STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 13, 2015

Addendum No. 1

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. 1 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. 1 for your information. Please note that all revisions have been highlighted in gray and are as follows:

On the COVER SHEET, change the date for the Technical and Price Proposal submission to **April 30, 2015;** and change the date and time for the Price Proposal Opening to **May 26, 2015** and **10:00 a.m.,** respectively. Please mark through the dates shown on the March 5, 2015 (Labeled) RFP and insert the new dates. These corrections must be done in ink and initialed and dated by your Team's primary contractor (reference the attached example). The corrected Final RFP, must be used to submit the Price Proposal for return to this office.

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

Page Nos. 28 and 54 of the *Project Special Provisions* have been revised. Please void Page Nos. 28 and 54 in your proposal and staple the revised Page Nos. 28 and 54 thereto.

Page No. 100 of the *General Section* has been revised. Please void Page No. 100 in your proposal and staple the revised Page No. 100 thereto.

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

Page Nos. 113, 114, 119 and 123 of the *Roadway Scope of Work* have been revised. Please void Page Nos. 113, 114, 119 and 123 in your proposal and staple the revised Page Nos. 113, 114, 119 and 123 thereto.

Page Nos. 206 and 207 of the *Environmental Permits Scope of Work* have been revised. Please void Page Nos. 206 and 207 in your proposal and staple the revised Page Nos. 206 and 207 thereto.

Page Nos. 240 - 246, 248, 251 and 270 of the *Standard Special Provisions* have been revised. Please void Page Nos. 240 - 246, 248, 251 and 270 in your proposal and staple the revised Page Nos. 240 - 246, 248, 251 and 270 thereto.

Page No. 270A has been added to the *Standard Special Provisions*. Please staple the additional Page No. 270A in your proposal.

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 **Pamlico Conference Room (Century Center Building "B")** at the times noted below. A maximum of **ten (10)** people from the Design-Build Team may attend.

Company	Time
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/kbc

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

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

FINAL REQUEST FOR PROPOSALS

DESIGN-BUILD PROJECT

TIP R-2536

March 5, 2015

DATE AND TIME OF TECHNICAL AND PRICE PROPOSAL SUBMISSION: ~~**April 23, 2015**~~ April 30, 2015 BY **4:00 PM** ABC xx/xx/xxxx

DATE AND TIME OF PRICE PROPOSAL OPENING: ~~**May 19, 2015 AT 2:00 PM**~~ May 26, 2015 10:00 am ABC xx/xx/xxxx

CONTRACT ID: C 203617

WBS ELEMENT NO. 34450.3.S1

FEDERAL-AID NO. N/A

COUNTY: Randolph

ROUTE NO. US 64 Bypass

MILES: 14.6 – US 64 Bypass / 1.8 - Zoo Connector

LOCATION: 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

TYPE OF WORK: DESIGN-BUILD AS SPECIFIED IN THE SCOPE OF WORK CONTAINED IN THE REQUEST FOR PROPOSALS

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. NOT WITHSTANDING THESE LIMITATIONS ON BIDDING, THE PROPOSER WHO IS AWARDED ANY PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF BID OPENING, REGARDLESS OF FUNDING SOURCES.

_____ 5% BID BOND OR BID DEPOSIT REQUIRED

_____

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COVER SHEET

PROPOSAL SHEETS

PROJECT SPECIAL PROVISIONS *PAGE NO.*

STANDARD SPECIAL PROVISIONS

PROPOSAL FORMS - ITEMIZED SHEET, ETC.

CONTRACTOR'S LICENSE REQUIREMENTS

(7-1-95) DB1 G88

If the Design-Build Team does not hold the proper license to perform any plumbing, heating, air conditioning, or electrical work in this contract, he will be required to sublet such work to a contractor properly licensed in accordance with *Article 2 of Chapter 87 of the General Statutes* (licensing of heating, plumbing, and air conditioning contractors) and *Article 4 of Chapter 87* of the *General Statutes* (licensing of electrical contractors).

** Note ** Deleted *U.S. Department of Transportation Hotline* PSP

RESOURCE CONSERVATION AND ENVIRONMENTALLY SUSTAINABLE PRACTICES

(5-21-13)(Rev. 4-10-15) 104-13 DB1 G118

In accordance with North Carolina Executive Order 156, NCGS 130A-309.14(3), and NCGS 136-28.8, it is the objective of the Department to aid in the reduction of materials that become a part of our solid waste stream, to divert materials from landfills, to find ways to recycle and reuse materials, to consider and minimize, where economically feasible, the environmental impacts associated with agency land use and acquisition, construction, maintenance and facility management for the benefit of the Citizens of North Carolina.

To achieve the mission of reducing environmenatl impacts across the state, the Department is committed to supporting the efforts to initiate, develop and use products and construction methods that incorporate the use of recycled, solid waste products and environmentally sustainable practices in accordance with Article 104-13 of the 2012 *Standard Specifications for Roads and Structrues*.

Report the quanities of reused or recycled materials either incorporated in the project or diverted from landfills and any practice that minimizes the environmental impact on the project annually on the Project Construction Reuse and Recycling Reporting Form. The Project Construcion Reuse and Recycling Reporting Form and a location tool for local recyling facilities are available at:

http://connect.ncdot.gov/resources/Environmental/Pages/North-Carolina-Recycling-Locations.aspx

Submit the Project Construction Reuse and Recycling Reporting Form by August 1st annually to v**aluemanagementunit@ncdot.gov**. For questions regarding the form or reporting, please contact the State Value Management Engineer at 919-707-4810.

SUBSURFACE INFORMATION

(3-22-07) DB1 G119

Available subsurface information will be provided on this project. The Design-Build Team shall be responsible for additional investigations and for verifying the accuracy of the subsurface information supplied by the Department.

DOMESTIC STEEL

(3-6-13) 106 DB G 120

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

P**age 1-49, Subarticle 106-1(B) Domestic Steel, lines 2-7,** replace the first paragraph with the following:

All steel and iron products that are permanently incorporated into this project shall be produced in the United States except minimal amounts of foreign steel and iron products may be used provided the combined material cost of the items involved does not exceed 0.1% of the total

(e) PDF copy of all pile driving criteria and executable GRLWEAP input and output files

FOUNDATIONS AND ANCHOR ROD ASSEMBLIES FOR METAL POLES

(1-17-12) (Rev. 4-3-15) 9, 14, 17 DB9 R05

Description

Foundations for metal poles include foundations for signals, cameras, overhead and dynamic message signs (DMS) and high mount and low level light standards supported by metal poles or upright trusses. Foundations consist of footings with pedestals and drilled piers with or without grade beams or wings. Anchor rod assemblies consist of anchor rods (also called anchor bolts) with nuts and washers on the exposed ends of rods and nuts and a plate or washers on the other ends of rods embedded in the foundation.

Construct concrete foundations with the required resistances and dimensions and install anchor rod assemblies in accordance with the contract and accepted submittals. Construct drilled piers consisting of cast-in-place reinforced concrete cylindrical sections in excavated holes. Provide temporary casings or polymer slurry as needed to stabilize drilled pier excavations. Use a prequalified Drilled Pier Contractor to construct drilled piers for metal poles. Define "excavation" and "hole" as a drilled pier excavation and "pier" as a drilled pier.

This provision does not apply to materials and anchor rod assemblies for standard foundations for low level light standards. See Section 1405 of the 2012 *Standard Specifications for Roads and Structures* and *Roadway Standard Drawing* No. 1405.01 for materials and anchor rod assemblies for standard foundations. For construction of standard foundations for low level light standards, standard foundations are considered footings in this provision. This provision does not apply to foundations for signal pedestals; see Section 1743 of the 2012 *Standard Specifications for Roads and Structures* and *Roadway Standard Drawing* No. 1743.01.

Materials

Refer to the 2012 *Standard Specifications for Roads and Structures*.

Item	Section
Conduit	1091-3
Grout, Type 2	1003
Polymer Slurry	411-2(B)
Portland Cement Concrete	1000
Reinforcing Steel	1070
Rollers and Chairs	411-2(C)
Temporary Casings	411-2(A)

Provide Type 3 material certifications in accordance with Article 106-3 of the 2012 *Standard Specifications for Roads and Structures* for conduit, rollers, chairs and anchor rod assemblies. Store steel materials on blocking at least 12" above the ground and protect it at all times from damage; and when placing in the work make sure it is free from dirt, dust, loose mill scale, loose rust, paint, oil or other foreign materials. Load, transport, unload and store foundation and anchor rod assembly materials so materials are kept clean and free of damage. Bent, damaged or defective materials will be rejected.

GENERAL

Technical and Price Proposals will be accepted until **4:00 p.m. Local Time on Thursday, April 30, 2015**, at the office of the State Contract Officer:

Mr. Randy A. Garris, PE
Contract Standards and Development
1020 Birch Ridge Drive
Century Center Complex - Building B
Raleigh, NC 27610

No Proposals will be accepted after the time specified.

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

TECHNICAL PROPOSAL

Technical Proposals shall be submitted in a sealed package. The outer wrapping shall clearly indicate the following information:

Technical Proposal
Submitted By: (Design-Build Team's Name)
Design-Build Team Address
Contract Number C 203617
TIP Number R-2536
Randolph County
US 64 (Asheboro Southern Bypass) from existing US 64 west of Asheboro to existing US 64 east of Asheboro and the Zoo Connector from east of SR 2839 (Staleys Farm Road) to existing NC 159 / Zoo Entrance.

If delivered by mail, the sealed envelope shall be placed in another sealed envelope and the outer envelope addressed to the Contract Officer as stated in the Request for Proposals. The outer envelope shall also bear the statement "Technical Proposal for the Design-Build of State Highway Contract No. C 203617".

Technical Proposal Requirements

12 Copies
8 ½ inch by 11 inch pages
No fold-out sheets allowed
Printed on one side only
Double-spaced
Font size 12
Minimal font size 10 is permissible within embedded tables, charts, or graphics. No more than 50 pages, excluding the introductory letter to Mr. Randy Garris, P.E. (two-page maximum length) and the 11 inch by 17 inch appropriate plan sheets -
Fold out plan sheets (up to 62 x 34 inches) are permitted to present interchange plans

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 four-foot wide 5" keyed-in concrete monolithic channelization island that is terminated with the appropriate transition.
- 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.

South 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 two-lane facility along NC 49.

- The Design-Build Team may substitute the US 64 Bypass / US 220 Bypass / I-73 / I-74 interchange configuration shown on the Preliminary Roadway Plans with a full cloverleaf interchange provided the requirements noted below are adhered to:
  - Along both sides of US 220 Bypass / I-73 / I- 74, the Design-Build Team shall design and construct collector-distributor roads that are physically separated from the aforementioned -Y- Line. Between the proposed loops, the aforementioned collector-distributor roads shall be designed and constructed as a two-lane facility along both sides of US 220 Bypass / I-73 / I- 74.
  - In accordance with the requirements noted herein, the Design-Build Team shall reanalyze the US 64 Bypass / US 220 Bypass / I-73 / I-74 interchange, complete a revised Interchange Access Report (IAR) and obtain NCDOT and FHWA approval.
  - The Department will not honor any requests for additional contract time or compensation for any effort required to complete the aforementioned activities, including but not limited to additional design effort, additional construction effort, FHWA coordination / approvals, and / or environmental agency coordination / approvals.
- The Design-Build Team shall design and construct Staleys Farm Road (SR 2839) to meet a 50 mph design speed for a rural local road. Excluding alignment modifications required to adhere to the design criteria, the Design-Build Team shall design and construct Staleys Farm Road in accordance with the horizontal configuration depicted on the Preliminary Roadway Plans provided by the Department. Any revision to Staleys Farm Road, other than the modifications noted above, shall require an approved Alternative Technical Concept. (Reference the *Alternative Technical Concepts and Confidential Questions* Project Special Provision found elsewhere in this RFP)
- The Design-Build Team shall design and construct one-lane ramps that provide a minimum 16-foot lane width. The Design-Build Team shall design and construct two lane ramps that provide minimum 12-foot lanes. All ramps shall have 14-foot outside shoulders, four-foot of which shall be full depth paved shoulders and 12-foot inside shoulders, four-foot of which shall be full depth paved shoulders.
- Excluding the US 64 Bypass westbound to US 220 Bypass / I-73 / I- 74 southbound movement and the Zoo Connector northbound to US 64 Bypass westbound movement, the Design-Build Team shall design and construct all directional ramps in accordance with the requirements noted below:
  - All directional ramps shall be designed and constructed with a minimum of two 12-foot lanes.
  - The minimum design speed for all directional ramps shall adhere to the middle range design speed noted in Table 10-1, *Guide Values for Ramp Design Speed as Related to Highway Design Speed* shown in AASHTO's *A Policy on Geometric Design of Highways and Streets* (2011).
  - All directional ramp bridges shall be designed and constructed with a four-foot outside bridge rail offset and a 12-foot inside bridge rail offset.

criteria, the Design-Build Team will not be required to design or construct the sound barrier wall.

- The Design-Build Team shall develop Service Road Studies for all land-locked parcels, including those shown on the R-2536 Preliminary Roadway Plans provided by the Department and those resulting from variations to the Department's design. At a minimum, all Service Road Studies shall include a comparison of all associated construction costs, including but not limited to all required sound barrier walls, and all associated right of way acquisition costs. If, to the Department's sole satisfaction, the aforementioned Service Road Studies indicate that a service road shown on the Preliminary Roadway Plans provided by the Department is no longer required, the Design-Build Team will not be required to build that service road. If, at the Department's sole discretion, the aforementioned Service Road Studies indicate that service roads are required that are not shown on the Preliminary Roadway Plans provided by the Department, the design and construction costs of the additional service roads shall be as follows:

  - Excluding the locations / properties noted below, if the Design-Build Team demonstrates, to the Department's sole satisfaction, that the additional service road(s) are required for the Department's preliminary design, the service road(s) design and construction, including all associated NEPA requirements, will be paid for as extra work in accordance with Subarticle 104-8-(A) of the 2012 *Standard Specifications for Roads and Structures*.

    1) Lisa Elaine & Mia Robinson parcel located in the US 64 Bypass / NC 49 Quadrant B
    2) Judith S. Owens parcel located in the US 64 Bypass / NC 49 Quadrant D
    3) Subdivision located east of Pastureview Road

  - If the locations / properties noted above require additional service road(s), the service road(s) design and construction, as well as all associated NEPA requirements, shall be included in the Design-Build Team's lump sum bid for the entire project.

  - If variations to the Department's proposed design and / or construction methods require additional service road(s), the service road(s) design and construction, as well as all associated NEPA requirements, shall be included in the Design-Build Team's lump sum bid for the entire project.

- Excluding haul roads, the Design-Build Team shall design and construct resurfacing grades for all roadways impacted by construction. All resurfacing grades shall adhere to the design criteria and standards, provide all required pavement wedging (Reference the Pavement Management Scope of Work found elsewhere in this RFP) and adhere to the minimum requirements noted below:

  - The Design-Build Team shall resurface all lanes and shoulders of an undivided facility throughout the limits of proposed widening and construction.

  - Throughout the limits of the one-way roadway widening and construction, the Design-Build Team shall resurface each one-way roadway of a divided facility, including but not limited to US 220 Bypass / I-73 / I-74, allowing varying resurfacing limits for the opposing directions of travel.

former State Roadway Design Engineer. Unless otherwise noted elsewhere in this RFP, the design speed for all roadways shall be the greater of the minimum design speed for the facility type, as specified in the 2011 AASHTO *A Policy on Geometric Design of Highways and Streets*, or the anticipated / actual posted speed plus five mph. Excluding Staleys Farm Road (SR 2839) and the portion of NC 159 designated as -Y10-, if a speed limit is not physically posted on an existing facility, General Statutes mandate the speed limit as 55 mph, resulting in a 60 mph design speed.

- Within the vehicle recovery area, the Design-Build Team shall design and construct single face concrete barrier in front of all sound barrier walls, retaining walls and all elements acting as a retaining wall, located on the outside shoulder in fill sections. The aforementioned concrete barrier shall be located beyond the typical section shoulder pint, requiring the Design-Build Team to widen the outside shoulder beyond the typical section width.

- At all intersections impacted by the Design-Build Team's design and / or construction methods, excluding resurfacing, the following design vehicles shall be required for all turning movements:

  - WB-67 at all ramp / loop intersections with -Y- Lines (For side-by-side turning maneuvers, WB-67 for the outside movement only and SU-30 for inside movement)

  - WB-62 at all other intersections

- All roundabout(s) shall adhere to the design and operation parameters as detailed in *Roundabouts: An Informational Guide, Second Edition (NCHRP Report 672).* Prior to incorporation, the Design-Build Team shall provide a traffic analysis of the proposed roundabout(s), utilizing the 2040 projected traffic volumes and SIDRA Intersection 5.1 or SIDRA Intersection 6.0 analysis software, for NCDOT review and approval. All roundabouts shall be designed and constructed to accommodate a WB-67.

- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct all lane drops from the outside travel way.

- A sag vertical curve low point will not be allowed on any proposed bridge or approach slab.

- Excluding grades required to tie to existing, the minimum longitudinal grade shall be 0.30%.

- Excluding parcels restricted by Control of Access, the Design-Build Team shall design and construct a minimum of one driveway per parcel. The Design-Build Team shall design and construct all driveways that adhere to the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and the minimum requirements noted below. Excluding the maximum grade requirement, if the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and the requirements noted below have conflicting design parameters, the proposed design and construction shall adhere to the aforementioned Policy:

The NCDOT hereby commits to ensuring, to the greatest extent practicable, that the footprint of the impacts in areas under the jurisdiction of the Federal Clean Water Act will not be increased during the Design-Build effort. In accordance with the Department of Water Resources' NCG 010000, all fill material shall be 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 hydraulic design shall be complete prior to permit application.

Individual Permit Timeframe

The Design-Build Team should expect it to take up to 14 months to accurately and adequately complete all designs necessary for the permit application, submit the application to the Department, and obtain permit approvals from the environmental agencies. Environmental agency review time will be approximately 120 days from receipt of a "complete" package. No requests for additional contract time or compensation will be allowed if the permits are obtained within this 14-month period. With the exception of location and survey work, utility relocation work outside jurisdictional resources that adhere to the aforementioned requirements, permitted investigative borings covered under a Nationwide Permit No. 6 and / or Preconstruction Notification secured by the Design-Build Team, 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 14-month period or beyond the 14-month period). 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 14-month period has been exceeded. If time were granted it would be only for that time exceeding the 14-month period. This 14-month period is considered to begin on the Date of Availability as noted elsewhere in the RFP.

The Design-Build Team needs to be aware that the approximate timeframes listed above for the NCDWR, and the USACE to review a permit application begin only after a fully complete and 100% accurate submittal.

Mitigation Responsibilities of the Design-Build Team

Due to the uncertainty of the feasibility of potential on-site mitigation sites, the Department has acquired the compensatory mitigation for unavoidable impacts to wetlands and surface waters due to the project construction from the Ecosystem Enhancement Program (EEP). This mitigation was based on impacts as identified in the planning stage. However, as required by the NEPA Process and the USACE / EPA Section 404 B1 Guidelines, the compensatory mitigation for unavoidable impacts to wetlands and surface waters must be based on impacts resulting from final designs; and the Department must first pursue the aforementioned compensatory mitigation through on-site mitigation. Therefore, in accordance with the requirements herein, the Design-Build Team shall plan, design and successfully construct all feasible on-site mitigation and identify the additional mitigation required from EEP. If necessary, the Department will coordinate any modification to the mitigation acquired through EEP. (Reference the On-Site Mitigation Scope of Work found elsewhere in this RFP)

Any changes proposed by the Design-Build Team to any design or construction details provided by the Department shall be approved by the Department prior to being submitted to the resource agencies for their approval.

Should additional jurisdictional impacts result from revised design and / or construction methods to the extent that the final total mitigation (across both hydrologic units) exceeds the total mitigation required for the Department's preliminary design, suitable compensatory mitigation for wetlands and / or streams shall be the sole responsibility of the Design-Build Team. Therefore, it is important to note that additional mitigation will have to be approved by the environmental agencies and such approval shall require, at a minimum, the preparation and approval of a Mitigation Plan before permits are approved and before construction can commence. To mitigate for these additional jurisdictional impacts, the Design-Build Team shall be responsible for all costs associated with acquiring suitable mitigation. Construction of any on-site mitigation shall be performed by a contractor that has successfully constructed similar on-site mitigation. In the absence of suitable on-site mitigation, the Design-Build Team shall coordinate the acquisition of additional mitigation with the Department. The Department will be responsible for payment to the EEP for all additional mitigation; however, the Design-Build Team shall reimburse the Department for these costs.

The Design-Build Team shall analyze all new areas to be impacted that have not been analyzed during the NEPA Process and any staging areas that are located outside the project right of way. This analysis shall include performing all environmental assessments. These assessments shall require the Design-Build Team to engage the services of a competent environmental consultant to conduct a full environmental investigation to include, but not be limited to, Federally Listed Threatened and Endangered Species, wetlands, streams, avoidance and minimization in jurisdictional areas, compensatory mitigation, FEMA compliance, and historical, archaeological, and cultural resources surveys in these areas. The environmental consultant shall obtain concurrence through PDEA-NES and from the United States Fish and Wildlife Service to document compliance with Section 7 of the *Endangered Species Act* for those species requiring such concurrence. In addition, the Design-Build Team shall identify additional mitigation required, identify the amount of time beyond the aforementioned 14-month period, and fulfill all other requirements that the permitting agencies impose to obtain the permit. Any contract time extensions resulting from additional environmental assessments required by the Design-Build Team's design and / or construction methods impacting areas outside those previously analyzed through the NEPA Process shall be solely at the Department discretion.

Commitments

The NCDOT is committed to incorporating all reasonable and practicable design features to avoid and minimize stream and wetland impacts, and to provide full compensatory mitigation of all remaining impacts. Avoidance measures were taken during the planning and NEPA Process and minimization measures were incorporated as part of the preliminary design. The Design-Build Team shall incorporate these avoidance and minimization features, plus any minimization identified during the interagency hydraulic design review meetings and interagency permit impacts meetings, into the design.

STREET SIGNS AND MARKERS AND ROUTE MARKERS

(07-01-95) DB9 R01

Move any existing street signs, markers, and route markers out of the construction limits of the project and install the street signs and markers and route markers so that they will be visible to the traveling public if there is sufficient right of way for these signs and markers outside of the construction limits.

Near the completion of the project and when so directed by the Engineer, move the signs and markers and install them in their proper location in regard to the finished pavement of the project.

Stockpile any signs or markers that cannot be relocated due to lack of right of way, or any signs and markers that will no longer be applicable after the construction of the project, at locations directed by the Engineer for removal by others.

The Design-Build Team shall be responsible to the owners for any damage to any street signs and markers or route markers during the above described operations.

SUBLETTING OF CONTRACT

(12-19-2014) 108-6 DB1 G186

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

Page 1-67, Article 108-6 Subletting of Contract, line 7, add the following as the second sentence of the fourth paragraph:

Purchasing materials for subcontractors is not included in the percentage of work required to be performed by the Contractor. If the Contractor sublets items of work but elects to purchase material for the subcontractor, the value of the material purchased will be included in the total dollar amount considered to have been sublet.

GROUT REFERENCES FOR POSITIVE PROTECTION

(4-10-15) 1170 DB11 R20

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

Page 11-14, Article 1170-2, Materials, line 30, in the materials table, replace “Freeze-Thaw Durable Grout, Nonshrink” with “Grout, Type 3”.

Page 11-14, Article 1170-2, Materials, lines 31-32, delete the first paragraph after the materials table.

MATERIALS

(2-21-12) (Rev. 4-10-15) 1000, 1002, 1005, 1018, 1024, 1050, 1056, 1074, 1078, 1080, 1081, 1086, 1084, 1087, 1092 DB10 R01

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

Page 10-1, Article 1000-1, DESCRIPTION, lines 9-10, replace the last sentence of the first paragraph with the following:

Type IL, IP, IS or IT blended cement may be used instead of Portland cement.

Page 10-1, Article 1000-1, DESCRIPTION, line 14, add the following:
If any change is made to the mix design, submit a new mix design (with the exception of an approved pozzolan source change).

If any major change is made to the mix design, also submit new test results showing the mix design conforms to the criteria. Define a major change to the mix design as:

(1) A source change in coarse aggregate, fine aggregate or cement.

(2) A pozzolan class or type change (e.g. Class F fly ash to Class C fly ash).

(3) A quantitative change in coarse aggregate (applies to an increase or decrease greater than 5%), fine aggregate (applies to an increase or decrease greater than 5%), water (applies to an increase only), cement (applies to a decrease only), or pozzolan (applies to an increase or decrease greater than 5%).

Use materials which do not produce a mottled appearance through rusting or other staining of the finished concrete surface.

Page 10-5, Table 1000-1, REQUIREMENTS FOR CONCRETE, replace with the following:

TABLE 1000-1
REQUIREMENTS FOR CONCRETE

Class of Concrete	Min. Comp. Strength at 28 days	Maximum Water-Cement Ratio				Consistency Max. Slump		Cement Content			
		Air-Entrained Concrete		Non Air-Entrained Concrete		Vibrated	Non-Vibrated	Vibrated		Non-Vibrated	
		Rounded Aggregate	Angular Aggre-gate	Rounded Aggregate	Angular Aggre-gate			Min.	Max.	Min.	Max.
Units	*psi*					*inch*	*inch*	*lb/cy*	*lb/cy*	*lb/cy*	*lb/cy*
AA	4,500	0.381	0.426	-	-	3.5	-	639	715	-	-
AA Slip Form	4,500	0.381	0.426	-	-	1.5	-	639	715	-	-
Drilled Pier	4,500	-	-	0.450	0.450	-	5-7 dry 7-9 wet	-	-	640	800
A	3,000	0.488	0.532	0.550	0.594	3.5	4	564	-	602	-
B	2,500	0.488	0.567	0.559	0.630	1.5 machine-placed 2.5 hand-placed	4	508	-	545	-
Sand Light-weight	4,500	-	0.420	-	-	4	-	715	-	-	-
Latex Modified	3,000 7 day	0.400	0.400	-	-	6	-	658	-	-	-
Flowable Fill excavatable	150 max. at 56 days	as needed	as needed	as needed	as needed	-	Flow-able	-	-	40	100
Flowable Fill non-excavatable	125	as needed	as needed	as needed	as needed	-	Flow-able	-	-	100	as needed
Pavement	4,500 design, field 650 flexural, design only	0.559	0.559	-	-	1.5 slip form 3.0 hand place	-	526	-	-	-
Precast	See Table 1077-1	as needed	as needed	-	-	6	as needed	as needed	as needed	as needed	as needed
Prestress	per contract	See Table 1078-1	See Table 1078-1	-	-	8	-	564	as needed	-	-

Page 10-1, Article 1000-2, MATERIALS, line 16; Page 10-8, Subarticle 1000-7(A), MATERIALS, line 8; and Page 10-18, Article 1002-2, MATERIALS, line 9, add the following to the table of item references:

Item	Section
Type IL Blended Cement	1024-1

Page 10-1, Subarticle 1000-3(A), Composition and Design, lines 25-27, replace the second paragraph with the following:

Fly ash may be substituted for cement in the mix design up to 30% at a rate of 1.0 pound of fly ash to each pound of cement replaced.

Page 10-2, Subarticle 1000-3(A), Composition and Design, lines 12-21, delete the third paragraph through the sixth paragraph beginning with "If any change is made to the mix design, submit…" through "…(applies to a decrease only)."

Page 10-6, Subarticle 1000-4(I), Use of Fly Ash, lines 36-2, replace the first paragraph with the following:

Fly ash may be substituted for cement in the mix design up to 30% at a rate of 1.0 pound of fly ash to each pound of cement replaced. Use Table 1000-1 to determine the maximum allowable water-cementitious material (cement + fly ash) ratio for the classes of concrete listed.

Page 10-7, Table 1000-3, MAXIMUM WATER CEMENTITIOUS MATERIAL RATIO, delete the table.

Page 10-7, Article 1000-5, HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE, lines 30-31, delete the second sentence of the third paragraph.

Page 10-19, Article 1002-3, SHOTCRETE FOR TEMPORARY SUPPORT OF EXCAVATIONS, line 30, add the following at the end of section 1002:

(H) Handling and Storing Test Panels

Notify the Area Materials Engineer when preconstruction or production test panels are made within 24 hours of shooting the panels. Field cure and protect test panels from damage in accordance with ASTM C1140 until the Department transports panels to the Materials and Tests Regional Laboratory for coring.

Page 10-23, Table 1005-1, AGGREGATE GRADATION-COARSE AGGREGATE, replace with the following:

TABLE 1005-1
AGGREGATE GRADATION - COARSE AGGREGATE

Std. Size #	Percentage of Total by Weight Passing											Remarks
	2"	1 1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#10	#16	#40	#200	
4	100	90-100	20-55	0-15	-	0-5	-	-	-	-	-	A	Asphalt Plant Mix
467M	100	95-100	-	35-70	-	0-30	0-5	-	-	-	-	A	Asphalt Plant Mix
5	-	100	90-100	20-55	0-10	0-5	-	-	-	-	-	A	AST, Sediment Control Stone
57	-	100	95-100	-	25-60	-	0-10	0-5	-	-	-	A	AST, Str. Concrete, Shoulder Drain, Sediment Control Stone
57M	-	100	95-100	-	25-45	-	0-10	0-5	-	-	-	A	AST, Concrete Pavement
6M	-	-	100	90-100	20-55	0-20	0-8	-	-	-	-	A	AST
67	-	-	100	90-100	-	20-55	0-10	0-5	-	-	-	A	AST, Str. Concrete, Asphalt Plant Mix
78M	-	-	-	100	98-100	75-100	20-45	0-15	-	-	-	A	Asphalt Plant Mix, AST, Str. Conc, Weep Hole Drains
14M	-	-	-	-	-	100	35-70	5-20	-	0-8	-	A	Asphalt Plant Mix, AST, Weep Hole Drains, Str. Concrete
9	-	-	-	-	-	100	85-100	10-40	-	0-10	-	A	AST
ABC	-	100	75-97	-	55-80	-	35-55	-	25-45	-	14-30	4-12[B]	Aggregate Base Course, Aggregate Stabilization
ABC (M)	-	100	75-100	-	45-79	-	20-40	-	0-25	-	-	0-12[B]	Maintenance Stabilization
Light-weight[C]	-	-	-	-	100	80-100	5-40	0-20	-	0-10	-	0-2.5	AST

A. See Subarticle 1005-4(A).
B. See Subarticle 1005-4(B).
C. For Lightweight Aggregate used in Structural Concrete, see Subarticle 1014-2(E)(6).

Page 10-40, Tables 1018-1 and 1018-2, PIEDMONT, WESTERN AND COASTAL AREA CRITERIA FOR ACCEPTANCE OF BORROW MATERIAL, under second column in both tables, replace second row with the following:

Acceptable, but not to be used in the top three feet of embankment or backfill

Page 10-46, Article 1024-1, PORTLAND CEMENT, line 33, add the following as the ninth paragraph:

Use Type IL blended cement that meets AASHTO M 240, except that the limestone content is limited to between 5 and 12% by weight and the constituents shall be interground. Class F fly ash can replace a portion of Type IL blended cement and shall be replaced as outlined in Subarticle 1000-4(I) for Portland cement. For mixes that contain cement with alkali content between 0.6% and 1.0% and for mixes that contain a reactive aggregate documented by the Department, use a pozzolan in the amount shown in Table 1024-1.

Page 10-46, Table 1024-1, POZZOLANS FOR USE IN PORTLAND CEMENT CONCRETE, replace with the following:

TABLE 1024-1
POZZOLANS FOR USE IN PORTLAND CEMENT CONCRETE

Pozzolan	Rate
Class F Fly Ash	20% - 30% by weight of required cement content with 1.0 pound Class F fly ash per pound of cement replaced
Ground Granulated Blast Furnace Slag	35% - 50% by weight of required cement content with 1.0 pound slag per pound of cement replaced
Microsilica	4% - 8% by weight of required cement content with 1.0 pound microsilica per pound of cement replaced

Page 10-47, Subarticle 1024-3(B), Approved Sources, lines 16-18, replace the second sentence of the second paragraph with the following:

Tests shall be performed by AASHTO's designated National Transportation Product Evaluation Program (NTPEP) laboratory for concrete admixture testing.

Page 10-65, Article 1050-1, GENERAL, line 41, replace the first sentence with the following:

All fencing material and accessories shall meet Section 106.

Page 10-73, Article 1056-1, DESCRIPTION, lines 7-8, delete the first sentence of the second paragraph and replace with the following:

Use geotextile fabrics that are on the NCDOT Approved Products List.

Page 10-73, Article 1056-2, HANDLING AND STORING, line 17, replace "mechanically stabilized earth (MSE) wall faces" with "temporary wall faces".

Page 10-73, Article 1056-4, GEOTEXTILES, line 33, add the following after the first sentence in the second paragraph:

Geotextiles shall be identified by the product name printed directly on the geotextile. When geotextiles are not marked with a product name or marked with only a manufacturing plant identification code, geotextiles shall be identified by product labels attached to the geotextile wrapping. When identification is based on labels instead of markings, unwrap geotextiles just before use in the presence of the Engineer to confirm that the product labels on both ends of the outside of the geotextile outer wrapping match the labels affixed to both ends of the inside of the geotextile roll core. Partial geotextile roles without the product name printed on the geotextile or product labels affixed to the geotextile roll core shall not be used.

Page 10-74, TABLE 1056-1 GEOTEXTILE REQUIREMENTS, replace with the following:

TABLE 1056-1
GEOTEXTILE REQUIREMENTS

Property	**Requirement**					**Test Method**
	Type 1	**Type 2**	**Type 3[A]**	**Type 4**	**Type 5[B]**	
Typical Application	*Shoulder Drains*	*Under Rip Rap*	*Temporary Silt Fence*	*Soil Stabilization*	*Temporary Walls*	
Elongation (MD & CD)	≥ 50%	≥ 50%	≤ 25%	< 50%	< 50%	ASTM D4632
Grab Strength (MD & CD)	Table 1[D], Class 3	Table 1[D], Class 1	100 lb [C]	Table 1[D], Class 3	-	ASTM D4632
Tear Strength (MD & CD)			-		-	ASTM D4533
Puncture Strength			-		-	ASTM D6241
Ultimate Tensile Strength (MD & CD)	-	-	-	-	2,400 lb/ft [C] (unless required otherwise in the contract)	ASTM D4595
Permittivity	Table 2[D], 15% to 50% *in Situ* Soil Passing No. 200[E]		Table 7[D]	Table 5[D]	0.20 sec^{-1} [C]	ASTM D4491
Apparent Opening Size					0.60 mm[F]	ASTM D4751
UV Stability (Retained Strength)					70% [C, G]	ASTM D4355

A. Minimum roll width of 36” required
B. Minimum roll width of 13 feet required
C. MARV per Article 1056-3
D. AASHTO M 288
E. US Sieve No. per AASHTO M 92
F. Maximum average roll value
G. After 500 hours of exposure

Page 10-74, Article 1056-5, GEOCOMPOSITES, lines 7-8, replace the first sentence with the following:

Provide geocomposite drain strips with a width of at least 12” and Type 1 geotextiles attached to drainage cores that meet Table 1056-2.

Page 10-115, Subarticle 1074-7(B), Gray Iron Castings, lines 10-11, replace the first two sentences with the following:
Supply gray iron castings meeting all facets of AASHTO M 306 excluding proof load. Proof load testing will only be required for new casting designs during the design process, and conformance to M306 loading (40,000 lbs.) will be required only when noted on the design documents developed by the Design-Build Team.

Page 10-163, Table 1081-1 Properties of Mixed Epoxy Resin Systems, replace with the following:

Table 1081-1
Properties of Mixed Epoxy Resin Systems

Property	Type 1	Type 2	Type 3	Type 3A	Type 4A	Type 4B	Type 5
Viscosity-Poises at 77°F ± 2°F	Gel	10-30	25-75	Gel	40-150	40-150	1-6
Spindle No.	-	3	4	--	4	4	2
Speed (RPM)	-	20	20	--	10	10	50
Pot Life (Minutes)	20-50	30-60	20-50	5-50	40-80	40-80	20-60
Minimum Tensile Strength at 7 days (psi)	1,500	2,000	4,000	4,000	1,500	1,500	4,000
Tensile Elongation at 7 days (%)	30 min.	30 min.	2-5	2-5	5-15	5-15	2-5
Min. Compressive Strength of 2". mortar cubes at 24 hours	3,000 (Neat)	4,000-	6,000-	6,000 (Neat)	3,000	3,000	6,000
Min. Compressive Strength of 2" mortar cubes at 7 days	5,000 (Neat)	-	-	-	-	5,000	-
Maximum Water Absorption (%)	1.5	1.0	1.0	1.5	1.0	1.0	1.0
Min. Bond Strength Slant Shear Test at 14 days (psi)	1,500	1,500	2,000	2,000	1,500	1,500	1,500

Page 10-164, Subarticle 1081-1(E) Prequalification, lines 31-33, replace the second sentence of the first paragraph with the following:

Manufacturers choosing to supply material for Department jobs must submit an application through the Value Management Group with the following information for each type and brand name:

Page 10-164, Subarticle 1081-1(E)(3), line 37, replace with the following:

(3) Type of the material in accordance with Articles 1081-1 and 1081-4,

Page 10-204, Table 1092-3 MINIMUM COEFFICIENT OF RETROREFLECTION FOR NC GRADE A replace with the following:

TABLE 1092-3
MINIMUM COEFFICIENT OF RETROREFLECTION FOR NC GRADE A
(Candelas Per Lux Per Square Meter)

Observation Angle, degrees	Entrance Angle, degrees	White	Yellow	Green	Red	Blue	Fluorescent Yellow Green	Fluorescent Yellow
0.2	-4.0	525	395	52	95	30	420	315
0.2	30.0	215	162	22	43	10	170	130
0.5	-4.0	310	230	31	56	18	245	185
0.5	30.0	135	100	14	27	6	110	81
1.0	-4.0	120	60	8	16	3.6	64	48
1.0	30.0	45	34	4.5	9	2	36	27

SELECT MATERIAL, CLASS III, TYPE 3
12-02-11 DB10 R005

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

Page 10-39, Article 1016-3, CLASS III, add the following after line 14:

Type 3 Select Material

Type 3 select material is a natural or manufactured fine aggregate material meeting the following gradation requirements and as described in Sections 1005 and 1006:

Percentage of Total by Weight Passing							
3/8"	#4	#8	#16	#30	#50	#100	#200
100	95-100	65-100	35-95	15-75	5-35	0-25	0-8

Page 10-39, Article 1016-3, CLASS III, line 15, replace “either type” with “Type 1, Type 2 or Type 3”.

Page 10-62, Article 1044-1, line 36, delete the sentence and replace with the following:

Subdrain fine aggregate shall meet Class III select material, Type 1 or Type 3.

Page 10-63, Article 1044-2, line 2, delete the sentence and replace with the following:

Subdrain coarse aggregate shall meet Class V select material.

Trainee Interviews

All trainees enrolled in the program will receive an initial and Trainee/Post graduate interview conducted by the OJT program staff.

Trainee Wages

Contractors shall compensate trainees on a graduating pay scale based upon a percentage of the prevailing minimum journeyman wages (Davis-Bacon Act). Minimum pay shall be as follows:

60 percent	of the journeyman wage for the first half of the training period
75 percent	of the journeyman wage for the third quarter of the training period
90 percent	of the journeyman wage for the last quarter of the training period

In no instance shall a trainee be paid less than the local minimum wage. The Contractor shall adhere to the minimum hourly wage rate that will satisfy both the NC Department of Labor (NCDOL) and the Department.

Achieving or Failing to Meet Training Goals

The Contractor will be credited for each trainee employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and who receives training for at least 50 percent of the specific program requirement. Trainees will be allowed to be transferred between projects if required by the Contractor's scheduled workload to meet training goals.

If a contractor fails to attain their training assignments for the calendar year, they may be taken off the NCDOT's Bidders List.

Measurement and Payment

No compensation will be made for providing required training in accordance with these contract documents.

VALUE ENGINEERING PROPOSAL (VEP)

(4-6-15) 104 DB01 G116

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

Page 1-36, Subarticle 104-12(B) Evaluation of Proposals, lines 42-44, replace the fourth sentence of the second paragraph with the following:

Pending execution of a formal supplemental agreement implementing an approved VEP and transferal of final plans (hard copy and electronic), sealed by an engineer licensed in the State of North Carolina, incorporating an approved VEP to the State Value Management Engineer, the Resident Engineer and the Design-Build Unit, the Design-Build Team shall remain obligated to perform the work in accordance with the terms of the existing contract with no additional contract time or compensation.

Page 1-37, Subarticle 104-12(D) Preliminary Review, lines 9-12, replace the first sentence of the first paragraph with the following:

Should the Design-Build Team desire a preliminary review of a possible VEP, prior to expending considerable time and expense in full development, a copy of the Preliminary VEP shall be concurrently submitted to the State Value Management Engineer at **ValueManagementUnit@ncdot.gov**, the Resident Engineer and the Design-Build Unit.

Page 1-37, Subarticle 104-12(E) Final Proposal, lines 22-23, replace the first sentence of the first paragraph with the following:

The Design-Build Team shall concurrently submit a copy of the Final VEP to the State Value Management Engineer at **ValueManagementUnit@ncdot.gov,** the Resident Engineer and the Design-Build Unit.

Page 1-38, Subarticle 104-12(F) Modifications, lines 2-8, replace the first paragraph with the following:

The preparation of new design drawings by the Design-Build Team shall be coordinated with the appropriate Department personnel through the State Value Management Engineer. The Design-Build Team shall provide, at no charge to the Department, one set of reproducible drawings of the approved design needed to implement the VEP. Drawings (hard copy and electronic) which are sealed by an engineer licensed in the State of North Carolina shall be concurrently submitted to the State Value Management Engineer, the Resident Engineer and the Design-Build Unit no later than ten (10) business days after acceptance of a VEP, unless otherwise permitted in writing.

Page 1-38, Subarticle 104-12(F) Modifications, line 17, add the following at the end of the third paragraph:

Supplemental agreements shall add one line item deducting the full savings from the lump sum price bid for the entire project and one line item crediting the Design-Build Team with 50% of the total VEP savings.

Page 1-38, Subarticle 104-12(F) Modifications, lines 45-47, replace the eighth paragraph with the following:

Unless and until a supplemental agreement is executed and issued by the Department; and final plans (hard copy and electronic) sealed by an engineer licensed in the State of North Carolina incorporating an approved VEP have been concurrently provided to the State Value Management Engineer, the Resident Engineer and the Design-Build Unit, the Design-Build Team shall remain obligated to perform the work in accordance with the terms of the existing contract with no additional contract time or compensation.