



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

January 7, 2015

Addendum No. 4

Contract No.: C 203575
TIP No.: U-3301
County: Buncombe
Project Description: NC 63 (Leicester Highway) from SR 1516 (Gilbert Road) to SR 1004 (Newfound Road)

RE: Addendum No. 4 to Final RFP

February 17, 2015 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated September 18, 2014 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 4 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. 3, 40 and 41 of the *Project Special Provisions* have been revised. Please void Page Nos. 3, 40 and 41 in your proposal and staple the revised Page Nos. 3, 40 and 41 thereto.

Page No. 101 of the *Hydraulics Scope of Work* has been revised. Please void Page No. 101 in your proposal and staple the revised Page No. 101 thereto.

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

cc: J. J. Swain, Jr., PE
Rodger Rochelle, PE

Teresa Bruton, PE
File

Tim McFadden

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

TELEPHONE: 919-707-6900
FAX: 919-250-4119

WEBSITE:
WWW.NCDOT.GOV

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

TABLE OF CONTENTS**COVER SHEET****PROPOSAL SHEETS****PROJECT SPECIAL PROVISIONS***PAGE NO.*

Contract Time and Liquidated Damages	1
Other Liquidated Damages and Incentives	1
Payout Schedule.....	2
Mobilization.....	2
Submittal of Quantities, Fuel Base Index Price and Opt-Out Option.....	2
Individual Meeting with Proposers	4
Execution of Bid, Non-Collusion Affidavit, Debarment Certification and Gift Ban Certification.....	4
Submission of Design-Build Proposal	5
Alternative Technical Concepts and Confidential Questions	5
Value Analysis	10
Schedule of Estimated Completion Progress	10
Disadvantaged Business Enterprise	11
Certification for Federal-Aid Contracts	24
Contractor's License Requirements	24
U. S. Department of Transportation Hotline.....	25
Resource Conservation	25
Subsurface Information.....	25
Domestic Steel	26
Bid Documentation	26
Twelve Month Guarantee	29
Erosion & Sediment Control / Storm Water Certification.....	30
Procedure for Monitoring Borrow Pit Discharge.....	35
Clearing and Grubbing.....	37
Burning Restrictions	37
Building and Appurtenance Removal / Demolition.....	37
Pipe Installation	38
Reinforced Concrete Pipe Design.....	38
Drainage Pipe	40
Price Adjustments for Asphalt Binder	40
Price Adjustments - Asphalt Concrete Plant Mix	41
Field Office	41
Geotextile for Pavement Stabilization	43
Pile Driving Criteria.....	45
Foundations and Anchor Rod Assemblies for Metal Poles	46
Rock Blasting and Control of Vibration	53
Cement and Lime Stabilization of Sub-Grade Soils	57

GENERAL	62
 SCOPES OF WORK	
Roadway	78
Pavement Management.....	86
Structures	90
Geotechnical Engineering.....	92
Hydraulics.....	101
GeoEnvironmental	106
Transportation Management	108
Pavement Markings	123
Signing	125
Signals.....	128
Environmental Permits.....	133
Erosion and Sedimentation Control.....	139
Right of Way.....	152
Utilities Coordination.....	156
Public Information	163
 STANDARD SPECIAL PROVISIONS	
Plant and Pest Quarantines.....	165
Gifts from Vendors and Contractors	165
Liability Insurance	166
State Highway Administrator Title Change.....	166
Bridge Approach Fills.....	166
Preparation of Subgrade and Base	168
Aggregate Stabilization.....	169
Asphalt Pavements - Superpave.....	170
Asphalt Paver – Fixed and Mobile String Line	173
Asphalt Binder Content of Asphalt Plant Mixes	173
Asphalt Plant Mixtures	173
Final Surface Testing – Asphalt Pavements	173
Subsurface Drainage	175
Remove and Stockpile Existing Guardrail.....	175
Guardrail Anchor Units, Type 350 (TL-3)	175
Street Signs and Markers and Route Markers.....	176
Subletting of Contract	176
Materials	177
Select Materials, Class III, Type 3.....	186
Shoulder and Slope Borrow	187
Temporary Shoring	188
Truck Mounted Changeable Message Signs.....	198
Rock and Broken Pavement Fills.....	199
On-the-Job Training.....	200
Availability of Funds – Termination of Contracts.....	203

The Design-Build Team shall prepare an Estimate of Quantities that they anticipate incorporating into the completed project and upon which the Price Proposal was based. The quantity breakdown shall include all items of work that appear in the *Fuel Usage Factor Chart and Estimate of Quantities* sheet. Only those items of work which are specifically noted in the Fuel Usage Factor Chart will be subject to fuel price adjustments. Fuel price adjustments shall not apply to changes in these quantities resulting from a Supplemental Agreement.

Submittal The submittal shall be signed and dated by an officer of the Design-Build Team. The information shall be copied and submitted in a separate sealed package with the outer wrapping clearly marked “Fuel Price Adjustment” and shall be delivered at the same time and location as the Technical and Price Proposal. The original shall be submitted in the Price Proposal.

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 \$ **2.0538** 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

devices flush with concrete surfaces as directed. Fill holes in a neat and workmanlike manner with an approved non-metallic non-shrink grout, concrete or plug.

DRAINAGE PIPE

(9-1-11)

DB3 R36

Description

Where shown in the plans developed by the Design-Build Team, the Contractor shall use Reinforced Concrete Pipe, Corrugated Aluminum Alloy Pipe, Aluminized Corrugated Steel Pipe, Corrugated Polyethylene Pipe (HDPE Pipe) or Polyvinyl-Chloride Pipe (PVC Pipe) in accordance with the following requirements:

All pipe types are subject to the maximum and minimum fill height requirements as found on Roadway Standard Drawing 300.01 - Sheet 3 of 3. The appropriate Reinforced Concrete Pipe class and the appropriate gage thickness for Corrugated Aluminum Alloy Pipe and Aluminized Corrugated Steel Pipe shall be selected based on fill height.

Site specific conditions may limit a particular material beyond what is identified in this Special Provision. These conditions include, but are not limited to, abrasion, environmental, soil resistivity and pH, high ground water and special loading conditions. The Design-Build Team shall determine if additional restrictions are necessary.

Slope drains shall be Corrugated Aluminum Alloy Pipe, Aluminized Corrugated Steel Pipe, Corrugated Polyethylene Pipe (HDPE Pipe) or Polyvinyl-Chloride Pipe (PVC Pipe).

Transverse median drains, storm drainage system pipes, and open-ended cross drains shall be Reinforced Concrete Pipe unless the pipe slope is greater than 10%, in which case the pipe shall be either Corrugated Aluminum Alloy Pipe or Aluminized Corrugated Steel Pipe.

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 **\$578.85 per ton.**

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on January 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 by the Design-Build Team and be erected and functional as an initial operation. Failure to have the field office functional when work first begins on the project will result in withholding payment of the Design-Build Team's monthly progress estimate. The field office must be operational throughout the duration of the project and be removed upon completion and final acceptance of the project.

Provide a field office that is weatherproof, tightly floored and roofed, constructed with an air space above the ceiling for ventilation, supported above the ground, has a width of at least 10 feet, and the floor-to-ceiling height that is at least 7 feet 6 inches. Provide inside walls and a ceiling that are constructed of plywood, masonite, gypsum board, or other suitable materials. Have the exterior walls, ceiling, and floor insulated.

Provide a field office with a minimum floor space of 500 square feet and that is equipped with the following:

HYDRAULICS SCOPE OF WORK (1-7-15)**Project Details**

- The Design-Build Team shall employ a private engineering firm to perform hydraulic design for all work required under this contract. The private engineering firm must be prequalified for hydraulic design work under the Department's normal prequalification procedures prior to the Technical Proposal submittal date.
- The Design-Build Team shall hold a pre-design meeting with the Transportation Program Management Director and Hydraulic Review Engineer upon acceptance of the Preliminary Roadway Plans developed by the Design-Build Team.
- The Design-Build Team shall design all storm drainage systems using Geopak Drainage.
- The *Bicycle Safe Steel Grate and Frame Special Detail* provided by the Department and the NCDOT Roadway Standard Drawing No. 840.29 are considered bicycle-safe drainage grates. In accordance with the January 1994 North Carolina Bicycle Facilities Planning and Design Guidelines, the Design-Build Team shall install bicycle-safe drainage grates at the locations noted below:
 - Throughout the mainline three-lane section
 - Within the paved shoulder of the mainline four-lane section
- At a minimum, and in accordance with the requirements noted above, the Design-Build Team shall install traffic bearing drop inlets with steel frames and flat steel grates at the following locations:
 - Within a temporary and / or permanent lane
 - Within four feet of a temporary and / or permanent lane
- Excluding 1) driveway pipes that do not carry a stream, 2) driveway pipes that do not require extension, and 3) locations where a pipe grade dictates metal pipe, the Design-Build Team shall 1) replace all metal pipes within the project limits (within slope stake, easement and / or right of way) with reinforced concrete pipe and 2) install reinforced concrete pipe. The Design-Build Team shall not steepen slopes, reduce easements, or reduce right of way solely to avoid replacing the aforementioned pipes. All other pipes shall adhere to the NCDOT *Pipe Material Selection Guide*.
- Throughout the project limits, the Design-Build Team shall analyze all existing box culverts and pipes within the existing / proposed right of way for hydraulic and structural deficiencies. Based on these analyses, the following shall be adhered to:
 - The Design-Build Team shall provide the appropriate hydraulic mitigation for all hydraulically deficient box culverts and / or pipes; and for all hydraulically and structurally deficient box culverts and / or pipes, including but not limited to replacement. The Design-Build Team shall identify all hydraulically deficient box culverts and / or pipes and their proposed hydraulic mitigation in the Technical Proposal.