PE  
Contract Officer

RAG/mjs

cc: Mr. Rodger Rochelle, PE  
Mr. Robert Stone, III, PE  
Ms. Teresa Bruton, PE  
Mr. Zak Hamidi, PE  
Ms. Karen Capps, PE  
File

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**Trade Secret** Information submitted on the *Fuel Usage Factor Chart and Estimate of Quantities* sheet will be considered “Trade Secret” in accordance with the requirements of G.S. 66-152(3) until such time as the Price Proposal is opened.

(B) **Base Index Price**

The Design-Build Team’s Estimate of Quantities will be used on the various partial payment estimates to determine fuel price adjustments. The Design-Build Team shall submit a payment request for quantities of work completed based on the work completed for that estimate period. The quantities requested for partial payment shall be reflective of the work actually accomplished for the specified period. The Design-Build Team shall certify that the quantities are reasonable for the specified period. **The base index price for DIESEL #2 FUEL is \$1.8192 per gallon.**

(C) **Opt Out of Fuel Price Adjustment**

If the Design-Build Team elects not to pursue reimbursement for Fuel Price Adjustments, a quantity of zero shall be entered for all quantities in the *Fuel Usage Factor Chart and Estimate of Quantities* and the declination box shall be checked. Failure to complete this form will mean that the Design-Build Team is declining the Fuel Price Adjustments for this project.

(D) **Change Option**

The proposer will not be permitted to change the option after the Price Proposal and the copy of the *Fuel Usage Factor Chart and Estimate of Quantities* sheet are submitted.

(E) **Failure to Submit**

Failure to submit the *completed Fuel Usage Factor Chart and Estimate of Quantities* sheet separately and in the Price Proposal will result in the Technical and Price Proposal being considered irregular by the Department and the Technical and Price Proposal may be rejected.

**INDIVIDUAL MEETINGS WITH PROPOSERS**

(9-1-11)

DB1 G048

The Department will provide at least two Question and Answer Sessions to meet with each proposer individually to specifically address questions regarding the draft Requests for Proposals.

The Department will attempt to arrange for a meeting between each individual proposer and the affected utility owners.

The Department will afford each proposer two additional meetings (maximum two-hour time limit per each meeting) with the Department to discuss project specifics and address the proposers' concerns and questions. These meetings may occur at any time after the first Question and Answer Session with the proposers and before two weeks prior to the date of

**\*\*NOTE\*\* Deleted Cement Treated Base Course PSP**

**PRICE ADJUSTMENTS FOR ASPHALT BINDER**

(9-1-11)

DB6 R25

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the 2012 *Standard Specifications for Roads and Structures*.

When it is determined that the monthly selling price of asphalt binder on the first business day of the calendar month during which the last day of the partial payment period occurs varies either upward or downward from the Base Price Index, the partial payment for that period will be adjusted. The partial payment will be adjusted by adding the difference (+ or -) of the base price index subtracted from the monthly selling price multiplied by the total theoretical quantity of asphalt binder authorized for use in the plant mix placed during the partial payment period involved.

The base price index for asphalt binder for plant mix is \$511.15 per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on April 1, 2015.

**PRICE ADJUSTMENTS - ASPHALT CONCRETE PLANT MIX**

(9-1-11) (Rev. 3-13-13)

DB6 R26

Revise the 2012 *Standard Specifications for Roads and Structures* as follows:

**Page 6-18, Article 609-11 and Page 6-35, Article 610-14**

Add the following paragraph before the first paragraph:

The "Asphalt Price" used to calculate any price adjustments set forth in this section shall be \$40 per theoretical ton. This price shall apply for all mix types.

**FIELD OFFICE**

(6-1-07)

DB 08-01

**Description**

This work consists of furnishing, erecting, equipping, and maintaining a field office for the exclusive use of Department Engineers and Inspectors at a location on the project approved by the Engineer. Provide a field office that complies with the current A.D.A. Design and Accessibility Standards, the National Electric Code, local, state, and federal regulations, and the following:

**Procedures**

The field office and equipment shall remain the property of the Design-Build Team upon completion of the contract. The field office must be separated from buildings and trailers used

- The Department will use this interview to ask specific questions about the Team's Technical Proposal, background, philosophies and project approach.
- Presentation, questions, and answers shall not exceed 90 minutes. **No more than 12 people from the Design-Build Team may attend.**

The Department will use the information presented in the oral interview to assist in the Technical Proposal evaluation.

### **Additional Warranty and / or Guarantee**

- **The Extra Credit for this project shall be a Maximum of 5 Points.**

A twelve-month guarantee as outlined in the *Twelve-Month Guarantee* Project Special Provision is required for this project. However, the Design-Build Team may provide additional warranties and / or guarantees at their discretion. The Design-Build Team may be awarded additional points as "extra credit" to be added to the Technical Score.

The Design-Build Team may provide warranties and / or guarantees for major components of the project. Examples of major components are pavements, bridge components and sign structures. If additional warranties and / or guarantees are offered, the Design-Build Team shall indicate in the Technical Proposal the general terms of the warranties and / or guarantees, a list of the items covered, performance parameters, notification and response parameters for corrective action, and evaluation periods. The Department will be responsible for annual inspections of the components covered by all warranties and / or guarantees offered by the Design-Build Team that extend beyond the required Twelve-Month Guarantee. The warranties and / or guarantees shall also define how disputes will be handled. Prior to the first partial payment, the Design-Build Team shall submit a document that provides additional warranty / guarantee specifics in sufficient detail that allows the document to be made a part of the contract through supplemental agreement.

No direct payment will be made for warranties and / or guarantees. Payment will be considered incidental to the lump sum price for the contract.

### ***SELECTION PROCEDURE***

There will be a Technical Review Committee (TRC) composed of five or more senior personnel from involved engineering groups that will evaluate the Technical Proposal on the basis of the criteria provided in the Request for Proposals.

The selection of a Design-Build Team will involve both technical quality and price. The Technical Proposals will be presented to the TRC for evaluation. The TRC shall first determine whether the proposals are responsive to the requirements of the Request for Proposals. The Department reserves the right to ask for clarification on any item in the Technical Proposal. A written response to this request for clarification shall be provided to the Department prior to the opening of the Price Proposals. The contents of the written response may affect the Technical Review Committee's determination of the Technical Proposal's responsiveness and / or the overall evaluation of the Technical Proposal. If any commitments or clarifications provided in

existing US 64, the Design-Build Team shall design and construct a minimum 20-foot median that transitions to tie to the existing US 64 typical section at the end of the project.

- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct -Y- Lines, ramps, service roads and cul-de-sacs providing the same or better access, widening, improvements and level of service included in the R-2536 Preliminary Roadway Plans provided by the Department. The limits of -Y- Line construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards.
- Along Mack Road, Pastureview Road, Old Cox Road and Pine Hill Road, the Design-Build Team shall design and construct minimum six-foot outside shoulders, four-foot of which shall be full depth paved shoulders.
- The Design-Build Team shall extend the Oakwood Acres Road (SR 1201) design and construction westward to the Autumn Woods / Asheworth Drive intersection, replacing the Oakwood Acres Road / Autumn Woods “T” intersection with the appropriate horizontal curvature. The Design-Build Team shall design and construct Oakwood Acres Road, as well as the aforementioned extension, to meet a 40 mph design speed and encompass the entire facility within right of way. (Reference the Right of Way Scope of Work found elsewhere in this RFP)
- The Design-Build Team shall design and construct the Zoo Connector (-Y9-) in accordance with the following:
  - From the Ramp C back of gore to a minimum of 500 feet south of the Ramp D back of gore or to a minimum of 500 feet south of existing Staley’s Farm Road, whichever is further south, the Design-Build Team shall design and construct a divided facility with a minimum 46-foot grass median
  - Beginning at the aforementioned most southern limit, the Design-Build Team shall transition the Zoo Connector (-Y9-) from a divided facility to an undivided facility. However, from the point that the median is eight feet wide, as measured from edge of pavement to edge of pavement, to the Zoo Connector (-Y9-) / NC 159 (-Y10-) intersection, the Design-Build Team shall design and construct a 5” keyed-in concrete monolithic channelization island that encompasses the entire median. The aforementioned concrete monolithic channelization island shall not be less than four-feet wide.
  - South of the Zoo Connector (-Y9-) / NC 159 (-Y10-) intersection, the Design-Build Team shall design and construct a minimum 16-foot wide 5” keyed-in concrete monolithic channelization island that 1) immediately narrows with the appropriate southward transition and 2) terminates when reduced to a four-foot width.
- The Design-Build Team shall design and construct all -Y- Lines such that the through movement is not required to change lanes through the project limits.
- The Design-Build Team shall design and construct the portion of NC 159 designated as -Y10- to meet a 50 mph design speed for a minor arterial.
- The Design-Build Team will not be required to design or construct ramps or bridges to accommodate future loops.
- The Design-Build Team shall design and construct a service interchange (diamond, diamond with loop(s), DDI, or SPUI interchange) at NC 49. Through the aforementioned interchange limits, the Design-Build Team shall design and construct a five-lane facility, with a minimum four-foot wide 5” keyed-in concrete monolithic channelization island, along NC 49. North of the US 64 Bypass / NC 49 interchange, the Design-Build Team shall design and construct a transition that ties the aforementioned five-lane facility to the existing four-lane divided facility along NC 49.