



PAT McCrory
Governor

NICHOLAS J. TENNYSON
Secretary

October 4, 2016

Addendum No. 5

Contract No.: C 203474
TIP No.: B-2500B
County: Dare
Project Description: NC 12 - Rodanthe Breach Long Term Improvements (Phase IIb)

RE: Addendum No. 5 to Final RFP

November 15, 2016 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated June 9, 2016 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 5 for your information. Please note that all revisions have been highlighted in gray and are as follows:

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

Page No. 4 of the *Submittal of Quantities, Fuel Base Index Price and Opt-Out Option* Project Special Provision has been revised. Please void Page No. 4 in your proposal and staple the revised Page No. 4 thereto.

Page Nos. 33 and 35 of the *Erosion & Sediment Control / Stormwater Certification* Project Special Provision have been revised. Please void Page Nos. 33 and 35 in your proposal and staple the revised Page Nos. 33 and 35 thereto.

Page No. 40 of the *Price Adjustments for Asphalt Binder* Project Special Provision has been revised. Please void Page No. 40 in your proposal and staple the revised Page No. 40 thereto.

Page No. 69 of the *Roadway Scope of Work* has been revised. Please void Page No. 69 in your proposal and staple the revised Page No. 69 thereto.

Page No. 69A has been added to the *Roadway Scope of Work*. Please add Page No. 69A to your proposal.

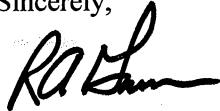
Page No. 78 of the *Pavement Management Scope of Work* has been revised. Please void Page No. 78 in your proposal and staple the revised Page No. 78 thereto.



Page No. 185 of the *Materials* Standard Special Provision has been revised. Please void Page No. 185 in your proposal and staple the revised Page No. 185 thereto.

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6900.

Sincerely,

A handwritten signature in black ink, appearing to read "R.A. Garris". The signature is stylized with a large initial "R" and a long, sweeping underline.

R.A. Garris, PE
Contract Officer

RAG / dth

cc: Rodger Rochelle, PE
Jerry Jennings, PE
Teresa Bruton, PE
Ron McCollum, PE
David Hering, PE
File

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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 and Price Proposal. The original shall be submitted in the Price Proposal.

Trade Secret Information submitted on the *Fuel Usage Factor Chart and Estimate of Quantities* sheet will be considered “Trade Secret” in accordance with the requirements of G.S. 66-152(3) until such time as the Price Proposal is opened.

(B) **Base Index Price**

The Design-Build Team’s Estimate of Quantities will be used on the various partial payment estimates to determine fuel price adjustments. The Design-Build Team shall submit a payment request for quantities of work completed based on the work completed for that estimate period. The quantities requested for partial payment shall be reflective of the work actually accomplished for the specified period. The Design-Build Team shall certify that the quantities are reasonable for the specified period. The base index price for DIESEL #2 FUEL is **\$1.5601** 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 Price Proposal and the copy of the *Fuel Usage Factor Chart and Estimate of Quantities* sheet are submitted.

(E) **Failure to Submit**

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

- (f) Acquire applicable permits and comply with requirements for borrow pits, dewatering, and any temporary work conducted by the Design-Build Team in jurisdictional areas.
 - (g) Conduct all erosion and sediment control / stormwater work in a timely and workmanlike manner.
 - (h) Fully perform and install erosion and sediment control / stormwater work prior to any suspension of the work.
 - (i) Coordinate with Department, Federal, State and Local Regulatory agencies on resolution of erosion and sediment control / stormwater issues due to the Design-Build Team's operations.
 - (j) Ensure that proper cleanup occurs from vehicle tracking on paved surfaces and / or any location where sediment leaves the right of way.
 - (k) Have available a set of erosion and sediment control / stormwater plans that are initialed and include the installation date of Best Management Practices. These practices shall include temporary and permanent groundcover and be properly updated to reflect necessary plan and field changes for use and review by Department personnel, as well as regulatory agencies.
2. Requirements set forth under the NPDES Permit – The Department's NPDES Stormwater Permit (NCS000250) outlines certain objectives and management measures pertaining to construction activities. The permit references *NCG010000, General Permit to Discharge Stormwater* under the NPDES, and states that the Department shall incorporate the applicable requirements into its delegated Erosion and Sediment Control Program for construction activities disturbing one or more acres of land. The Department further incorporates these requirements on all contracted bridge and culvert work at jurisdictional waters, regardless of size. Some of the requirements shall be, but are not limited to:
- (a) Control project site waste to prevent contamination of surface or ground waters of the state, i.e. from equipment operations / maintenance construction materials, concrete washout, chemicals, litter, fuels, lubricants, coolants, hydraulic fluids, any other petroleum products, and sanitary waste.
 - (b) Inspect erosion and sediment control / stormwater devices and stormwater discharge outfalls at least once every 7 calendar days, and within 24 hours after a rainfall event of 0.5 inch, or greater, that occurs within a 24-hour period. At the discretion of Division of Water Resources personnel, additional monitoring may be required if the receiving stream is 303(d) listed for turbidity and the project has had documented problems managing turbidity.
 - (c) Maintain an onsite rain gauge or use the Department's Multi-Sensor Precipitation Estimate website to maintain a daily record of rainfall amounts and dates.
 - (d) Maintain erosion and sediment control / stormwater inspection records for review by Department and Regulatory personnel upon request.
 - (e) Implement approved reclamation plans on all borrow pits, waste sites and staging areas.
 - (f) Maintain a log of turbidity test results as outlined in the Department's Procedure for Monitoring Borrow Pit Discharge.
 - (g) Provide secondary containment for bulk storage of liquid materials.

(C) *Certified Installers* - Provide at least one onsite, Level I Certified Installer for each of the following erosion and sediment control / stormwater crew:

1. Seeding and Mulching
2. Temporary Seeding
3. Temporary Mulching
4. Sodding
5. Silt fence or other perimeter erosion / sediment control device installations
6. Erosion control blanket installation
7. Hydraulic tackifier installation
8. Turbidity curtain installation
9. Rock ditch check / sediment dam installation
10. Ditch liner / matting installation
11. Inlet protection
12. Riprap placement
13. Stormwater BMP installations (such as but not limited to level spreaders, retention / detention devices)
14. Pipe installations within jurisdictional areas

If a Level I *Certified Installer* is not onsite, the Design-Build Team may substitute a Level II Foreman for a Level I Installer, provided the Level II Foreman is not tasked to another crew requiring Level II Foreman oversight.

(D) *Certified Designer* – Include the certification number of the **Level III-B Certified Designer** on the erosion and sediment control / stormwater component of all reclamation plans and if applicable, the certification number of the **Level III-A Certified Designer** on the design of the project erosion and sediment control / stormwater plan.

Preconstruction Meeting

Furnish the names of the *Certified Erosion and Sediment Control / Stormwater Supervisor*, *Certified Foremen*, *Certified Installers* and *Certified Designers* and notify the Engineer in writing of changes in certified personnel over the life of the contract within two days of change.

Ethical Responsibility

Any company performing work for the North Carolina Department of Transportation has the ethical responsibility to fully disclose any reprimand or dismissal of an employee resulting from improper testing or falsification of records.

DRAINAGE PIPE

(9-1-11)

DB3 R36

Description

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

All pipe types are subject to the maximum and minimum fill height requirements as found on Roadway Standard Drawing No. 300.01 - Sheet 3 of 3. The appropriate Reinforced Concrete Pipe class and the appropriate gage thickness for Corrugated Aluminum Alloy Pipe and Aluminized Corrugated Steel Pipe shall be selected based on fill height.

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

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

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

PRICE ADJUSTMENTS FOR ASPHALT BINDER

(9-1-11)

DB6 R25

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the 2012 *Standard Specifications for Roads and Structures*.

When it is determined that the monthly selling price of asphalt binder on the first business day of the calendar month during which the last day of the partial payment period occurs varies either upward or downward from the Base Price Index, the partial payment for that period will be adjusted. The partial payment will be adjusted by adding the difference (+ or -) of the base price index subtracted from the monthly selling price multiplied by the total theoretical quantity of asphalt binder authorized for use in the plant mix placed during the partial payment period involved.

The base price index for asphalt binder for plant mix is **\$325.71** per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on **October 1, 2016**.

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.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall resurface all lanes and shoulders within the outermost construction limits of all proposed widening and construction, including any gaps along the facility where construction activities are not required (e.g. 1) along existing NC 12 from the -Y1- northern construction limits to the proposed turnaround – the Design-Build Team shall resurface the aforementioned section regardless of the turnaround construction, and 2) along existing NC 12 from the proposed parking lot entrance to the northern mainline construction limits).
- The Design-Build Team shall resurface all existing facilities to the limits of pavement marking obliterations / revisions.
- In accordance with the NCDOT Right of Way Manual requirements for service roads justified by estimates, the Design-Build Team shall develop a Service Road Study for all land-locked parcels, including but not limited to those shown on the Bonner Bridge Replacement Project Phase IIb 2014B Revised Bridge on New Location Alternative Map 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 and right of way costs, with and without the service road. If, at the Department's sole discretion, the aforementioned Service Road Studies indicate that service road(s) are required, the design and construction costs of the services road(s) shall be as follows:
 - The design and construction costs, including but not limited to all associated NEPA requirements, for a service road that extends from the proposed mainline / -Y1- intersection to the access easement on the Joseph M. Midgett, Jr. property shall be included in the Design-Build Team's lump sum bid for the entire project. If the Design-Build Team demonstrates, to the Department's sole satisfaction, that the aforementioned service road is not required, the service road design and construction costs, including but not limited to all associated NEPA requirements, shall be credited to the Department post Award.
 - If the Design-Build Team demonstrates, to the Department's sole satisfaction, that services road(s) other than the one noted above are required by the Department's preliminary design, the service road(s) design and construction costs, including but not limited to 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*.
 - If a service road is required solely due to variations to the Department's proposed design and / or construction methods, the service road(s) design and construction, including but not limited to all associated NEPA requirements, shall be included in the Design-Build Team's lump sum bid for the entire project.

- The Design-Build Team shall design and construct all service roads to meet a minimum 40 mph design speed using the 0.04 superelevation chart. The Design-Build Team shall design and construct all service roads with two 11-foot lanes and four-foot minimum shoulders with a Type “B” ditch as per the NCDOT Roadway Design Manual.
- The Design-Build Team shall provide turn-arounds on all roads that are dead-ended.
- Excluding the modifications required herein, the Design-Build Team shall inform the Design-Build Unit, in writing, of all proposed design revisions, including but not limited to the following:
 - The Design-Build Team shall note in the Technical Proposal any proposed deviations to the preliminary design shown on the Bonner Bridge Replacement Project Phase IIB 2014B Revised Bridge on New Location Alternative Map provided by the Department. The Design-Build Team shall be responsible for all activities, as deemed necessary by the Department, US Fish and Wildlife Service, National Parks Service, and / or the FHWA, resulting from changes to the NCDOT preliminary design, including but not limited to, public involvement, NEPA re-evaluation and / or coordination with other stakeholders. The Department shall not honor any requests for additional contract time or compensation for completion of the required activities resulting from changes to the NCDOT preliminary design.
 - After the contract has been Awarded, the Design-Build Team shall inform the Design-Build Unit, in writing, of all proposed changes to the design shown in the Technical Proposal.
 - After the Department has reviewed and accepted the Design-Build Team’s design submittals, the Design-Build Team shall inform the Design-Build Unit, in writing, of any changes to previously reviewed submittals.
- Excluding the horizontal stopping sight distance for the southernmost curve on the proposed bridge, design exceptions will not be allowed for the -L- Line. NCDOT prefers not to have design exceptions for the -Y- Lines and / or service roads. If the Design-Build Team anticipates any design exceptions, they shall be clearly noted in the Technical Proposal. Prior to requesting /

PAVEMENT MANAGEMENT SCOPE OF WORK (9-23-16)

The pavement designs for this project shall be as listed in the table below:

Line	Surface	Intermediate	Base
-L- Line (NC 12)	3.0" S9.5B	----	5.5" B25.0B
All -Y- Lines	2.5" SF9.5A	----	4.0" B25.0B
All Service Roads	2.5" SF9.5A	----	4.0" B25.0B
Parking Lot	1.5" SF9.5A	----	4.0" B25.0B

For the -L- Line and all -Y- Lines, the Design-Build Team shall resurface the existing pavement with a minimum pavement depth that equals the full thickness of surface course as provided in the table above. (Reference the Roadway Scope of Work found elsewhere in this RFP)

For the pavement designs noted in the table above, the Design-Build Team shall not substitute an ABC layer for an asphalt base course layer.

Warm mix asphalt will be allowed.

In accordance with the *Class IV Aggregate Stabilization* Standard Special Provision found elsewhere in this RFP, use Class IV Aggregate Stabilization to provide a working platform, where needed.

Unless noted otherwise elsewhere in this RFP, the minimum narrow widened width shall be six feet. The minimum narrow widened width may be reduced to four feet only if the Design-Build Team demonstrates that their equipment properly compacts narrow widening and obtains prior Department approval. Tapers that tie proposed pavement to existing pavement are excluded from the narrow widening requirements noted above.

In areas where the existing paved shoulders are proposed to be incorporated into a permanent travel lane, the Design-Build Team shall be responsible for evaluating the existing paved shoulder regarding its suitability for carrying the projected traffic volumes. In the event that the existing paved shoulder is found to be inadequate, the Design-Build Team shall be responsible for upgrading the existing paved shoulder to an acceptable level or replacing the existing paved shoulder. The Design-Build Team shall submit their evaluation and proposed use of existing paved shoulders to the Design-Build Unit for review and acceptance or rejection.

The Design-Build Team shall be responsible for the design of all temporary pavements and for the evaluation of existing shoulders and roadways regarding their suitability for carrying traffic during construction, if necessary. In the event that the existing shoulders and / or roadways are found to be inadequate for the proposed temporary traffic volumes and duration, the Design-Build Team shall be responsible for upgrading the pavement to an acceptable level. Temporary pavements shall be designed in accordance with the most recent version of the NCDOT *Pavement Design Procedure*. Temporary pavement designs and associated calculations shall be submitted for review and acceptance using the Design-Build submittal process prior to incorporation. The expected duration for traffic on temporary pavement must be included as part of the submittal.

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

TABLE 1005-1 AGGREGATE GRADATION - COARSE AGGREGATE													
Percentage of Total by Weight Passing													
Std. Size #	2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#10	#16	#40	#200	Remarks
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
	-	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
14M	-	-	-	-	100	98-100	35-70	5-20	-	0-8	-	A	Asphalt Plant Mix, AST, Weep Hole Drains, Str. Concrete
9M	-	-	-	-	100	98-100	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).