



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

January 19, 2011

**Addendum No. 1**

Contract No.: C 202615  
TIP No.: R-2583  
County: Hertford  
Project Description: US 158 Widening from the Murfreesboro Bypass to US 13 west of Winton  
RE: Addendum No. 1 to Final RFP

**March 24, 2011 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated January 5, 2011 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 dates for the Technical and Price Proposal submission to **March 8, 2011** and for the Price Proposal Opening to **March 24, 2011**. Please mark through the dates shown on the January 5, 2011 (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 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. 55 and 59 of the *General Section* have been revised. Please void Page Nos. 55 and 59 in your proposal and staple the revised Page Nos. 55 and 59 thereto.

Page No. 73 of the *Pavement Management Scope of Work* has been revised. Please void Page No. 73 in your proposal and staple the revised Page No. 73 thereto.

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PROGRAM MANAGEMENT  
1595 MAIL SERVICE CENTER  
RALEIGH NC 27699-1595

TELEPHONE: 919-250-4234  
FAX: 919-212-5711

WEBSITE:  
WWW.NCDOT.GOV

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

Page No. 87 of the *Hydraulics Scope of Work* has been revised. Please void Page No. 87 in your proposal and staple the revised Page No. 87 thereto.

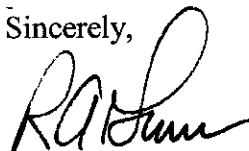
Page No. 115 of the *Utilities Coordination Scope of Work* has been revised. Please void Page No. 115 in your proposal and staple the revised Page No. 115 thereto.

Please be advised that the project timeline has also been revised and may be accessed from the website noted below:

**[http://www.ncdot.org/doh/preconstruct/altern/design\\_build/R2583/timeline.pdf](http://www.ncdot.org/doh/preconstruct/altern/design_build/R2583/timeline.pdf)**

If you have any questions or need additional information, I can be reached by telephone at (919) 250-4128.

Sincerely,



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

RAG/kaa

Cc: Mr. Victor Barbour, PE    Mr. Jerry Jennings, PE    Ms. Teresa Bruton, PE  
Mr. Rodger Rochelle, PE    Ms. Jackie Armstrong, PE    File

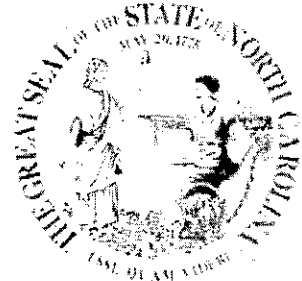
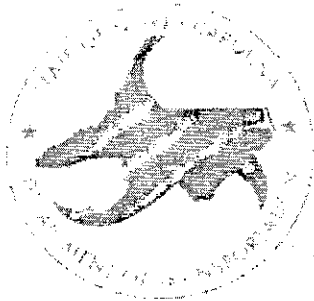
-- STATE OF NORTH CAROLINA--  
DEPARTMENT OF TRANSPORTATION  
RALEIGH, N.C.

**FINAL REQUEST FOR PROPOSALS**

**DESIGN-BUILD PROJECT**

**TIP R-2583**

**January 5, 2011**



*VOID FOR BIDDING*

**EXAMPLE**

DATE AND TIME OF TECHNICAL AND PRICE PROPOSAL SUBMISSION: ~~February 8, 2011~~ BY 4:00 PM  
March 8, 2011 1/19/11  
A.B.C.

DATE AND TIME OF PRICE PROPOSAL OPENING: ~~February 24, 2011~~ AT 2:00 PM

CONTRACT ID: C 202615  
March 24, 2011 1/19/11  
A.B.C.

WBS ELEMENT NO. 35489.3.1

COUNTY: Hertford

ROUTE NO. US 158

MILES: 7.2

LOCATION: US 158 widening from the Murfreesboro Bypass to US 13 west of Winton

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

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

- Drafting the contract
- Defining the contract scope of the contract
- Design-Build Team selection
- Negotiation of the contract cost (including calculating manhours or fees); and
- Contract administration

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

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

**SUBMITTAL OF TECHNICAL AND PRICE PROPOSALS**

**Technical and / or Price Proposals that do not adhere to all the requirements noted below may be considered non-responsive and may result in the Department not considering the Design-Build Team for award of the contract or reading their Price Proposal publicly.**

**GENERAL**

Technical and Price Proposals will be accepted until **4:00 p.m. Local Time on Tuesday, March 8, 2011**, 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 2 separate, sealed parcels containing the Technical Proposal in one and the Price Proposal in the other parcel.

## 2. Responsiveness to RFP – 30 points

### *Natural Environmental Responsibility*

- Describe the Design-Build Team’s approach to addressing environmental concerns within the project boundaries.
- Identify efforts to minimize impacts on wetlands, streams, riparian buffers, and other environmentally sensitive areas.
- Identify innovative approaches to minimize any impacts in environmentally sensitive areas. Describe any temporary impacts and associated minimization approaches.
- Describe the Design-Build Team’s understanding of the overall approach to permitting and the Team’s comfort level with obtaining the required permits within the allowed timeframe.
- Identify methods of construction in wetlands, streams, and buffers.
- Describe any Notice of Violations (NOVs) the Design-Build team members have received from regulatory agencies in North Carolina or any other State and the disposition of each listed NOV.
- Describe the Design-Build Teams approach to Sedimentation and Erosion Control for the project.

### *Design Features*

- Show plan view of design concepts with key elements noted.
- Identify preliminary horizontal and vertical alignments of all roadway elements.
- Show typical sections for the mainline.
- Specify the mainline pavement alternate selected. Specify the base option chosen (ABC or base) for all -Y- Lines.
- Show proposed deviations to the preliminary design provided by the Department.
- Identify drainage designs to be implemented.
- Identify the appropriate design criteria for each feature.
- Identify all bridge types to be constructed, including any special design features or construction techniques needed.
- Identify the number, location and impacts of the proposed additional median U-Turn bulb-outs.
- Identify any deviations, including proposed design exceptions, from the established design criteria that will be utilized. Explain why the deviation is necessary.
- Describe any geotechnical investigations to be performed by the Design-Build Team and note any deviations to NCDOT requirements for subsurface investigations noted in the Geotechnical Scope of Work.
- Identify any special aesthetics considerations that will be part of the design.
- Describe how any utility conflicts will be addressed and any special utility design considerations. Describe how the Design-Build Team’s design and construction methods minimize the Department’s utility relocation costs.
- Identify the months the Department should schedule the 4B and 4C meetings.
- Describe how the design will affect the Department’s right of way costs.
- Identify types of any retaining walls, if applicable.
- Specify if the mainline pavement will be milled 1.5”.

**PAVEMENT MANAGEMENT SCOPE OF WORK** (1-19-11)

Except in areas of pavement cuts along the existing mainline for utility and drainage installation, the pavement design for the mainline new pavement areas shall consist of one of the following alternates:

<b>Alternate 1</b>	<b>Alternate 2</b>
3.0" S9.5C	3.0" S9.5C
3.0" I19.0C	3.0" I19.0C
4.5" B25.0C	10.0" ABC

With the exception of areas less than 500 feet long required for maintenance of traffic, the Design-Build Team shall maintain the same pavement design for the mainline new location areas as identified above throughout the project. The Design-Build Team shall specify the pavement alternate to be used in the Technical Proposal.

In areas of pavement cuts along the existing mainline for utility and drainage installation, the new pavement design shall consist of 1.5" S9.5C, 1.5" S9.5B and 9.0" B25.0B.

Other pavement designs for this project are listed in the table below:

<b>LINE</b>	<b>Surface</b>	<b>Intermediate</b>	<b>Base</b>	<b>ABC</b>
Mainline narrow widening areas	3.0" S9.5C	3.0" I19.0C	4.5" B25.0C	----
-Y1- (US 158 Business)	3.0" S9.5B	----	5.5" B25.0B	----
-Y2- (SR 1178)	2.5" SF9.5A	----	4.0" B25.0B	----
-Y4SVC- (SR 1303)	2.5" SF9.5A	----	----	* 8.0"
-Y13SVC- (Old US 158)	2.5" SF9.5A	----	4.0" B25.0B	----
-Y5SVC- (SR 1167)	2.5" SF9.5A	----	4.0" B25.0B	----
-Y6L1- (SR 1176)	2.5" SF9.5A	----	----	* 8.0"
-Y7L1- (Old US 158)	2.5" SF9.5A	----	----	* 8.0"
-Y8- (SR 1174)	2.5" SF9.5A	----	4.0" B25.0B	----
-Y9- (SR 1175)	2.5" SF9.5A	----	4.0" B25.0B	----
* NOTE * Deleted -Y12- (NC 45)				

\* Prime coat required over ABC.

Warm mix asphalt will be allowed.

Except as noted otherwise below, the Design-Build Team shall resurface the existing mainline pavement with a minimum 3.0" S9.5C. As an option, the Design-Build Team may mill the mainline to a maximum depth of 1.5" and resurface with the minimum 3.0" of surface course, provided that the entire limits of existing mainline pavement are milled and this intention is noted in the Technical Proposal.

The Engineer may direct the Design-Build Team to mill areas of high distress, up to 5,000 square yards, to a depth of 2.5" and fill with 2.5" of I19.0C prior to resurfacing with surface course. In these areas of high distress, resurfacing a minimum of 3.0" of S9.5C shall be required unless the Design-Build Team elects to mill the entire length of existing mainline pavement 1.5" as noted above, in which case, resurfacing a minimum of 1.5" of S9.5C shall be required. The Design-Build Team shall include the cost of milling, filling and resurfacing these areas of high distress in their lump sum bid for the entire project. In the event that high distress areas in excess of 5,000 square yards are identified, the additional required 2.5" milling and filling will be paid for as extra work in accordance with Section 104-8A of the July 2006 Standard Specifications for Roads and Structures.

The Design-Build Team shall resurface the existing -Y1- pavement with a minimum pavement depth that equals the full thickness of surface course as provided in the table above. For all other -Y- Lines, the Design-Build Team shall resurface the existing pavement with a minimum 1.25" SF9.5A or provide a uniform 1.25" SF9.5A overlay on the existing pavement as specified in the Roadway Scope of Work found elsewhere in this RFP.



**HYDRAULICS SCOPE OF WORK** (1-19-11)**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 NCDOT Hydraulic Unit's prequalification procedures.
- Upon acceptance of the Preliminary Roadway Plans, hold a pre-design meeting with the Transportation Program Management Director and the Hydraulic Review Engineer.
- Design stormwater controls and develop a Stormwater Management Plan using Best Management Practices
- Design and install all storm drainage systems within the project limits using Geopak Drainage.
- Not reduce the number of box culvert crossings in proximity to Mill Branch.
- Design all ditches with a minimum 0.3% grade and avoid constructing ditches in wetlands.
- Prepare Pre-Design and Post-Construction Analyses for increases in discharge and take appropriate action in accordance with the guidelines below to ensure additional drainage is adequately handled.
- Provide Culvert and Bridge Survey Reports for structures in accordance with the guidelines stated below.
- Provide a reinforced concrete box culvert, without supplemental pipes, for all hydraulic structures requiring conveyance greater than a single 72 inch pipe.
- Design the structures on this project to meet the requirements of the Memorandum of Agreement (MOA) between NCDOT and NC Floodplain Mapping Program (NCFMP) for the Department's submittal to FEMA. The Department shall review with NCFMP the eligibility of the MOA. The Design-Build Team shall note that the MOA allows for up to 180 days for the NCFMP review of a complete submittal. If the Design-Build Team's design can not meet the requirements of the MOA, then the Design-Build Team shall prepare a CLOMR package. No construction activity shall occur in FEMA regulated floodplains prior to obtaining written concurrence with the MOA or an approved CLOMR. The Department will be responsible for all associated fees.
- Provide sealed Record Drawings for structures in FEMA regulated floodplains that adhere to the approved FEMA submittal.
- All drainage pipes, cross pipes and culverts required for the final drainage pattern shall be new.

**Water and Sewer**

The Design-Build Team shall be responsible for relocation the Hertford County Water Department and Town of Winton facilities impacted by the project's construction, including design, permitting and construction. The Design-Build Team shall include all costs for design, permitting and construction of these facilities in their lump sum bid for the entire project.

The Design-Build Team shall submit permits directly to the agencies and obtain approval from the agencies. The Design-Build Team shall be responsible for all permit fees.

All water and sewer designs shall be coordinated with the NCDOT Utility Coordination Unit. The Design-Build Team shall be responsible for submitting five (5) sets of 11 x 17 utility construction drawings to the State Utility Agent, via the Transportation Program Management Director, for further handling. Each set shall include a title sheet, plan sheets, profiles and special provisions if required. Once approved by the State Utility Agent, the plans, with the appropriate agreement, will be sent out to Hertford County Water and the Town of Winton for their review and concurrence.

Unless noted otherwise elsewhere in this RFP, the relocation of all water and sewer facilities shall be done in accordance with the NCDOT policies and the latest Hertford County Water Department and the Town of Winton water and sewer design requirements / specifications. Unless required by the Design-Build Team's design or construction, existing parallel water and sewer facilities located beneath existing cut / fill slopes outside of the roadway and median may remain in place. All other parallel water and sewer facilities shall be located / relocated outside the roadway pavement, median, shoulders and cut / fill slopes. All water and sewer facilities shall cross the roadway perpendicularly and shall be steel encased the entire length beneath the roadway, median, shoulders and cut / fill slopes. In the event of conflicting design parameters in the requirements noted above, the proposed design shall adhere to the most conservative values. The Design-Build Team may obtain the design requirements / specifications from the website and contact information noted below:

Hertford County Water, Mr. Melvin Nichols (252) 358-7820

Town of Winton Public Works, Mr. Carl Pierce (252) 358-9271

In accordance with the R-2583 Combined Public Hearing Map, the existing sanitary sewer pump station located at approximately Station 373+00 -L2- shall remain in place. All appurtenances to this sanitary sewer pump station can remain within the right of way provided the appurtenances are traffic bearing; and meet or exceed requirements noted herein, as well as all requirements of the July 2006 NCDOT Roadway Standard Drawings and 2006 Standard Specifications for Roads and Structures. The Design-Build Team shall provide all required positive barrier protection.

**Utility Relocation Plans**

In the event of a utility conflict, the Design-Build Team shall request that the utility company submit relocation plans (Highway Construction Plans to be provided by the Design-Build Team to Utility Owners) that show existing utilities and proposed utility relocations for approval by the NCDOT. Unless noted otherwise elsewhere in this RFP, all parallel utility relocations and installations within NCDOT right of way shall be located as close to the right of way line as practical. All utilities shall cross the roadway perpendicularly.

If the Design-Build Team determines the cost to be borne by NCDOT, the Design-Build Team shall submit three copies of a detailed utility relocation estimate and copies of verification of