



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

April 10, 2008

Addendum No. 1

RE: Contract ID: C201917
TIP Number: R-2823
County: Nash
Project Description: Rocky Mount Northern Connector from Hunter Hill Road (SR 1604) to US 301

May 20, 2008 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:

The TABLE OF CONTENTS has been revised. Please void the TABLE OF CONTENTS and staple the revised TABLE OF CONTENTS thereto.

Page 38 of the GENERAL SECTION has been revised. Please void Page 38 in your proposal and staple the revised Page 38 thereto.

Pages 51 – 53 of the ROADWAY SCOPE OF WORK have been revised. Please void Pages 51 - 53 in your proposal and staple the revised Pages 51 - 53 thereto.

Page 59 of the PAVEMENT MANAGEMENT SCOPE OF WORK has been revised. Please void Page 59 in your proposal and staple the revised Page 59 thereto.

Pages 60 – 61 of the STRUCTURES SCOPE OF WORK have been revised. Please void Pages 60 - 61 in your proposal and staple the revised Pages 60 – 61 thereto.

Page 83 of the TRAFFIC CONTROL AND PAVEMENT MARKINGS SCOPE OF WORK has been revised. Please void Page 83 in your proposal and staple the revised Page 83 thereto.

Page 93 of the UTILITIES COORDINATION SCOPE OF WORK has been revised. Please void Page 93 in your proposal and staple the revised Page 93 thereto.

Page 104 of the RIGHT OF WAY SCOPE OF WORK has been revised. Please void Page 104 in your proposal and staple the revised Page 104 thereto.

Pages 107 - 109 of the EROSION AND SEDIMENTATION CONTROL SCOPE OF WORK have been revised. Please void Pages 107 - 109 in your proposal and staple the revised Pages 107 - 109 thereto.

Page 117 of the ENVIRONMENTAL PERMITS SCOPE OF WORK has been revised. Please void Page 117 in your proposal and staple the revised Page 117 thereto.

Pages 120 and 122 of the UTILITY CONSTRUCTION SCOPE OF WORK have been revised. Please void Pages 120 and 122 in your proposal and staple the revised Pages 120 and 122 thereto.

MAILING ADDRESS:
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LOCATION:
CENTURY CENTER COMPLEX
ENTRANCE B-1
1020 BIRCH RIDGE DRIVE
RALEIGH NC

Page 154 of the STANDARD SPECIAL PROVISIONS – AVAILABILITY OF FUNDS – TERMINATION OF CONTRACTS has been revised. Please void Page 154 in your proposal and staple the revised Page 154 thereto.

Page 159 of the ERRATA has been revised. Please void Page 159 in your proposal and staple the revised Page 159 thereto.

Pages 176 – 177 of the WAGE RATES STANDARD SPECIAL PROVISION have been revised. Please void Pages 176 – 177 in your proposal and staple the revised Pages 176 – 177 thereto.

The format of the FUEL USAGE FACTOR CHART AND ESTIMATE OF QUANTITIES has been revised. Please void the FUEL USAGE FACTOR CHART AND ESTIMATE OF QUANTITIES in your proposal and staple the revised FUEL USAGE FACTOR CHART AND ESTIMATE OF QUANTITIES thereto.

Sincerely,



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

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Mr. Mitch Hendee, PE - Traffic Control (w/)
Mr. David Boyd - Utility Coordination (w/)
Mr. Lonnie Brooks, PE - Structures / Railroad (w/)
Mr. Cyrus Parker, PE - Geo-Environmental (w/)
Mr. Tim McFadden – Signing (w/)
Ms. Tammy Stewart - Public Information (w/)
Mr. Neal Strickland - Right-of-Way (w/)
Ms. Elizabeth Lusk - Environmental Permits (w/)
Ms. Leilani Paugh - On-Site Mitigation (w/)
Mr. Tim Williams, PE - Signal Design (w/)
Mr. Jimmy Goodnight, PE – Roadway (w/)
Mr. Roger Worthington, PE – Utility Construction (w/)
Mr. Calvin Leggett, PE
Mr. Doug Allison
Dr. Judith Corley-Lay, PE
Mr. Njoroge Wainaina, PE
Mr. Dave Henderson, PE
Mr. Ron King, PE
Mr. Greg Perfetti, PE
Mr. Don Lee
Ms. Pamela L. Alexander, PE
Mr. Greg Thorpe, PE
Mr. Stuart Bourne, PE
Mr. Tony Wyatt, PE (w/)
Mr. Wayne Johnson, PE (w/)
Mr. Robert Memory, PE (w/)
File

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C 201917 (R-2823)

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Guidelines”, which by reference are incorporated and made a part of this contract. All submittals shall be made simultaneously to the State Alternative Delivery 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 inform the State Alternative Delivery Engineer in writing of any proposed changes to the NCDOT preliminary designs, Technical Proposal and / or previously reviewed submittals and obtain approval prior to incorporation. 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 Design-Build Project, R-2823, is the Rocky Mount Northern Connector in Nash County. The project extends from Hunter Hill Road (SR 1604) to US 301 on new location. The total project length is approximately 4.6 miles. The proposed improvements consist of a four-lane divided facility with partial control of access.

Project services shall include, but are not limited to:

- **Design Services** – completion of construction plans, including as-builts
- **Construction Services** – necessary to build and ensure workmanship of the designed facility
- **Permit Preparation / Application** - development of all documents for required permits
- **Right of Way** – acquisition of right of way necessary to construct project

The EA / Draft Section 4(f) Evaluation was approved on October 4, 2006

The FONSI was approved on October 5, 2007

Construction Engineering Inspection will be provided by the NCDOT Division personnel.

GENERAL SCOPE

The scope of work for this project includes design, construction and management of the project. The design work includes all aspects to construct approximately 4.6 miles of a four-lane divided facility. The designs shall meet all appropriate latest versions of *AASHTO Policy on Geometric Design of Highways and Streets*, *AASHTO LRFD Bridge Design Specifications*, *Manual of Uniform Traffic Control Devices*, and all NCDOT design policies that are current as of the Technical and Price Proposal submission date or the Best and Final Offer submission date.

Construction shall include, but not be limited to, all necessary clearing, grading, roadway, drainage, structures, water and sanitary sewer line coordination, relocation and construction, utility coordination of private facilities, and erosion and sediment control work items for the proposed four-lane facility and installation of the control of access fence. Construction engineering and management shall be the responsibility of the Design-Build Team. Construction shall comply with 2006 *NCDOT Standard Specifications for Roadways and Structures* and any special provisions.

ROADWAY SCOPE OF WORK (4/4/08)**Project Details**

- The Design-Build Team shall design and construct a four-lane divided facility with a 30-foot median on new location that will serve as the Rocky Mount Northern Connector from Hunter Hill Road (SR 1604) to US 301. Unless otherwise noted herein, the Design-Build Team shall design and construct the -L- Line providing access, widening and improvements as indicated on the R-2823 Design Public Workshop Map provided by the Department. The southern project terminus shall transition to the existing two-lane paved shoulder typical section. The limits of the -L- Line construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards.
- The Rocky Mount Northern Connector shall be designed as a four-lane divided facility that meets a 60-mph design speed for a flat urban minor arterial. The Design-Build Team shall provide all other design criteria in the Technical Proposal. The design speed for all roadways shall be the greater of the minimum design speed for the facility classification or the anticipated / actual posted speed plus 5 mph.
- The Design-Build Team shall widen the existing two-lane sections of the -L- Line along the side of the roadway indicated on the R-2823 Design Public Workshop Map.
- The Rocky Mount Northern Connector shall be designed and constructed with a pavement cross slope of 0.025 and a 30-foot hinge point for fill sections.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct at grade intersections with the lane configurations noted in the February 28, 2008 Congestion Management recommendations. With the exception of the NC 48 southbound left turn lane, all intersection turn lane lengths shall meet the current NCDOT standards where vehicle storage does not govern or the aforementioned Congestion Management Recommendations, whichever is greater. This determination shall be made by calculating the recommended treatment for turn lanes, incorporating the minimum deceleration lengths, as defined in the NCDOT Design Manual (Reference Section 9-1, Figure F-4A) and comparing the calculated values with the NCDOT minimum turn lane lengths. The total turn lane length shall accommodate the taper, as well as the required deceleration length. The length of the aforementioned NC 48 southbound left turn lane shall adhere to the length shown on the R-2823 Design Public Workshop Map. The design vehicle for all turning movements shall be a WB-50.
- The Design-Build Team shall incorporate the following modifications to the February 28, 2008 Congestion Management recommendations:
 - The NC 43 southbound right turn lane shown in Figure 1 of the aforementioned recommendations shall be a combined through / right turn lane.
 - The US 301 southbound approach shown in Figure 1 of the aforementioned recommendations shall include an exclusive left turn lane designed and constructed to NCDOT minimum requirements.
- The Design-Build Team shall design and construct directional crossovers, without adjacent median U-Turn bulb-outs, on the Rocky Mount Northern Connector at Peele Road and Bishop Road.
- At the Rocky Mount Northern Connector / Hunter Hill Road / Winstead Avenue intersection the Design-Build Team shall design and construct turn lanes as noted above. The Design-Build Team shall be responsible for the following improvements:

- The western leg of the intersection shall incorporate a single through lane in each direction, an exclusive eastbound left turn lane, and an exclusive eastbound right turn lane. The median width, including the offset left turn lane, shall be 23 feet wide at the intersection throat. A concrete monolithic island shall be provided.
- The eastern leg of the intersection shall incorporate a single through lane in each direction, an exclusive westbound right turn lane and an exclusive westbound left turn lane. The right turn lane shall be 14 feet wide. Throughout the aforementioned turn lane limits, the median width, including the offset left turn lane, shall be 23 feet wide. A concrete monolithic island shall be provided.
- The northern leg of the intersection shall incorporate dual through lanes in each direction, an exclusive southbound right turn lane and dual exclusive southbound left turn lanes. Access to the inside southbound left turn lane shall be prohibited through the installation of tubular markers. (Reference the Traffic Control and Pavement Markings Scope of Work.) The median width, including the dual left turn lanes, shall be 30 feet wide. A concrete monolithic island shall be provided.
- The southern leg of the intersection shall incorporate dual southbound and northbound through lanes, an exclusive northbound left turn lane and an exclusive northbound right turn lane. The outside northbound and southbound lanes shall be 14 feet wide. The outside southbound through lane shall extend a minimum of 500 feet beyond the intersection, then transition into a lane drop that adheres to current NCDOT guidelines and standards. The median width, including the left turn lane, shall be 30 feet wide with adjacent 2'-6" mountable curb and gutter.
- The Design-Build Team shall design and construct 2-6" curb and gutter and sidewalk (10-foot berm, 14-foot berm with guardrail) through the sections of full typical section along the southern leg of Winstead Avenue and through the sections of full typical section along the eastern leg of Hunter Hill Road (north side only).
- For those parcels that require right of way / easement acquisition as part of this project, the Design-Build Team shall be responsible for acquisitions that accommodate the U-3621 and U-4019 improvements and relocate utilities accordingly. (Reference the Right of Way, Utilities Coordination and Utility Construction Scopes of Work.)
- The Design-Build Team shall design and construct US 301 to adhere to the Department's standard divided facility requirements.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct -Y- Lines, providing access, widening and improvements as indicated on the R-2823 Design Public Workshop Map and the U-3621 and U-4019 Design Public Hearing Maps 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.
- To the extent possible without impacting existing underground utilities, the Design-Build Team shall completely remove the existing roadway and drainage structures within the entire length of the proposed abandoned sections of Woodruff Road and Fenner Road.

- The Design-Build Team shall be responsible for designing and removing the first existing median opening along US 301 located south of the proposed Rocky Mount Northern Connector / US 301 intersection. The Design-Build Team shall restore the median to match the adjacent typical section.
- Along the –L– Line, the Design-Build Team shall design and construct minimum nine-foot outside shoulders, four-foot of which shall be full depth paved shoulders. Along the –L– Line, the Design-Build Team shall design and construct either 2’-6” or 2’-9” mountable curb and gutter, in accordance with the special details provided by the Department, along a grass median. The total median width shall be 30 feet.
- Functional classifications that have a defined usable shoulder width shall have the appropriately wider overall shoulder width.
- The Design-Build Team shall design and construct a minimum of two dual-direction median U-Turn bulb-outs not shown on the R-2823 Design Public Workshop Map. One U-Turn bulb-out shall be located between NC 43 (Benvenue Road) and Peele Road and the other shall be located between NC 48 and relocated Fenner Road. The additional U-Turn bulb-outs shall not impact jurisdictional areas. The Design-Build Team shall indicate in the Technical Proposal the number, location and impacts of the proposed additional median U-Turn bulb-outs.
- Milled rumble strips will not be required.
- The Design-Build Team shall design and construct bridge rail offsets as indicated in the NCDOT *Roadway Design Manual* or that are equal to the approach roadway paved shoulders, whichever is greater. Bridge rail offsets for long bridges may be reduced from the aforementioned requirement in accordance with the NCDOT *Roadway Design Manual*.
- Concurrence Point 4A, Avoidance and Minimization, has been reached with the Environmental Agencies. Any variations in the Department’s proposed design and / or construction methods that nullify Concurrence Point 4A and / or require additional coordination with the Environmental Agencies shall be the sole responsibility of the Design-Build Team. The Department shall not allow any contract time extensions associated with this additional coordination. (Reference Environmental Permits Scope of Work).
- The Design-Build Team shall design and construct resurfacing grades for all roadways impacted by construction, excluding haul roads. At a minimum, the Design-Build Team shall resurface all lanes and shoulders of an undivided facility throughout the limits of all proposed widening. At a minimum, the Design-Build Team shall resurface each one-way roadway of a divided facility throughout the limits of the one-way roadway widening, allowing varying resurfacing limits for the opposing directions of travel. The Design-Build Team shall design and construct grades that adhere to the design criteria and standards, providing all required pavement wedging. (Reference the Pavement Management Scope of Work)

The rate of application and the maximum and minimum thickness per application and layer shall be in accordance with the NCDOT Roadway Design Manual.

Shoulder drains are not required.

In areas where the Design-Build Team's design requires an existing paved facility to accommodate projected traffic volumes other than the Department's projected traffic volumes, the Design-Build Team shall evaluate the existing paved facility regarding its suitability for carrying the Design-Build Team's projected traffic volumes. In the event that the existing paved facility is found to be inadequate, the Design-Build Team shall be responsible for upgrading the existing paved facility to an acceptable level or replacing the existing paved facility. Prior to incorporation, the Design-Build Team shall submit their evaluation and proposed use of the existing paved facility to the State Alternative Delivery Engineer for review and acceptance or rejection.

STRUCTURES SCOPE OF WORK (2-4-08)**Project Details:**

The Design-Build Team shall be responsible for all structures necessary to complete the project.

The -L- Line shall bridge the following features:

- Compass Creek – Notwithstanding any other hydraulic requirements, a minimum 295-foot long bridge, as measured along the roadway, shall be designed and constructed.
- Hornbeam Branch – Notwithstanding any other requirements, a minimum 100-foot long bridge, as measured along the roadway, shall be designed and constructed to accommodate wildlife.

Structures are anticipated at the following locations:

- Goose Branch
- Tributary to Compass Creek

All bridge barrier rails shall be jersey shaped barriers per Standard Drawing CBR1.

The empirical method for deck design will not be allowed.

A load rating summary for girders will be required on the bridge plans.

Size of box culverts to be determined by the Design-Build Team.

Cored slab and box beam bridges will not be allowed.

Slab spans will not be allowed.

If deck bulb-tee girders are proposed, the Design-Build Team shall provide a concrete overlay and grind the girders to match the profile. In the Technical Proposal, the Design-Build Team shall indicate their intent to incorporate deck bulb-tee girders and provide wearing surface details.

The NCDOT has coordinated with the public and obtained their approval for the NCDOT standard steel pile precast concrete panel sound barrier wall. The Design-Build Team shall be responsible for any activities, as deemed necessary by the Department or the FHWA resulting from changes to the sound barrier wall type, including but not limited to, public involvement.

General:

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

All bridges shall meet approved roadway typical sections and grades. Bridge geometry (width, length, skew, span arrangement, etc.) shall be in accordance with approved Structure Recommendations and Bridge Survey Reports prepared by the Design-Build Team.

Design shall be in accordance with AASHTO LRFD Bridge Design Specifications, NCDOT Structure Design Manual (including policy memos) and NCDOT Bridge Policy Manual.

Construction and materials shall be in accordance with the 2006 *NCDOT Standard Specifications for Roads and Structures*, NCDOT Structure Design Unit Project Special Provisions and NCDOT Structure Design Unit Standard Drawings.

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.

Monotube or cantilever sign support structures will not be allowed.

Attachment of sign structures to bridges will not be allowed.

Casting of conduit in the bridge deck or outside railing will not be allowed.

Sound barrier walls shall be in accordance with Standards SBW1 and SBW2 and the Sound Barrier Wall Project Special Provision located on the Structure Design Unit web site; or alternate details and special provisions approved by the NCDOT Structure Design Unit, **Geotechnical Engineering Unit and Human Environment Unit**.

Capacity of overhang falsework hangers placed at the edge of the thin top flange concrete girders (such as bulb tee girders) is limited to 75% of the manufacturer's safe working load. Use of Meadow Burke HF-42 and HF-43 hangers is not allowed.

When using bridge deck slab overhang falsework systems that transmit torsion to the exterior girders bracing will be required. Bracing shall limit the magnitude of torsional stresses (concrete girders) or lateral flange bending (steel girders) in the exterior girders caused by falsework system loads and limit the magnitude of stresses in the component elements, welds, or connections.

The sizing spacing and details of the bracing elements shall be sufficient to meet the design requirements stated below. Design calculations and working drawings submitted for review should consider the horizontal force effects of the falsework on the girder and on the bracing elements themselves.

For concrete girders, torsional stresses in girders resulting from falsework and other dead loads shall not exceed one quarter of the cracking torque. Torsional stresses due to all dead loads and live loads shall not exceed one half of the cracking torque. Cracking torque of prestressed concrete girders shall be computed in accordance with ACI 318-02, Section 11.6.1. For steel girders, lateral flange bending stresses shall not exceed 2000 psi.

The Design-Build Team shall select a Private Engineering Firm (PEF) that has experience designing and sealing Traffic Control and Pavement Marking Plans for the North Carolina Department of Transportation (NCDOT) on comparable projects.

The Work Zone Traffic Control web site contains useful information that may be needed for the design of the Traffic Control and Pavement Marking Plans.

<http://www.ncdot.org/doh/preconstruct/wztc/>

The Final Pavement Marking Plans shall address any required modifications to existing pavement markings located outside the project limits to ensure appropriate tie-ins. The Design-Build Team shall be responsible for installing all markings and markers located outside the project limits, resulting from the project construction.

II. Project Operations Requirements

The following are Time Restrictions and notes that shall be included with the Traffic Control Plans General Notes:

A. Time Restrictions

1. Intermediate Contract Times #1 and #2 for Lane Narrowing, Closure, Holiday and Special Event Restrictions.

As a minimum, the Design-Build Team shall maintain existing traffic patterns and shall not close or narrow a lane during the times below. When traffic is placed into the final pattern for any roadway, that will become the minimal traffic pattern and the following time restrictions shall still apply.

Road Name	Time Restrictions
US 301	Monday to Friday - 6:00 a.m. to 8:00 a.m. Monday to Friday - 4:00 p.m. to 7:00 p.m. When US 301 is used as an alternate route for I-95 traffic, all lane closures shall be removed within 60 minutes of notice by the Engineer.
Hunter Hill Road (SR 1604) and Winstead Avenue (SR 1613)	Monday to Friday - 1:00 p.m. to 7:00 p.m.
NC 43	Monday to Friday - 3:00 p.m. to 7:00 p.m.

The Design-Build Team shall not install or remove any traffic control device required for narrowing or closing a lane during the times listed above.

In addition to the lane narrowing and closure restrictions stated above for US 301, during holidays, holiday weekends, special events, or any other time when traffic is unusually heavy on the roadways listed herein, the Design-Build Team shall not close

UTILITIES COORDINATION SCOPE OF WORK (4-2-08)

- **Overview**

The Design-Build Team shall coordinate the relocation and / or adjustment of all utilities not specifically described in the Utility Construction Scope of Work in accordance with this scope of work.

The Design-Build Team shall obtain the services of a Private Engineering Firm (PEF) knowledgeable in the NCDOT Utility Coordination Process, involved with utility relocation / installation and highway construction. The Design-Build Team shall be responsible for coordinating all utility relocations. Coordination shall include any necessary utility agreements when applicable. The NCDOT will be responsible for non-betterment utility relocation cost when the utility company has prior rights of way / compensable interest. The utility company shall be responsible for the relocation costs if they can not furnish evidence of prior rights of way or a compensable interest in their facilities. The Design-Build Team shall be responsible for determining the cost responsibility for the utility relocations. The Design-Build Team shall be responsible for all costs associated with utility relocations due to haul roads and / or any other temporary conditions resulting from the Design-Build Team's methods of operation or sequence of work. NCDOT will be the approving authority for all utility agreements and approval of plans.

With the exception of tie-ins to existing utilities along Hunter Hill Road and along Winstead Avenue, south of Hunter Hill Road, the Design-Build Team shall be responsible for utility coordination throughout the construction limits of this project that accommodates the future improvements associated with Projects U-4019 and U-3621. Immediately preceding this project's construction termini along the aforementioned roadways, the Design-Build Team shall coordinate tie-ins to existing utilities that adhere to the owner's requirements and minimize relocations required by the future improvements associated with Projects U-4019 and U-3621.

- **Preparation for relocating utilities within the existing or proposed highway Rights of Way**

I. The Design-Build Team shall be required to use the guidelines as set forth in the following:

- (A) *NCDOT Utility Manual - Policies & Procedures for Accommodating Utilities on Highway Rights of Way*
- (B) *Federal Aid Policy Guide - Subchapter G, Part 645, Subparts A & B*
- (C) *Federal Highway Administration's Program Guide, Utility Adjustments & Accommodations on Federal Aid Highway Projects*
- (D) *NCDOT Construction Manual Section 105-8*
- (E) *NCDOT Right of Way Manual - Chapter 16 Utility Relocations*
- (F) *NCDENR Public Water Supply - Rules governing public water supply*
- (G) *NCDENR Division of Water Quality - Title 15A - Environment and Natural Resources*

RIGHT OF WAY SCOPE OF WORK (4-2-08)

The Design-Build Team shall employ qualified, competent personnel who are currently **approved by the NCDOT Right of Way Branch**, herein after referred to as the Department, to provide all services necessary to perform all appraisal, appraisal review, negotiation and relocation services required for completion of the project in accordance with G.S. 136-28.1 of the General Statutes of North Carolina, as amended, and in accordance with the requirements set forth in the *Uniform Appraisal Standards and General Legal Principles for Highway Right of Way*, the *North Carolina Department of Transportation's Right of Way Manual*, the *North Carolina Department of Transportation's Rules and Regulations for the Use of Right of Way Consultants*, the *Code of Federal Regulations*, and *Chapter 133 of the General Statutes of North Carolina from Section 133-5 through 133-18*, hereby incorporated by reference, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. For a list of firms currently approved, the Design-Build Team should contact Mr. Neal Strickland, in the NCDOT Right of Way Branch, at 919-733-7932, extension 317. The Design-Build Team shall perform the services as set forth herein and furnish and deliver to the Department reports accompanied by all documents necessary for the settlement of claims and the recordation of deeds, or necessary for condemnation proceedings covering said properties. The Design-Build Team, acting as an agent on behalf of the State of North Carolina shall provide right of way acquisition services for TIP R-2823 in Nash County.

If removal of contaminated material is the responsibility of the Department (reference the GeoEnvironmental Scope of Work), the Design-Build Team shall make every effort to purchase this right of way as early as possible.

For those parcels along Hunter Hill Road and along Winstead Avenue, south of Hunter Hill Road, that require right of way / easement acquisition as part of this project, the Design-Build Team shall acquire right of way and Permanent Utility Easements within the entire parcel limits such that the future improvements associated with Projects U-4019 and U-3621 will be accommodated.

The Design- Build Team shall be responsible for all right of way / easement acquisition required for the sanitary sewer and water line construction. Prior to acquisition, the Design-Build Team shall coordinate all right of way / easement requirements with the City of Rocky Mount. (Reference the Utility Construction Scope of Work.)

The Design-Build Team shall carry out the responsibilities as follows:

- With respect to the payments, costs and fees associated with the acquisition of right of way in this contract, the Department shall be responsible for only direct payments to property owners for negotiated settlements, recording fees, any relocation benefits, and deposits and fees involved in the filing of condemnation of any claims. The Department shall assume responsibility for all costs associated with the litigation of condemned claims, including testimony by the appraiser(s). The Design-Build Team shall be responsible for all other acquisition related payments, costs and fees.
- A Department representative will be available to provide technical guidance on right of way acquisition procedures and to make timely decisions on approving relocation benefits and

EROSION AND SEDIMENTATION CONTROL SCOPE OF WORK (4-4-08)

The NCDOT REU shall review and accept all Erosion and Sedimentation Control Plans. Clearing & Grubbing and Final Grade Release for Construction (RFC) Erosion Control Plans shall be submitted to all NCDOT Personnel listed in the Design-Build Submittal Guidelines before **any** land disturbing activities, including clearing and grubbing, can commence. If the Design-Build Team chooses to perform the work in discrete sections, then a complete set of Clearing & Grubbing and Final Grade RFC Erosion Control Plans shall be submitted, accepted, and distributed as noted above prior to land disturbing activities, including clearing and grubbing, commencing in that section. No land disturbing activities, including clearing and grubbing, shall occur in any location that does not have accepted Clearing & Grubbing and Final Grade RFC Erosion Control Plans.

Erosion and Sedimentation Control Plans shall at a minimum address the following:

I. Complete Set of Plans

A. Clearing and Grubbing Phase

1. Use correct NCDOT symbology
2. Protect existing drainage structure inlets with Rock Inlet Sediment Trap Type 'A' (RIST-A), Rock Inlet Sediment Trap Type 'C' (RIST-C), Rock Pipe Inlet Sediment Trap Type 'A' (PIST-A), etc.
3. Utilize adequate perimeter controls (temporary silt ditches (TSD), temporary silt fence (TSF), etc.)
4. Utilize skimmer basins and rock measures with sediment control stone (Temporary Rock Sediment Dam Type 'B' (TRSD-B), Temporary Rock Silt Check Type 'A' (TRSC-A), etc.) at drainage outlets
5. Take into account existing topography and show contour lines
6. Show 50-foot Environmentally Sensitive Area (ESA) around all streams with Tar-Pamlico River buffer zones on Clearing & Grubbing EC Plans only
7. Utilize Temporary Rock Silt Checks Type 'B' (TRSC-B) to reduce velocity in existing ditches with spacing of 250 feet divided by percentage of ditch grade. Also utilize TRSC-B's in proposed TSD's and temporary diversions (TD)
8. Protect existing streams; do not place erosion control devices in live streams
9. Provide adequate silt storage for 3600 cubic feet per disturbed acre and sediment basins shall be sized with surface area equal to 435 square feet per cubic foot per second (cfs) of the peak inflow rate, Q25, using 25-year peak rainfall data (*NCDENR-Erosion and Sediment Control Planning and Design Manual*). A Sediment Basin Designer Spreadsheet will be provided by the NCDOT Roadside Environmental Unit (REU) upon request.
10. Design Riser Basins to the following standards:
 - a. Surface Area shall be determined by Equation $A(\text{sq. feet}) = Q25(\text{cfs}) * 435$
 - b. Volume requirement shall be 1800 cubic feet per disturbed acre draining to the riser basin
 - c. Riser Pipe shall have a cross-sectional area 1.5 times that of the barrel pipe
 - d. Perforations in the riser pipe shall be reduced to increase dewatering time to twenty-four (24) hours

- e. See *NCDENR- Erosion and Sediment Control Planning and Design Manual* for additional design criteria
11. Skimmer Basins shall provide adequate silt storage for 1800 cubic feet per disturbed acre with surface area equal to 325 square feet per cubic foot per second (cfs) of the peak inflow rate, Q25, using the 25-year peak rainfall data (*NCDENR - Erosion and Sediment Control Planning and Design Manual*). A Sediment Basin Designer Spreadsheet will be provided by the NCDOT Roadside Environmental Unit (REU) upon request.
 12. The minimum and maximum length to width ratio of all Sediment Basins shall be 2:1 and 6:1, respectively.
 13. Coir Fiber Baffles shall be installed in all silt basins and sediment dams at drainage outlets. For silt basins with a 20-foot or longer length, three Coir Fiber Baffles shall be installed with a spacing of 1/4 the basin length. For silt basins with a length less than 20 feet, a minimum of two Coir Fiber Baffles shall be installed, with a spacing of 1/3 the basin length. The Design-Build Team will not be required to show the individual baffles on the Erosion Control Plans, but shall be required to incorporate the Coir Fiber Baffle Detail on the Erosion Control Plans.
 14. Include any culvert and / or pipe construction sequence plan sheets in the Clearing & Grubbing Erosion Control Plans; all pipes 48" or larger, or any combination of pipes that total 48" or more require a construction sequence.

B. Final Grade Phase

1. Use correct NCDOT symbology
2. Protect existing and proposed drainage structure inlets with RIST-A, RIST-C, PIST-A, etc.
3. Utilize adequate perimeter controls (TSD, TSF, etc.)
4. Utilize TRSC-B's to reduce velocity in existing and proposed ditches with spacing of 250 feet divided by percentage of ditch grade. Also utilize TRSC-B's in proposed TSD's and TD's
5. Utilize temporary slope drains and earth berms at top of fill slopes 8 feet or higher and a fill slope grade of 3:1 or steeper, or where there are superelevations above 0.04 and fills are greater than 5 feet. Maximum slope drain spacing shall be 200 feet.
6. Utilize rock energy dissipater and / or silt basin at outlet of slope drain
7. Devices at all drainage turnouts shall utilize skimmers or sediment control stone (TRSD-B, TRSC-A, etc.)
8. Provide adequate silt storage for 3600 cubic feet per disturbed acre and sediment basins shall be sized with surface area equal to 435 square feet per cubic foot per second (cfs) of the peak inflow rate, Q25, using 25-year peak rainfall data (*NCDENR- Erosion and Sediment Control Planning and Design Manual*) A Sediment Basin Designer Spreadsheet will be provided by NCDOT REU upon request
9. Provide matting for erosion control in all ditch lines where the velocity is greater than 2.0 ft./s, and the shear stress is 1.55 psf or less. For ditch lines with a shear stress above 1.55 psf, Permanent Soil Reinforcement Mat or Rip Rap shall be utilized
10. Design Riser Basins to the following standards:
 - a. Surface Area shall be determined by Equation $A(\text{sq. feet}) = Q25(\text{cfs}) * 435$
 - b. Volume requirement shall be 1800 cubic feet per disturbed acre draining to the riser basin

- c. Riser Pipe shall have a cross-sectional area 1.5 times that of the barrel pipe
 - d. Perforations in the riser pipe shall be reduced to increase dewatering time to twenty-four (24) hours
 - e. See *NCDENR- Erosion and Sediment Control Planning and Design Manual* for additional design criteria
11. Skimmer Basins shall provide adequate silt storage for 1800 cubic feet per disturbed acre with surface area equal to 325 square feet per cubic foot per second (cfs) of the peak inflow rate, Q25, using the 25-year peak rainfall data (*NCDENR - Erosion and Sediment Control Planning and Design Manual*). A Sediment Basin Designer Spreadsheet will be provided by the NCDOT Roadside Environmental Unit (REU) upon request
 12. The minimum and maximum length to width ratio of all Sediment Basins shall be 2:1 and 6:1, respectively
 13. Coir Fiber Baffles shall be installed in all silt basins and sediment dams at drainage outlets. For silt basins with a 20-foot or longer length, three Coir Fiber Baffles shall be installed with a spacing of 1/4 the basin length. For silt basins with a length less than 20 feet, a minimum of two Coir Fiber Baffles shall be installed, with a spacing of 1/3 the basin length. The Design-Build Team will not be required to show the individual baffles on the Erosion Control Plans, but shall be required to incorporate the Coir Fiber Baffle Detail on the Erosion Control Plans

C. Intermediate Phase

Intermediate Erosion Control Plans shall only be required if design modifications and / or site conditions require additional erosion control design or design revisions to the RFC Clearing and Grubbing and / or RFC Final Grade Erosion Control Plans. Intermediate Plans shall be submitted for review and shall be accepted prior to construction of any aspect impacted by the revised erosion control design. For any intermediate phase, comply with Section B, "Final Grade Phase" above.

II. Detail Sheets and Notes

- A. Provide project specific special notes and details such as temporary rock silt check type B, coir fiber baffle, skimmer basin, etc.
- B. Provide matting summary sheet(s): matting for erosion control and permanent soil reinforcement mat
- C. Provide reforestation sheet(s): regular, wetland, streambank and / or buffer showing appropriate species

III. Title Sheet

- A. Show correct notes: HQW, ESA, clearing and grubbing, etc.
- B. Show correct standards for project
- C. List of standard NCDOT symbology

IV. Special Provisions

- A. Erosion Control Special Provisions are available at the following website:
http://www.ncdot.org/doh/operations/dp_chief_eng/roadside/soil_water/special_provisions/

the permit application. This information shall also be part of the data presented at the 4B and 4C meetings.

The NCDOT hereby commits to ensuring, to the greatest extent possible, that the footprint of the impacts in areas under the jurisdiction of the federal Clean Water Act shall not be increased during the Design-Build effort. All fill material shall be immediately stabilized and maintained to prevent sediment from entering adjacent waters or wetlands. The Design-Build Team shall be responsible for ensuring that the design and construction of the project will not impair the movement of aquatic life.

Requests made for modifications to the permits obtained by the Design-Build Team shall only be allowed if the Engineer determines it to be in the best interest of the Department and shall be strongly discouraged. The Design-Build Team shall not take an iterative approach to hydraulic design issues. The design shall be complete prior to permit application.

Major Permit Timeframe

The Design-Build Team should expect it to take up to 11 months to accurately and adequately complete all designs necessary for permit application, submit the permit application request to the Department and obtain approval for the permit from the environmental agencies. Agency review time will be approximately 90 days from receipt of a “complete” package. No requests for additional contract time or compensation shall be allowed if the permits are obtained within this 11-month period. With the exception of location and survey work **and permitted investigative borings covered under a Nationwide Permit #6**, no mobilization of men, materials, or equipment for site investigation or construction of the project shall occur prior to obtaining the permits, either within the 11-month period or beyond the 11-month period. This limitation does not preclude the off-site fabrication of bridge members or equipment. The Department will not honor any requests for additional contract time or compensation, including idle equipment or mobilization or demobilization costs, for the Design-Build Team mobilizing men, materials (or ordering materials), or equipment prior to obtaining all permits. The Department will consider requests for contract time extensions for obtaining the permits only if the Design-Build Team has pursued the work with due diligence, the delay is beyond the Team’s control, and the 11-month period has been exceeded. If time were granted, it would be only for that time exceeding the 11-month period. This 11-month period is considered to begin on the Date of Availability as noted in the contract.

The Design-Build Team needs to be aware that the timeframes listed above to review any permit applications and / or modifications begin only after a fully complete and 100% accurate submittal.

Mitigation Responsibilities of the Design-Build Team

The Department will be responsible for compensatory mitigation for unavoidable impacts to wetlands and surface waters due to project construction, as **required by** the planning phase, from the Ecosystem Enhancement Program.

**** NOTE **** Deleted paragraph on buffer / stream restoration requirements at the tributary to Compass Creek and the adjacent western stream.

UTILITY CONSTRUCTION SCOPE OF WORK (4-2-08)**General**

The design and construction of any utilities not specifically mentioned in this Scope of Work shall be handled and paid for in accordance with the Utilities Coordination Scope of Work.

The Design-Build Team shall be responsible for the relocation and construction of all water and sanitary sewer facilities, including but not limited to valves, fire hydrants, meters, etc., that are impacted by the Design-Build Team's design and / or construction, regardless of whether or not the conflict is specifically mentioned in this Scope of Work.

The Department is entering into agreements with the City of Rocky Mount to provide design and construction services for relocating their water and sanitary sewer lines impacted by this project and to extend existing facilities as noted elsewhere in this Scope of Work.

The Design-Build Team shall design, furnish, install, inspect, certify and obtain DENR approval of these utilities in accordance with the Department's *Standard Specifications for Roads and Structures*, July 2006, *Policies and Procedures for Accommodating Utilities on Highway Rights of Way*, April 1, 1993, and the *Utility Construction Criteria* dated February 1, 2008, which by reference are incorporated and made a part of this contract. In the case of conflict between the RFP and the *Utility Construction Criteria* provided by the Department, the RFP and the Department publications noted above govern.

The Design-Build Team shall be responsible for all fees associated with the subject work, as well as obtaining all required permits prior to beginning any construction activity.

The Design-Build Team shall develop and provide As-Built Drawings for all utility facilities designed and constructed as part of this Scope of Work.

Upon obtaining DENR approval, the Design-Build Team shall coordinate with the City of Rocky Mount to obtain their acceptance that the proposed and relocated utilities are complete. It is anticipated that the City of Rocky Mount will complete their review and acceptance within 30 days of receiving a written request from the Design-Build Team, via the State Alternative Delivery Engineer, for acceptance. The existing utility facilities shall remain in place and functioning until the new and relocated facilities are accepted by the City of Rocky Mount. The Design-Build Team shall abandon or remove all existing facilities no longer in operation.

The Design-Build Team shall coordinate the proposed utility design and construction with the utility owner(s) and the Department. The Design-Build Team shall submit two (2) copies of the utility design to the State Alternative Delivery Engineer for review and acceptance. The Design-Build Team shall concurrently provide the utility owner(s) with two (2) copies of the design for their review. Prior to submittal of the final design, it is recommended that the Design-Build Team concurrently provide the aforementioned copies of the preliminary design for review by the utility owner(s) and the Department. It is anticipated that the City of Rocky Mount's review will be completed within ten days. Ultimate approval of the proposed utility relocations, replacements and additions will be the responsibility of the Department.

The agreements for the Utility Construction described herein will be obtained by the Department and are not part of the Utilities Coordination work required by the Design-Build Team. Upon approval, the Design-Build Team shall provide five sets of half-size plans for each of the utility owner's facilities to the State Utility Agent for addendum to the NCDOT / Utility Owner agreement. Concurrently with this submittal, the Design-Build Team shall submit one set of half-size plans to the State Alternative Delivery Engineer and the Resident Engineer.

All existing water service meters shall be relocated to the new right of way line. Sanitary sewer clean-outs will not be allowed within the median and must be relocated to the new right of way line. All existing fire hydrants shall be relocated outside of the roadway clear recovery area.

The Design-Build Team shall be responsible for all right of way and / or easement acquisitions required for the sanitary sewer line and water line replacement, relocation and additions. (Reference the Right of Way Scope of Work.)

The Design-Build Team shall construct all water lines with ductile iron pipe with a minimum pressure class of 350. The Design-Build Team shall construct all gravity sanitary sewer lines with either ductile iron pipe or ASTM D3034 PVC pipe with an SDR of 35.

The Design-Build Team shall maintain water service on all existing water lines except for maximum six-hour shutdowns that shall only be allowed for connecting the new lines to the existing lines. The Design-Build Team shall schedule water shutdowns with the City of Rocky Mount at least five days in advance.

The Design-Build Team shall maintain service on all existing sanitary sewer lines except for permitted shutdowns that shall only be allowed for connecting the new lines to the existing lines. The Design-Build Team shall schedule sanitary sewer shutdowns with the City of Rocky Mount at least five days in advance.

The Design-Build Team shall repair all water and sanitary sewer line damage resulting from construction activities and re-establish the associated service interruption immediately after each occurrence.

The Design-Build Team shall design and construct all elements of the relocated, replaced and additional facilities to be functionally similar to the existing facilities and in accordance with current DENR requirements. The Design-Build Team shall be responsible for all DENR coordination and approvals associated with the water and sanitary sewer lines, except the City Engineers will provide the necessary documentation for the additional flows on the water and sanitary sewer extensions.

Compensation

All costs for the design, materials, permits, fees, installation, testing, relocation and construction of the proposed facilities described herein, including the relocation and construction of all water and sanitary sewer facilities impacted by the Design-Build Team's design and / or construction not specifically mentioned in this Scope of Work, shall be included in the lump sum bid for the project. No additional payments shall be made either by the Department or the utility owner(s) for the utility design, materials, permits, fees, installation, testing, relocation or construction work outlined in this Scope of Work.

All references to Method of Measurement, Basis of Payment or any other statement regarding direct payment for utility design or construction noted in the *Utility Construction Criteria* shall be disregarded.

STANDARD SPECIAL PROVISION**AVAILABILITY OF FUNDS – TERMINATION OF CONTRACTS**

(05-20-08)

Z-2

General Statute 143C-6-11. (h) Highway Appropriation is hereby incorporated verbatim in this contract as follows:

“(h) Amounts Encumbered – Transportation project appropriations may be encumbered in the amount of allotments made to the Department of Transportation by the Director for the estimated payments for transportation project contract work to be performed in the appropriation fiscal year. The allotments shall be multi-year allotments and shall be based on estimated revenues and shall be subject to the maximum contract authority contained in *General Statute 143C-6-11(c)*. Payment for transportation project work performed pursuant to contract in any fiscal year other than the current fiscal year is subject to appropriations by the General Assembly. Transportation project contracts shall contain a schedule of estimated completion progress, and any acceleration of this progress shall be subject to the approval of the Department of Transportation provided funds are available. The State reserves the right to terminate or suspend any transportation project contract, and any transportation project contract shall be so terminated or suspended if funds will not be available for payment of the work to be performed during that fiscal year pursuant to the contract. In the event of termination of any contract, the contractor shall be given a written notice of termination at least 60 days before completion of scheduled work for which funds are available. In the event of termination, the contractor shall be paid for the work already performed in accordance with the contract specifications.”

Payment will be made on any contract terminated pursuant to the special provision in accordance with Article 108-13(E), of the *North Carolina Department of Transportation Standard Specifications for Roads and Structures*, dated July 1, 2006.

Addendum No. 1 April 10, 2008

C 201917 (R-2823)

Errata

Nash County

- ❑ Page 6-43, Article 610-8, 4th paragraph, remove the first *the*
- ❑ Page 6-44, 2nd full paragraph, 1st sentence, delete the first *and* and add *transverse* just before cross-slope control.
- ❑ Page 6-51, at the top of the page, add **610-14** on the same line, and just before the heading MAINTENANCE.
- ❑ Page 6-53, Article 620-4 sixth paragraph, second line; the word that should be *which*.
- ❑ Page 6-66, title, Replace EXISTNG with **EXISTING**
- ❑ Page 6-66, Article 657-1, Description, first sentence, replace PS/AR (hot-poured rubber asphalt with *hot applied joint sealer*.
- ❑ Page 6-66, Article 657-2, replace PS/AR (Hot-Poured Rubber Asphalt with the following:

Item	Section
<i>Hot Applied Joint Sealer</i>	1028-2

- ❑ Page 6-67, at the top of the page, substitute the heading Section 654 with Section **657**.
- ❑ Page 6-67, Article 657-3 Construction Methods, 2nd paragraph, replace PS/AR sealant with *hot applied joint sealer*.
- ❑ Page 6-71, 660-9(B)(1), Replace the first sentence of the first paragraph with the following:
Using the quantities shown in Table 660-1, apply asphalt material to the existing surface followed by an application of No. 78 M or lightweight aggregate.
- ❑ Page 6-89, Add a period at the end of the last sentence at the bottom of the page.
- ❑ Page 6-90, Article 663-5, first paragraph, first sentence, change 50oF to **50°F**; third paragraph, fourth sentence change 325oF to **325°F**.

Division 7

- ❑ Page 7-12, at the top of the page, substitute the heading Section 710 with Section **700**.
- ❑ Page 7-15, Article 710-9, 4th paragraph, last line, change 710-11(B) to 710-10(B).

Division 8

- ❑ Page 8-13, Article 808-3, 4th Paragraph, third line, replace Eexcavation with *Excavation*
- ❑ Page 8-35, Article 848-2, Item: Replace Cncrete with **Concrete**

Division 9

- ❑ Page 9-2, add **901-3** just before CONSTRUCTION METHODS

Division 10

- ❑ Page 10-12, near bottom of page add **(C)** before Proportioning and Mixing of Modified Compositions, which should be bold type.
- ❑ Page 10-28, at the top of the page, substitute Section 1006 for 1005.
- ❑ Page 10-54, Subarticle 1018-2A), First line, substitute **(B)** for II, third line, substitute **(B)(2)** for II-b.
- ❑ Pages 10-56, 10-58, 10-60 at the top of the page, substitute Section 1018 with Section **1020**.
- ❑ Page 10-84, Table 1042-1, Class 2, Maximum, change from 23r to **23**.
- ❑ Page 10-84, Article 1042-2 Testing, last sentence, replace the word alterations with the word **cycles**.

GENERAL DECISION NC20080010 NC10

Z-11

Date: February 8, 2008

General Decision Number NC20080010

Superseded General Decision No. NC20070010

State: North Carolina

Construction Type: HIGHWAY

COUNTIES:

Alleghany	Granville	Pasquotank
Anson	Greene	Pender
Ashe	Halifax	Perquimans
Avery	Harnett	Person
Beaufort	Haywood	Pitt
Bertie	Henderson	Polk
Bladen	Hertford	Richmond
Brunswick	Hoke	Robeson
Caldwell	Hyde	Rockingham
Camden	Iredell	Rutherford
Carteret	Jackson	Sampson
Caswell	Johnston	Scotland
Chatham	Jones	Stanly
Cherokee	Lee	Surry
Chowan	Lenoir	Swain
Clay	Macon	Transylvania
Cleveland	Madison	Tyrrell
Columbus	Martin	Vance
Craven	McDowell	Warren
Currituck	Mitchell	Washington
Dare	Montgomery	Watauga
Duplin	Moore	Wayne
Edgecombe	Nash	Wilkes
Gates	Northampton	Wilson
Graham	Pamlico	Yancey

HIGHWAY CONSTRUCTION PROJECTS (does not include tunnels, building structures in rest area projects, railroad construction, and bascule, suspension, and spandrel arch bridges, bridges designed for commercial navigation, and bridges involving marine construction, and other major bridges).

Modification Number
0

Publication Date
2/08/2008

	Rates	Fringes
CARPENTER	7.71	
CONCRETE FINISHER	7.64	
IRONWORKER (Reinforcing)	9.27	
LABORER		
Common	5.85	
Asphalt Raker	6.32	
Form Setter (Road)	6.90	
Mason (Brick, Block, Stone)	7.76	
Pipe Layer	5.90	
Power Tool Operator	6.53	
POWER EQUIPMENT OPERATORS		
Asphalt Distributor	6.57	
Asphalt Paver	7.00	
Bulldozer	7.21	
Bulldozer (utility)	6.00	
Concrete Finishing Machine	9.48	
Concrete Grinder	8.13	
Crane, Backhoe, Shovel, & Dragline (Over 1 yd.)	8.53	
Crane, Backhoe, Shovel, & Dragline (1 yd. & under)	6.91	
Drill Operator	7.65	
Grade Checker	5.85	
Greaseman	6.43	
Hydroseeder	7.00	
Loader	6.85	
Mechanic	8.27	
Milling Machine	8.00	
Motor Grader (Fine Grade)	8.01	
Motor Grader (Rough Grade)	7.42	
Oiler	5.85	
Piledriver	11.00	
Roller (Finish)	6.32	
Roller (Rough)	5.85	
Scraper	6.41	
Screed Asphalt	6.33	
Stone Spreader	5.88	
Stripping Machine Operator	6.00	
Subgrade Machine	9.00	
Sweeper	5.85	
Tractor (utility)	6.15	
TRUCK DRIVERS		
Single Rear Axle Trucks	5.85	
Multi Rear Axle Trucks	5.85	
Heavy Duty trucks	5.85	
Welder	9.07	

Welders – Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR 5.5(a)(1)(ii)).

FUEL USAGE FACTOR CHART AND ESTIMATE OF QUANTITIES

Description of Work	Units	Fuel Usage Factor Diesel #2	Estimate of Quantities
Unclassified Excavation	Gal / CY	0.29	_____ CY
Borrow Excavation	Gal / CY	0.29	_____ CY
Aggregate Base Course Aggregate for Cement Treated Base Course Portland Cement for Cement Treated Base Course	Gal / Ton	0.55	_____ Tons
Asphalt Concrete Base Course Asphalt Concrete Intermediate Course Asphalt Concrete Surface Course Open-Graded Asphalt Friction Course Sand Asphalt Surface Course, Type F-1	Gal / Ton	2.90	_____ Tons
Portland Cement Concrete Pavement Structural Concrete Concrete Shoulders Adjacent to Pavement	Gal / CY	0.98	_____ CY

The above quantities represent a reasonable estimate of the total quantities anticipated, for each item, as pertaining to fuel price adjustments, and is representative of the design proposed in the Technical Proposal submitted under separate cover.

Or

The Design-Build Team elects not to pursue reimbursement for Fuel Price Adjustments on this project.

The information submitted on this sheet is claimed as a “Trade Secret” in accordance with the requirements of G.S. 66-152(3) until such time as the Price Proposal is opened.

Signature, Title

Dated

Print Name, Title

(Submit a copy of this sheet in a separate sealed package with the outer wrapping clearly marked “Fuel Price Adjustment” and deliver with the Technical and Cost Proposal.)