

## NCDOT / ACEC-NC / CAGC DESIGN-BUILD JOINT COMMITTEE - Minutes

Date: May 4, 2021 at 9:30 AM  
Location: GoToMeeting Conference Call  
<https://global.gotomeeting.com/join/321481149>  
Call-In Number: (669) 224-3412  
Access Code: 321-481-149  
Attendees: See Meeting Attendee List

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- I. Welcome and Introductions (Teresa)  
II. NCDOT / NCTA Items (Teresa / Rodger)

1. NCDOT

a. Stipends - Reference attached

- NCDOT proposes to increase stipends to a minimum of 0.075% of the Engineers Estimate current at the time of Advertisement.
- NCDOT proposes a minimum \$75K stipend for projects with an Engineers Estimate of \$25 million or greater.
- NCDOT will have flexibility to increase the stipend for complex projects, projects with significant innovation potential, accelerated schedules, etc.
- During the procurement, NCDOT will entertain requests for stipend increases when the scope of work changes significantly or a project may be more complicated than originally thought.
- The Engineers Estimate includes design costs.
- Currently, the Department does not plan to increase stipends for the two active pursuits.

b. Sound Barrier Wall Cost Responsibilities (working group meeting held 4/27/21)

- For most of the recent projects, it has been determined that the actual required sound barrier wall square footage, after balloting, is close to the maximum square footage of sound barrier walls noted in the RFP; and those with significant differences had extenuating circumstances. Thus, the Department plans to maintain the current sound barrier wall cost responsibilities, with modifications.
- To minimize potential sound barrier wall overruns, the Noise Group plans to review the Traffic Noise Reports for Design-Build Projects closely. So that they are aware of upcoming projects, the list of Anticipated Design-Build Projects will be provided to the Noise Group as it is updated.
- Regardless of the anticipated risk of sound barrier walls, it is anticipated that future RFPs will include a maximum square footage of sound barrier walls located on the shoulder and another maximum square footage of sound barrier walls located on cut slopes, with unit prices for both if the square footage is exceeded.
- The AGC membership will propose unit prices for the sound barrier wall locations noted above, as well as unit prices that apply to existing sound barrier walls, if deemed necessary.
- The subcommittee noted that the process proposed by the Department may not capture schedule impacts associated with the noise analyses and sound barrier wall construction associated with additional walls.
- NCDOT is reviewing the current Noise Policy and Noise Manual for potential updates (required every five years). It is anticipated that the updated Policy / Manual will not be finalized until the end of the year. Until then, the Department requested verbiage to include in the RFP that clarifies requirements in the Policy / Manual that may be subjective / unclear. The subcommittee offered to provide feedback on a draft version of the Noise Manual.



- **\*\* NOTE \*\*** It was not mentioned during the meeting, but NCDOT plans to offer noise wall analysis training in the near future.

c. Property Line Updates Post-Award

- NCDOT requested information on issues / risks related to property line updates required post-award (e.g. parcels subdivided, issues with NCDOT ROW delineation, etc.) The Industry will gather project specific information and provide to the Department.

d. Fuel Usage Factor Project Special Provision / Fuel Usage Factor Chart - [Reference attached](#)

- Effective with the July Let, the Department will require the Design-Build Team to indicate a 0.90 or a 2.90 Fuel Usage Factor for the individual asphalt line items. This change will be reflected in the *Submittal of Quantities, Fuel Base Index Price and Opt-Out Option Project Special Provision and Fuel Usage Factor Chart*. This change resulted from a request from the Industry and will apply to Design-Build and Design-Bid-Build projects.

2. NCTA

III. Upcoming Design-Build Projects (Anticipated DB List) (Teresa)

- Referenced attached list
- I-87 INFRA grants in Divisions 1, 4 and 5 mentioned for awareness. The Department should learn the Grant results in July / August 2021. If selected, the Department will provide updates on anticipated project schedules, as well as which projects may be combined into a single Design-Build project.

IV. Carolina AGC Items (Victor)

1. Railroad coordination follow-up - [Reference attached](#)
- Victor suggested restarting the working group that included representatives from the railroads to streamline the railroad coordination process, as well as obtain railroad related information early in the Design-Build procurement process.
- Earlier work included drafting a Questionnaire for the railroad, and a Table of Contents for a *Manual of Best Practices for Design-Build Projects Impacting Railroads*.

V. ACEC Items (Jonathan)

1. The transportation committee meeting is May 24<sup>th</sup> 3 p.m. - 5 p.m.
2. Save the Date - Joint Transportation Conference 10/20 - 10/21- Raleigh Convention Center
3. ACEC [Summer Conference](#)
4. ACEC members rolling off and new members
- Matthew Payne, Shane Johnson and Adam Freeman will roll-off the subcommittee - Thank you for volunteering these last three years.
- New member applications should be received shortly, which will be distributed to current ACEC membership for selections.
5. Co-chair
- A volunteer was requested to replace the ACEC co-chair, who's one year tenure is up.



VI. Open Discussion / Ongoing Items

(Committee)

1. Open

- Concerns with material cost increases and supply chain impacts / delays were discussed. It was noted that these uncertainties are anticipated to increase bid prices.

VII. Next Meeting

(Jonathan)

1. 2021 - 2022 Meeting Schedule:

- August 3, 2021
- November 2, 2021
- February 1, 2022

VIII. Meeting Adjourn



**NCDOT / ACEC-NC / CAGC DESIGN-BUILD JOINT COMMITTEE**  
**Anticipated Design-Build Projects**  
**May 4, 2021**

**\*\* NOTE \*\* Due to the current funding constraints, the schedules below are subject to change**

- **I-2513B** - New Route from north of SR 3548 (Haywood Road) to existing US 19 / US 23 / US 70  
**I-2513D** - SR 1477 (Riverside Drive) from NC 251 / SR 1781 to I-40 / SR 1231 (Hill Street)
  - Converted to traditional Design-Build procurement
  - Anticipated January / February 2023 Advertisement
  - Anticipated October 2023 Let Date
  - Approximately 2.6 miles
  - Preliminary Construction Estimate - \$585 million
  
- **I-2513C** - I-240 / I-40 / I-26 Interchange
  - Anticipated June 2029 Let Date
  - Portions of I-2513C added to I-2513A Design-Bid-Build project
  - Preliminary Construction Estimate - \$185 million
  
- **I-5703** - Reconstruct I-40 / I-440 / US 1 / US 64 Interchange  
**I-5701** - I-40 / US 64 from the I-440 / US 1 / US 64 interchange to SR 1370 (Lake Wheeler Road)  
- Widen from six to eight lanes
  - Anticipated October 2025 Let Date
  - Approximately 3.5 miles
  - Preliminary Construction Estimate - \$156 Million
  
- **I-5718** - I-77 from South Carolina State Line to I-27 / NC 16 (Brookshire Freeway) Interchange (Exit 11) - Widen to ten lanes by constructing managed lanes - Reconstruct I-277 Interchanges and install ramp meters - **NCTA**
  - **Preliminary engineering has been restarted**
  - Will be divided into multiple projects - May be divided by work tasks in lieu of geographically (e.g. reconstruct overpasses, mainline improvements, etc.)
  - FY 2028 in Draft STIP - May be accelerated to FY 2025 if funds become available - Currently on hold
  - Approximately 11.2 miles
  - Preliminary Construction Estimate - \$1.1 Billion - Low

- **I-5719** - I-85 from US 321 to NC 273 - Widen to eight lanes  
**U-3608** - NC 7 (North Main Street) from I-85 to US 29 / US 74  
**U-5800** - NC 7 between NC 7 / US 74 and NC 7 / US 29 intersections - Construct northbound through lane and improve intersections
  - Anticipated December 2024 Let Date
  - Preliminary Construction Estimate - \$355 Million
  
- **R-2576** - Mid-Currituck Toll Bridge - **NCTA**
  - **Anticipated June 2022 Let Date** - Will be delayed - Preliminary Hearing for lawsuit anticipated in **Summer 2021** and schedule will be updated afterwards
  - NCTA to obtain permits - Permit Modification required by Design-Build Team
  - Approximately 9.9 miles
  - Procurement Type to be Determined - Design-Build / Design-Build Maximum Cap / Design-Build Finance - Department did not receive the INFRA Grant which impacts the Plan of Finance
  - SELC has sued the NCTA
  - Preliminary Construction Estimate - \$383 million
  
- **R-2829** - Eastern Wake Freeway from I-40 south of Garner to US 64 / US 264 (Knightdale Bypass) - **NCTA**
  - Will be separated into two projects - Currently determining the break point based on balancing the earthwork, dollar value and long lead-time items (e.g. FAA tower relocation that is anticipated to require 3.5 years)
  - Anticipated October 2025 Let Date - Potential to accelerate
  - Approximately 10.8 miles
  - Preliminary Construction Estimate - \$545 million
  
- **R-4045** - Upgrade US 74 / SR 1168 (Lattimore Road) intersection to an interchange  
**BR-0012** - Replace Bridge No. 220049 on US 74 westbound lane over Sandy Run
  - Anticipated February 2023 Advertisement
  - Preliminary Construction Estimate - \$35 million
  
- **R-5777C** - US 70 from Thurman Road to the Havelock Bypass - Upgrade to freeway standards
  - Anticipated January 2022 Advertisement
  - The Design-Build Team will NOT design or construct the US Forest Ranger Station Building relocation
  - Approximately 5.6 miles
  - Preliminary Construction Estimate - \$169 million

- **U-2509A** - Improvements to routes that parallel US 74 - Independence Pointe Parkway, Northeast Parkway, Arequipa Drive and Krefeld Drive  
**U-2509B** - US 74 from NC 27 (Albemarle Road) to Idlewild Road - One managed lane in each direction  
**U-6103** - US 74 from I-277 to NC 27 (Albemarle Road) - One managed lane in each direction - **NCTA**
  - All three projects have been delayed - Anticipate meeting with local jurisdictions within the next 1 - 2 months to discuss schedules and procurement methods
  - U-2509A - Preliminary Construction Estimate - \$38 million - Anticipated to be a Design-Bid-Build procurement
  - U-2509B - Preliminary Construction Estimate - \$446 million - Potential to be delayed significantly
  - U-6103 - Preliminary Construction Estimate - \$85 million - Potential 2024 / 2025 Let Date
  
- **U-5307A** - US 1 from I-540 to north of SR 2006 (Durant Road)
  - Anticipated October 2024 Let Date
  - Approximately 1.7 miles
  - Preliminary Construction Estimate - \$83 Million
  - Potential for U-5307B & C to be converted to a single Design-Build Project and U-5307D to be converted to another Design-Build Project
  
- **U-5518** - US 70 (Glenwood Avenue) from I-540 to SR 3100 / SR 3109 (Brier Creek Parkway)
  - Procurement Discontinued
  - Anticipated November 2024 Let Date
  - Approximately 2.8 miles
  - Preliminary Construction Estimate - \$159 Million

## **I-87 INFRA Grant**

I-87 Corridor Projects in Divisions 1, 4 and 5  
Selection anticipated this summer (July / August)

- **I-6007** - SR 2233 (Smithfield Road) convert interchange to a DDI
- **I-6005** - I-87 from US 64 Business (Wendell Boulevard) to US 264 - Widen from four lanes to six lanes
- **HB141265** - I-87 from US 264 to NC 58 (Washington Street) - Upgrade to interstate standards
- **U-6149** - I-87 from NC 58 (Washington Street - Exit 459), to Thomas Road overpass - Upgrade to interstate standards
- **HB141265** - I-87 from Thomas Road overpass to Martin County Line - Upgrade to interstate standards
- **H171801** - I-87 from Martin County Line to US 17 near Williamston - Upgrade to interstate standards
- **R-5869A** - SR 1336 (Harvey Point Road) and SR 1338 (Wayne Fork Road) - Convert at-grade intersection to an interchange
- **R-5869B** - SR 1300 (New Hope Road) - Convert at-grade intersection to interchange
- **I-87 Resiliency** - Vulnerability Assessment, Stress Testing, RIMANT and Gauges
- **Broadband** - Broadband along I-87 from Raleigh to Virginia State Line and along US 64 from Williamston to Whalebone

**Request for Railroad Information for NCDOT Design-Build Project**

Clean Version  
08/18/16

NCDOT Project No.: \_\_\_\_\_  
Railroad Project No.: \_\_\_\_\_  
Project Name: \_\_\_\_\_  
Location: \_\_\_\_\_  
Railroad: \_\_\_\_\_  
Line Name: \_\_\_\_\_  
From Railroad Milepost: \_\_\_\_\_  
To: Railroad Milepost: \_\_\_\_\_  
Anticipated RFQ Date: \_\_\_\_\_

-----  
Requested By: \_\_\_\_\_ Date: \_\_\_\_\_

Response By: \_\_\_\_\_ Date: \_\_\_\_\_

CSXT approval to include this document in the NCDOT-CSXT Railroad agreement

By: \_\_\_\_\_ Date: \_\_\_\_\_

-----  
The information provided below is based upon the following preliminary drawings:

Provided By: \_\_\_\_\_

Drawing Title(s): \_\_\_\_\_

Dated: \_\_\_\_\_

Railroad Qualifications/Disclaimers on information provided for this project:

<describe>

1. Visit the project site and research records to identify existing or potential issues or conflicts; including utilities within the railroad right of way, flooding issue, maintenance concerns wayside signals, etc.

<response>

2. Provide a VAL map establishing Railroad ROW width and provide additional information from railroad records required to understand the existing railroad right of way widths and easements.

<response>

3. Are there any joint facility agreements (e.g. interlockings, sidings)? If so, who owns/controls these facilities and whose standards apply?

<response>

4. Provide the location, limits and spacing of future track and/or railroad service road requirements.

<response>



5. Provide daily freight and passenger train counts and speeds. Provide information on local rail operations and any seasonal restrictions.

<response>

6. Provide the Right-of-Entry requirements for construction and non-construction activity (e.g. surveying, soil borings, engineering site investigations, etc.) *(links to the appropriate pages on the Railroad web-site are sufficient)*

<response>

7. Provide:

- 7.1. The Railroad's current design standards *(links to the appropriate pages on the Railroad web-site are sufficient)*.

<response>

- 7.2. Railroad clearances, construction criteria, insurance requirements etc.

<response>

- 7.3. Provide information on any site-specific restrictions or special requirements.

<response>

8. Provide any information/requirements for temporary construction including:

- 8.1. Railroad detour requirements including allowable speed reductions, acceptable duration of detour, and any seasonal restrictions.

<response>

- 8.2. Will temporary construction haul road crossings of the railroad be allowed?

<response>

- 8.2.1. If so, how many and identify any restrictions on the temporary crossing locations and durations.

<response>

- 8.2.2. Will stoned or crushed asphalt be allowed, or will new asphalt be required?

<response>

- 8.2.3. What crossing protection (e.g. lockable gates, flagging when open) will be required?

<response>

- 8.2.4. Are there other requirements relative to temporary crossings (e.g. insurance)?

<response>

- 8.3. If temporary shoring of the railroad is required, what types of systems are preferred? What types of systems are not allowed?

<response>

- 8.4. Temporary detour bridge requirements, including substructure, superstructure and deck.

<response>

9. Describe how any spoil material excavated within the railroad right-of-way is to be handled, including on-site and off-site disposal options.

*<response>*

10. Provide any information/requirements for structures within the railroad ROW (*links to the appropriate pages on the Railroad web-site for design requirements are sufficient*), including:

- 10.1. Crash wall requirements for permanent and detour track alignments beneath permanent and detour overhead highway bridges.

*<response>*

- 10.2. Requirements for retaining walls supporting railroad loading. What types of systems are preferred? What types of systems are not allowed (e.g. micropiles, MSE walls)?

*<response>*

- 10.3. Requirements for retaining walls supporting highway or other non-railroad loading. What types of systems are preferred? What types of systems are not allowed (e.g. micropiles, MSE walls)?

*<response>*

- 10.4. Bridge steel requirements/restrictions for railway bridges (e.g. steel strength, use of weathering steel, paint systems)

*<response>*

11. Provide an estimated cost and time required for the preliminary engineering review of the project's plans for:

- 11.1. Preliminary track geometry

*<response>*

- 11.2. Preliminary structure geometry

*<response>*

- 11.3. 90% structure drawings (for billet steel ordering)

*<response>*

- 11.4. 100%/RFC structure drawings (for fabrication)

*<response>*

- 11.5. 100%/RFC track drawings

*<response>*

- 11.6. Project-specific phasing and work plan

*<response>*

- 11.7. Other design-phase costs

*<response>*

12. Provide a brief description of the typical required Railroad services, with a schedule of typical project rates, which are required during construction. This schedule is for

informational purposes only to identify typical project expenditures and understood not to be all inclusive or to infer actual Preliminary and/or Construction costs.

12.1. Estimated daily flagman rate, overtime rate and standard work day (hours), including how travel time and set-up/tear-down time is addressed. Include lodging and vehicle per diem charges, if applicable.

*<response>*

12.2. Estimated daily railroad inspector/field construction representative rate, overtime rate and standard work day (hours), including how travel time is addressed. Include lodging and vehicle per diem charges, if applicable.

*<response>*

12.3. Are contract 'observers' available to supplement the required railroad employee flagmen or inspectors? Is yes, provide estimated daily railroad observer rate, overtime rate and standard work day (hours), including how travel time and set-up/tear-down is addressed. Include lodging and vehicle per diem charges, if applicable.

*<response>*

12.4. Describe any restrictions on flagman or inspector work hours (e.g. nighttime, weekends, holidays).

*<response>*

12.5. Identify the annual Railroad holidays.

*<response>*

12.6. Describe any issues that may limit the availability of flagmen, inspectors or observers for this project (e.g. anticipated labor shortages, other major projects, etc.).

*<response>*

12.7. Estimated cost per track foot for relocated track.

*<response>*

12.8. Estimated cost per track foot for new track.

*<response>*

12.9. Estimated cost per turnout.

*<response>*

12.10. Estimated cost per cut over to or from a runaround, and anticipated hours to perform it.

*<response>*

12.11. Other construction-phase costs.

*<response>*

13. Additional information relevant to the Project and project site.

*<response>*

Enclosures: *<list>*

Project	Engineer's Estimate	Actual Stipend	Percentage of Actual Stipend to Engineer's Estimate	* 0.075% of Engineer's Estimate	Round to Nearest \$5,000
<b>Previous / Active DB Projects</b>					
I-3306A	\$175,600,000	\$75,000	0.043%	\$131,700	\$135,000
I-3819B	\$283,721,000	\$75,000	0.026%	\$212,791	\$215,000
I-5111 / I-4739	\$331,945,275	\$100,000	0.030%	\$248,959	\$250,000
I-5507 / R-0211EC / U-4714AB	\$349,528,000	\$150,000	0.043%	\$262,146	\$265,000
I-5986A / I-5877	\$419,100,000	\$80,000	0.019%	\$314,325	\$315,000
I-6064A, B & C / I-5879	\$418,600,000	\$125,000	0.030%	\$313,950	\$315,000
R-2247EB	\$149,266,000	\$75,000	0.050%	\$111,950	\$115,000
R-2721A	\$204,838,000	\$125,000	0.061%	\$153,629	\$155,000
R-2721B	\$220,497,000	\$175,000	0.079%	\$165,373	\$165,000
R-2828	\$369,486,000	\$350,000	0.095%	\$277,115	\$280,000
U-2579D, E & F	\$140,820,860	\$75,000	0.053%	\$105,616	\$105,000
U-2719 / U-4437	\$336,545,000	\$125,000	0.037%	\$252,409	\$255,000
U-5713 / R-5777A & B	\$289,229,000	\$75,000	0.026%	\$216,922	\$220,000
<b>Upcoming DB Projects</b>					
I-2513B & D	\$584,902,000			\$438,677	\$440,000
R-2576	\$383,256,000			\$287,442	\$290,000
R-2829	\$544,804,000			\$408,603	\$410,000
R-4045 / BR-0012	\$25,000,000			\$18,750	\$75,000
R-5777C	\$168,500,000			\$126,375	\$130,000
U-5307A	\$82,600,000			\$61,950	\$75,000
U-5518	\$162,100,000	\$75,000		\$121,575	\$125,000

\*\* NOTE \*\* Estimate to develop a Technical Proposal with A \$650,000

**30% / 70% Split = \$195,000**  
**40% / 60% Split = \$260,000**  
**50% / 50% Split = \$325,000**

**White Paper Conclusion - Try to cover one-third to one-half of the Technicl Proposal development costs which are approximately 0.02% to**

**\* 0.075% may be increased due to complexity, potential for innovation, schedule, etc.**

 = Minimum \$75,000 for projects \$25 million or greater

 = Actual Stipend Less than Calculated



## **SUBMITTAL OF QUANTITIES, FUEL BASE INDEX PRICE AND OPT-OUT OPTION**

1/23/14

DB1 G43

### **(A) Submittal of Quantities**

**Submit quantities** on the *Fuel Usage Factor Chart and Estimate of Quantities* sheet, located in the back of this RFP, following the Itemized Proposal Sheet.

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 and Estimate of Quantities* sheet will be subject to fuel price adjustments.

**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 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 \$          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* sheet 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 copy of the *Fuel Usage Factor Chart and Estimate of Quantities* sheet is submitted with the Technical Proposal.



(E) **Fuel Usage Factor for Asphalt Line Items**

If the Design-Build Team elects to pursue reimbursement for Fuel Price Adjustments, the Design-Build Team shall select either the 0.90 **or** 2.90 Fuel Usage Factor for each individual asphalt line item by marking the appropriate Factor on the *Fuel Usage Factor Chart*. If the Design-Build Team does not mark either Fuel Usage Factor or marks both Fuel Usage Factors for an asphalt line item, the 2.90 Fuel Usage Factor shall be used for that asphalt line item.

(F) **Failure to Submit**

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

Separate

**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
Class IV Subgrade Stabilization			
Aggregate Base Course	Gal / Ton	0.55	_____ Tons
Sub-Ballast			
Aggregate for Cement Treated Base Course			
Portland Cement for Cement Treated Base Course	Gal / Ton	0.55	_____ Tons
* Asphalt Concrete Base Course	Gal / Ton	_____ 0.90 _____ 2.90	_____ Tons
* Asphalt Concrete Intermediate Course	Gal / Ton	_____ 0.90 _____ 2.90	_____ Tons
* Asphalt Concrete Surface Course	Gal / Ton	_____ 0.90 _____ 2.90	_____ Tons
* Open-Graded Asphalt Friction Course	Gal / Ton	_____ 0.90 _____ 2.90	_____ Tons
* Permeable Asphalt Drainage Course	Gal / Ton	_____ 0.90 _____ 2.90	_____ Tons
* Sand Asphalt Surface Course, Type SA-1	Gal / Ton	_____ 0.90 _____ 2.90	_____ Tons
<b>Portland Cement Concrete Pavement</b>			
Through Lanes and Shoulders ( > 11" )	Gal / SY	0.327	_____ SY
Through Lanes and Shoulders ( 9" to 11" )		0.272	_____ SY
Through Lanes and Shoulders ( < 9" )		0.245	_____ SY
** Structural Concrete (Cast-in-Place Only)	Gal / CY	0.98	_____ CY

\* Select 0.90 **OR** 2.90

\*\* Structural Concrete shall be defined as cast-in-place Class A or Class AA concrete used in the construction of major structures for various work items identified in Division 4 of the 2018 *Standard Specifications for Roads and Structures*.

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 Proposal submittal.)*

**Manual of Best Practices  
for  
Design-Build Projects Impacting Railroads**

**NCDOT/ACEC-NC/CAGC Design-Build Joint Committee**

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NSR Pre-advertisement procedures.....	.....

## RFQ Phase Procedures

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## Design and Construction Phase Procedures

Execution of Master Construction Agreement (CSXT).....	.....
Supplemental Agreement Execution (CXST).....	.....
Design Submittal Procedures (CSXT Projects).....	.....
Shop Drawing Submittal Procedures (CSXT Projects).....	.....
Execution of Master Construction Agreement (NSR).....	.....
Supplemental Agreement Execution (NSR).....	.....
Design Submittal Procedures (NSR Projects).....	.....
Shop Drawing Submittal Procedures (NSR Projects).....	.....

## Appendix (Standard Templates)

Standard Agreement for Initial Services (CSXT projects).....
Standard Agreement for Initial Services (NSR projects).....
Request for Railroad Information for NCDOT Design-Build Project.....
CSXT Master Construction Agreement.....
CSXT Supplemental Construction Agreement - Underpass.....
CSXT Supplemental Construction Agreement - Railroad Track and Structures.....
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NSR Supplemental Construction Agreement - Underpass.....
NSR Supplemental Construction Agreement - Railroad Track and Structures.....