



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 3, 2009

Addendum No. 1

Contract No.: C 202238
TIP No.: I-4744
County: Wake
Project Description: I-40 Widening from west of Wade Avenue to east of Jones Franklin Road

I-40 / I-440 / US 64 Signing Improvements from Wade Avenue eastward to Sunnybrook Road

RE: Addendum No. 1 to Final RFP

July 2, 2009 Letting

To Whom It May Concern:

Reference is made to the Request for Proposal and I-4902 Plans recently furnished to you on the above project. The following revisions have been made to the Request for Proposal and I-4902 Plans:

On the COVER SHEET, change the date for the Technical and Price Proposal submission to **June 17, 2009**. Please mark through the date shown on the May 14, 2009 (Labeled) RFP and insert the new date. This correction 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 No. 103 of the *Sealing Existing Pavement Cracks – Polymer Patch Project Special Provision* has been revised. Please void Page No. 103 in your proposal and staple the revised Page No. 103 thereto.

Page No. 105 of the *Aggregate Subgrade with Geogrid Project Special Provision* has been revised. Please void Page No. 105 in your proposal and staple the revised Page No. 105 thereto.

Page No. 112 of the *General Section* has been revised. Please void Page No. 112 in your proposal and staple the revised Page No. 112 thereto.

Page No. 123 of the *Roadway Scope of Work* has been revised. Please void Page No. 123 in your proposal and staple the revised Page No. 123 thereto.

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

TELEPHONE: 919-250-4234
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WWW.NCDOT.GOV

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

Page Nos. 130, 131 and 133 of the *Pavement Management Scope of Work* have been revised. Please void Page Nos. 130, 131 and 133 in your proposal and staple the revised Page Nos. 130, 131 and 133 thereto.

Page No. 134 of the *Structures Scope of Work* has been revised. Please void Page No. 134 in your proposal and staple the revised Page No. 134 thereto.

Page No. 147 of the *Hydraulics Scope of Work* has been revised. Please void Page No. 147 in your proposal and staple the revised Page No. 147 thereto.

Page Nos. 154 and 165 of the *Traffic Control and Pavement Markings Scope of Work* have been revised. Please void Page Nos. 154 and 165 in your proposal and staple the revised Page Nos. 154 and 165 thereto.

Page No. 179 of the *ITS Scope of Work* has been revised. Please void Page No. 179 in your proposal and staple the revised Page No. 179 thereto.

Page Nos. 265 and 266 of the *Asphalt Pavements – Superpave Standard Special Provision* have been revised. Please void Page Nos. 265 and 266 in your proposal and staple the revised Page Nos. 265 and 266 thereto.

Page Nos. 307, 308, 309 and 310 of the *On the Job Training Standard Special Provision* have been revised. Please void Page Nos. 307, 308, 309 and 310 in your proposal and staple the revised Page Nos. 307, 308, 309 and 310 thereto.

The *Qualification of Welds and Procedures Standard Special Provision* has been added and is included on the revised Page No. 310 noted above. Please void Page No. 310 in your proposal and staple the revised Page No. 310 thereto.

Page No. 315 of the *Errata* has been revised. Please void Page No. 315 in your proposal and staple the revised Page No. 315 thereto.

Plan Sheet Nos. 3A and 5 of the I-4902 Plans have been revised. Please void Plan Sheet Nos. 3A and 5 in your I-4902 plan set and staple the revised Plan Sheet Nos. 3A and 5 thereto.

If you have any questions or need additional information, I can be reached by telephone at (919) 250-4124.

Sincerely,

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

RAG/jmg

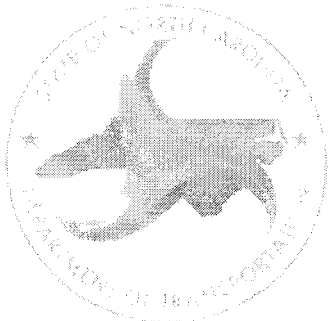
cc: Mr. Jon Nance, PE
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Mr. Victor Barbour, PE (w/)
Mr. Art McMillan, PE (w/)
Mr. Ellis Powell, PE
Mr. Jay Bennett, PE
Ms. Judith Corley-Lay, Ph.D., PE
Ms. Anne Gamber PE (Hydraulics) (w/)
Dr. K. J. Kim, PE (Geotechnical) (w/)
Dr. Clark Morrison, PE (Pavement) (w/)
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Ms. Teresa Bruton, PE (w/7)
Ms. Marsha Sample (w/)
Mr. Phillip Johnson, PE (w/)
TRC Members (w/)
File (w/)

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

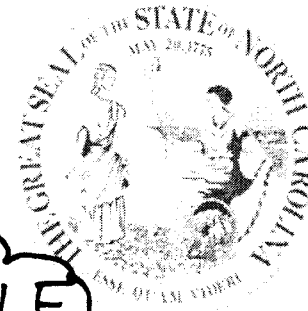
FINAL RFP



DESIGN-BUILD PROJECT

TIP I-4744

May 14, 2009



EXAMPLE

VOID FOR BIDDING

JUNE 17, 2009

**6/3/09
A.B.C.**

DATE AND TIME OF TECHNICAL AND PRICE PROPOSAL SUBMISSION: ~~June 12, 2009~~ BY 4:00 PM

DATE AND TIME OF PRICE PROPOSAL OPENING: **June 25, 2009 AT 10:00 AM**

CONTRACT ID: C 202238

WBS ELEMENT NO. 36597.3.GV1

FEDERAL-AID NO. IMNHF-040-4(140)289

COUNTY: Wake

ROUTE NO. I-40

MILES: 6.2

LOCATION: I-40 from SR 1728 (Wade Avenue Milepost 289) to I-440 / US 1-64 (Milepost 293)

I-40 from SR 1728 (Wade Avenue) to east of I-440 / US 64 (MP 302) and I-440, US 1 / 64 at I-40 to I-40 near SR 2544 (Sunnybrook Road)

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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PROPOSAL FORMS - ITEMIZED SHEET, ETC.

- Itemized Proposal Sheet (WHITE SHEET)
- Fuel Usage Factor Chart and Estimate of Quantities (WHITE SHEET)
- Award Limits on Multiple Projects (YELLOW SHEET)
- Listing of DBE Subcontractors (YELLOW SHEETS)
- Execution of Bid, Noncollusion Affidavit & Debarment Certification Signature Sheet
(YELLOW SHEETS)

SEALING EXISTING PAVEMENT CRACKS - Polymer Patch

(5-4-07)(5-19-09)

SPI 7-5A

Description

The Contractor shall prepare and clean the cracks in failing concrete and shall place Polypatch, Fibrescreed, Fibrecrete or like material that meets the specifications in areas designated by the Engineer. Proper placement shall be performed as described by the manufacturer. The Contractor will not be required to seal the existing joints.

All materials shall be delivered unopened in their original containers bearing the manufacturer's label, specifying date of manufacture, batch number, trade name brand, and quantity.

Sufficient material to perform the entire crack or spall repair application shall be in storage at the site or at the Contractors facility prior to any field preparation, so that there will be no delay in procuring the material for each day's application.

Stored materials may be inspected prior to their use and shall meet the requirements of these Special Provisions at the time of use.

Any material which is rejected because of failure to meet the required tests or material that has been damaged so as to cause rejections shall be immediately replaced by the Contractor at no additional cost to the Department.

Each shipment of Polypatch, Fibrescreed, Fibrecrete or like material that meets the Specifications shall be accompanied by Material Safety Data Sheets (MSDS) and a Certificate of Compliance certifying that the materials conform to the requirements of these Special Provisions.

Materials Requirements

All materials shall meet the specifications as approved by the Engineer prior to use.

Material Data:

Specific Gravity	1.8
Application Temperature (degrees)	350° F to 392° F
Application Thickness	400 mils plus
Curing Time	10 – 40 minutes
Shelf Life	unlimited
Flash Point	446° F

Construction Requirements

The Contractor shall prepare areas by removing any loose debris by using a pavement breaker, by using a mechanical planer, and other methods as directed by the Engineer. When using a planer, the surface shall be milled out to a width and depth as directed by the Engineer. The

Maintain Select Material, Class IV in an acceptable condition and minimize the use of heavy equipment on Select Material Class IV in order to avoid damaging aggregate subgrades. Provide and maintain drainage ditches and drains as required to prevent entrapment of water in aggregate subgrades.

DCP Testing

The Engineer will conduct DCP testing at the bottom of the aggregate subgrade on 200-foot spacing when the Contractor has notified the Department that the aggregate subgrade location has been prepared for fabric placement. The Department reserves the right to increase the frequency of DCP testing in poor subgrade locations. If the DCP tests indicate extremely poor subgrade such that the above aggregate subgrade thickness may be insufficient, the Engineer may provide direction to increase the aggregate compacted thickness.

If a compacted thickness of greater than 12 inches is so directed, place the nonwoven separation fabric at the bottom of the aggregate layer and place sufficient Select Material, Class IV, prior to geogrid placement, to position the geogrid at a depth of 12 inches below the surface of the compacted aggregate subgrade. Compaction requirements apply only to the top 12 inches of Select Material, Class IV for aggregate depths greater than 12 inches.

If the Design-Build Team is required by the Engineer to increase the compacted thickness to more than 12 inches, the Department will compensate the Design-Build Team for the additional thickness at a rate of \$50 per cubic yard (in place volume) of additional Select Material, Class IV beyond that needed for the 12 inch compacted thickness. This payment will be considered full compensation for the Select Material, Class IV, any additional undercut needed to achieve the total Aggregate Subgrade with Geogrid thickness per the Engineer's direction, and placement of geogrid at the 12-inch depth.

Submittals

Submit proposed geogrid and nonwoven fabric products for review and approval 10 working days prior to ordering materials for Aggregate Subgrade with Geogrid.

Materials

Geogrid

The geogrid shall be biaxial geogrid composed of polypropylene or polyester. The biaxial geogrid shall be a regular network of integrally connected elements with aperture geometry sufficient to permit significant mechanical interlock with the surrounding soil. The geogrid shall have high flexural rigidity and high tensile modulus in relation to the soil being reinforced and shall also have a high continuity of tensile strength through all of its elements. The geogrid shall be dimensionally stable and able to retain its geometry under construction stresses. The material shall have high resistance to ultraviolet degradation and to all forms of chemical and biological degradation encountered in the soil being reinforced.

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
- 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 Wednesday, June 17, 2009**, 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.

ROADWAY SCOPE OF WORK (6-3-09)

NOTE: In accordance with Project Special Provisions found elsewhere in this RFP, the Design-Build Team shall provide and construct all elements defined in the I-4902 Roadway Plans signed and sealed on May 14, 2009 (Internal Plan Sheets signed and sealed March 29, 2007, July 25, 2008, April 1, 2009, May 14, 2009 and May 27, 2009), including but not limited to guardrail and sidewalk installation / removal. All references to quantities in the aforementioned I-4902 Roadway Plans are for informational purposes only. The Design-Build Team shall be solely responsible for verifying the quantities required for the I-4902 Roadway Plans signed and sealed as noted above. The requirements defined in this Roadway Scope of Work do not apply to the aforementioned I-4902 Roadway Plans.

Project Details

- The Design-Build Team shall widen I-40 to a minimum six-lane divided facility from west of Wade Avenue to east of Jones Franklin Road. The existing divided facility shall be widened by providing one lane in the median in both directions with a minimum 14-foot median shoulder, 12 feet of which shall be full depth paved shoulder. The eastbound median full-depth paved shoulder shall be designed and constructed as a future lane with appropriate cross slope beginning at Station 26+80.25 -LREVEX-; or beginning at the traffic control lane shift western terminus, whichever is further west. The westbound median full-depth paved shoulder shall be designed and constructed as a future lane with appropriate cross slope beginning at Station 29+47.78 -LREV-; or beginning at the traffic control lane shift western terminus, whichever is further west. Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct the -L- Line providing access, widening and improvements as indicated on the I-4744 Preliminary Plans. The limits of -L- Line construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards.
- The proposed widened facility shall be designed and constructed to meet a 70-mph design speed for a rolling urban freeway. The Design-Build Team shall submit all other design criteria to the Department for review and acceptance. Resurfacing grades, and the associated geometric vertical alignments, will not be required. The Design-Build Team shall resurface the existing lanes and shoulders, providing a uniform overlay, as defined in the Pavement Management Scope of Work found elsewhere in this RFP. If necessary, the Design-Build Team shall extend the I-40 resurfacing limits beyond that shown on the Preliminary Plans provided by the Department to the limits of pavement marking obliterations / revisions.
- Between Harrison Avenue and Wade Avenue, the Design-Build Team shall provide eastbound travel and auxiliary lanes as shown on the 2007 Build Auxiliary Lane Concept – I-40 eastbound from Harrison Avenue to Wade Avenue - Figure 4, dated January 2009, provided by the Department.
- Within the I-40 westbound exit loop onto Cary Towne Boulevard, the Design-Build Team shall improve sight distance, including but not limited to, clearing and grubbing within the loop. The Design-Build Team shall clear and grub the area within the aforementioned loop within the limits encompassed by the loop inside edge of travelway

- The Design-Build Team shall completely and uniformly resurface all I-40 paved shoulders, including all acceleration, deceleration and auxiliary lanes / ramps / loops to the back of gore (12-foot width), from the edge of travel lane to the beginning of the rumble strip with an Ultra-thin Bonded Wearing Course.
- On all concrete ramps and loops, with the exception of the Wade Avenue and US 1 / US 64 interchange ramps and loops, the Design-Build Team shall extend the Ultra-thin Bonded Wearing Course from the back of gore (12-foot width) to the –Y- Line radius points or the subsequent –Y- Line back of gore (12-foot width), excluding the US 1 / US 64 collector – distributor gore. The Ultra-thin Bonded Wearing Course shall completely and uniformly resurface all ramp and loop travel lanes and all paved shoulders from the edge of travel lane to the beginning of the rumble strip or 12 inches from the edge of travel lane in the absence of rumble strips.
- On all asphalt ramps and loops, with the exception of the Wade Avenue and US 1 / US 64 interchange ramps and loops, the Design-Build Team shall uniformly mill 1.5 inches of all travel lanes and paved shoulders from the back of gore (12-foot width) to the –Y- Line radius points or the subsequent –Y- line back of gore (12-foot width) excluding the US 1 / US 64 collector – distributor gore. The Design-Build Team shall fill the milled areas with 1.5 inches of S9.5C surface course.
- At the US 1 / US 64 interchange, the Design-Build Team shall completely and uniformly resurface all ramp, loop and I-40 collector-distributor lanes and shoulders with an Ultra-thin bonded Wearing Course. Along all ramps and loops, the Ultra-thin Bonded Wearing Course shall extend to the US 1 / US 64 back of gore (12-foot width).

Ultra-thin Bonded Wearing Course shall be Type B. Milling will not be required for flush longitudinal Ultra-thin Bonded Wearing Course tie-ins at gutters.

The eastbound median lane that starts at approximately **Station 50+00 -LREVEX-** and extends westward was built under Project I-3800. This median lane is currently signed and marked to prohibit truck traffic. The Design-Build Team shall completely remove the median lane pavement (12-foot width) and shoulder through the entire existing lane shift located from approximately **Station 34+00 -LREVEX-** to **Station 50+00 -LREVEX-**, and construct the mainline pavement design noted above. (Reference No Truck Median Lane Sketch provided by the Department for approximate pavement removal limits.)

Before placing Ultra-thin Bonded Wearing Course on concrete pavement, seal all cracks greater than ¼-inch wide or cracks that have associated spalling, and on all spalls at joints greater than two inches wide and repair pot holes in accordance with Sealing Existing Pavement Cracks – Polymer Patch Project Special Provision located elsewhere in this RFP.

Along the NC 54 to I-40 eastbound loop, the Design-Build Team shall repair the gap between the existing concrete slabs and curb and gutter in accordance with the Sealing

Existing Pavement Cracks - Polymer Patch Project Special Provision found elsewhere in this RRP.

Within all impact attenuator limits, the Design-Build Team shall pave the entire median width with 4" of B25.0B or B25.0C, a split seal and at least one lift of surface course. NOTE: Deleted Reference to Guardrail Placement at Median Sign Support Detail

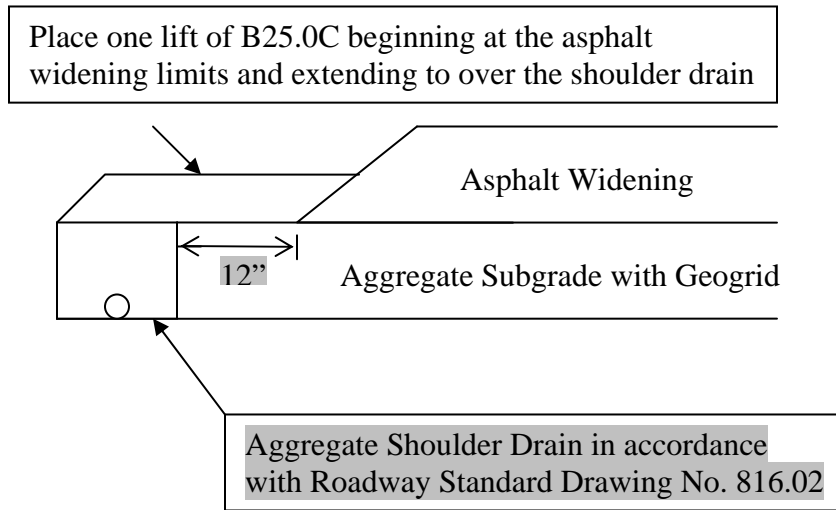
Through the areas requiring 12-foot full-depth median shoulders designed and constructed as future lanes, the Design-Build Team shall completely remove and dispose of the I-40 median paved shoulders. (Reference the Roadway Scope of Work) The Design-Build Team shall completely remove and dispose of all temporary median widening pavement structures.

At approximately Station 76+00 -LREV- westbound, the Department has made asphalt repairs to five adjacent concrete slabs. At this location only, the Design-Build Team shall completely remove, dispose of and replace, in their entirety, these slabs and the associated asphalt repair work in accordance with the Repair of Jointed Concrete Pavement Slabs Project Special Provision found elsewhere in this RFP.

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 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. Prior to placing traffic on existing shoulders, the Design-Build Team shall remove the existing rumble strips. Upon removal of temporary traffic on existing shoulders, the Design-Build Team shall be responsible for repairing the damaged shoulders and restoring the rumble strips. The Design-Build Team shall repair all damaged shoulders by milling 4" of pavement, compacting the existing ABC, and constructing 2.5" I19.0B and 1.5" S9.5B. The Design-Build Team shall not be responsible for the repair of existing damaged shoulders unless they are exposed to temporary traffic during construction. Using the 2007 / 2035 Build AADT, temporary pavements shall be designed in accordance with the most recent version of the North Carolina DOT Pavement Design Procedure. Temporary pavement designs shall be submitted for review and acceptance using the contract submittal process prior to incorporation. The expected duration for traffic on temporary pavement must be included as part of the submittal.

In areas where the existing paved shoulder is proposed to be incorporated into a permanent travel lane, including but not limited to use of the existing eastbound shoulder between Harrison Avenue and Wade Avenue, 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 removing, and disposing of, the existing paved shoulder. The Design-Build Team shall submit their evaluation and proposed use of existing paved shoulders to the Transportation Program Management Director for review and acceptance or rejection. As a minimum, all paved shoulders incorporated into a permanent travel lane shall be resurfaced and / or milled

Figure 1. Shoulder Drain Location in Typical Section



NOTE: Relocated underdrain requirements to the Geotechnical Scope of Work found elsewhere in this RFP.

STRUCTURES SCOPE OF WORK (6-3-09)**Project details**

The Design-Build Team shall be responsible for all structures necessary to complete the project. The Design-Build Team shall rehabilitate, as noted herein, and widen the structures noted below to accommodate an eight-lane divided interstate facility with a 12 foot median rail offset:

- Bridge No. 553 (I-40 EBL over Wade Avenue)
- Bridge No. 554 (I-40 WBL over Wade Avenue)
- Bridge No. 584 (I-40 EBL over US 1 / US 64)
- Bridge No. 585 (I-40 WBL over US 1 / US 64)

Closure pours with cross-joint reinforcement/dowels are required. Intermediate diaphragms are not required in the closure bay. Bent diaphragms are required in the closure bay and the plans shall reflect that these diaphragms be connected and bolts tensioned prior to the deck pour. Diaphragms for all other bays shall be included as per the Structure Design Manual and memos.

Plate girders may be used and may be constant depth, provided end bent continuity is achieved. Constant depth along the fascia girders is preferred.

The Design-Build Team shall construct new full width reinforced bridge approach fills and approach slabs at each end of Bridge Nos. 553 and 554. The Design-Build Team shall use flowable fill to fill any remaining voids outside the limits of the reinforced bridge approach fills. The supply and placement of flowable fill will be as directed by the Engineer and will be paid for in accordance with **Article 104-2** of the Standard Specifications at the price of \$230 per cubic yard.

The Design-Build Team shall widen the approach slabs on Bridge Nos. 584 and 585 to accommodate an eight-lane divided interstate facility. Reinforced bridge approach fills are not required for these bridges; however, the Design-Build Team shall provide adequate drainage under the widened approach slabs such as those drainage details contained in Standard BAS13.

For Bridge Nos. 553, 554, 584 and 585, deck drain requirements shall be determined and provided by the Design-Build Team.

The Design-Build Team shall replace all joints on Bridge Nos. 553, 554, 584 and 585 with unarmored, sawed evazote joints and elastomeric concrete.

For Bridge Nos. 553 and 554, the Design-Build Team shall make improvements to existing end bents, including sealing any visible cracks greater than 1/8" wide and patching spalls. The Design-Build Team shall also make improvements to existing interior bents, including resetting distorted bearings. For this operation, which shall be performed as close to 60° F as practical, the girders shall be jacked, the sole plate weld removed and the bearing and sole plate centered as nearly as practical about the bearing stiffener. The sole plate shall then be re-welded to the girder flange.

Using System 4 of Article 442-7 of the July 2006 *Standard Specifications for Roads and Structures*, the Design-Build Team shall paint the free ends of proposed and existing girders.

- Replace the failed pipe sections at the three permit sites as defined in the Section 404 Nationwide Permits No. 3 and 13, Section 401 Water Quality Certificates No. 3687 and 3689 and Neuse Buffer Authorization provided by the Department. Construction at these three permit sites shall not exceed the permitted stream and buffer impacts. Design and construction shall comply with all USACE and NCDENR-DWQ permit conditions.
- The Design-Build Team shall replace all median aprons and adjust, repair or replace all median drainage boxes impacted by design or construction.
- The Design-Build Team shall repair or replace drainage features as directed by the I-4744 Maintenance Repairs – May 29, 2009 document provided by the Department. The Design-Build Team shall investigate and repair all “drainage structures” defined in the aforementioned document to ensure that the drainage system is fully functional. For each drainage structure, the Design-Build Team shall present a repair approach and supporting data to the Engineer for approval prior to incorporation. Repairs may include excavation, backfilling, pipe collars, re-compacting and re-grading around the drainage structure, modifying the structure, replacing missing, broken or damaged frames and grates, replacing concrete aprons, or as otherwise proposed by the Design-Build Team. All other work items required to perform the tasks above, including but not limited to shoring and traffic control, shall be considered incidental to the repair work.

In the event that the Engineer determines that the drainage structures cannot be satisfactorily repaired, the drainage structures shall be removed and replaced. The removal and replacement of each of these existing drainage structures shall include, but not be limited to required excavation, foundation conditioning material, backfill, shoring, grading, replacement of frames and grates, replacement of drainage apron and / or paved ditch, replacement of two joints of pipe(s) for each pipe line connected to each structure, compensation for which shall be in accordance with Article 104-2 of the Standard Specifications at the unit prices noted below. All other work items required to perform the tasks above, including but not limited to shoring and traffic control, shall be considered incidental to the drainage structure replacement.

Drainage structures – **\$2,350.00** per drainage structure

Drainage structures that currently exceed a five-foot height – **\$340.00** per linear foot for the portion above five feet

The Design-Build Team shall be responsible for removing and / or replacing all damaged concrete ditches, ensuring that they are fully functional. At these locations, the Design-Build Team shall remove the concrete ditch in its entirety and re-grade to drain or remove and replace the damaged portion of the concrete ditch to tie to the remainder of the concrete ditch.

- The Design-Build Team shall perform all maintenance repairs such that only Nationwide Permit Nos. 3 and 13 are required. The Design-Build Team shall be responsible for preparing all applicable permit drawings and impact summary sheets. The Division Environmental Officer will develop the permit application letter and submit the permit to the required regulatory agencies. The regulatory agencies typically require 60 days from the time of submittal of a complete permit package to issue permits.
- Fill with flowable fill all pipes and culverts under roadways not retained for drainage purposes. Remove or fill with flowable fill all other pipes and culverts not retained for drainage purposes.
- Provide a minimum ditch grade of 0.3% and minimum ditch depth of one foot below shoulder point.
- Use Geopak Drainage in the storm drainage design.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team is not responsible for analyzing or improving (1) existing cross pipes for conveyance of off-site drainage or (2) existing drainage systems within the project limits that are not hydraulically impacted by design or construction.

Road Name	Time Restrictions
I-40, I-40 ramps, US 1 / US 64, US 1 / US 64 ramps, Wade Avenue, Cary Towne Boulevard and NC 54	Sunday to Saturday 5:00 a.m. to 12:00 a.m. (midnight)

Maximum road closure duration of **30 minutes** shall be allowed for the roadways listed in this ICT for the following operations:

- Traffic shifts to complete tie-in work and placement of pavement markings and markers
- **** NOTE ** Deleted bullet on removal of existing girders**
- Installation of overhead sign assemblies and / or work on existing overhead sign assemblies over travel lanes

Maximum road closure duration of **five hours**, accompanied with an off-site detour, shall be allowed for US 1 / US 64 and Wade Avenue for girder installation **and removal of existing bridge deck and barrier rails** only.

Maximum road closure duration of **five hours**, accompanied with an off-site detour, shall be allowed for mill and fill operations, as well as placement of the Ultra-thin Bonded Wearing Course, on ramps and loops, provided only one ramp or loop at an interchange is closed at any time.

Proposed road closures for any road within the project limits shall be approved by the Engineer prior to incorporation in the Traffic Control Plans.

Liquidated Damages for Intermediate Contract Time #4 for the above road closure time restrictions for I-40, I-40 ramps, US 1 / US 64, US 1 / US 64 ramps and Wade Avenue are \$5,000.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #5 for the above road closure time restrictions for Cary Towne Boulevard and NC 54 are \$2,500.00 per 15-minute period or any portion thereof.

3. Intermediate Contract #6 for Continuous Weekend Lane Closure Time Restriction on I-40 for Construction Operations.

To replace the lane currently prohibiting truck traffic and adjacent median shoulder, the Design-Build Team may continuously close two lanes on eastbound I-40 between Wade Avenue and Harrison Avenue on one weekend, for no more than **fifty-seven (57) consecutive hours** beginning on Friday at 9 p.m. and ending on Monday at 6 a.m. (Reference the Pavement Management Scope of Work found elsewhere in this RFP)

A minimum of one month prior to incorporating the continuous weekend lane closure, the Design-Build Team shall provide a closure plan to the Transportation

- (4) Provide traffic control setup that ensures safe traffic operations and workers' safety throughout the construction area.
- (6) Attend all scheduled traffic control coordination meetings, as required by the Engineer.
- (7) Monitor traffic delays and backups within the work zone. Coordinate with the TMC as required by this Scope of Work. (Reference Design Parameter #13)

L. Department-Furnished Moveable Concrete Barrier and Transfer / Transport Vehicle

The Department will have available for use by the Design-Build Team 9.8 miles of moveable concrete barrier (MCB) and two (2) Transfer / Transport Vehicles for Movable Concrete Barrier. The Transfer / Transport Vehicles will be able to pick up continuous lengths of movable concrete barrier and move them laterally. The Design-Build Team shall obtain and return Department-Furnished Movable Concrete Barrier and Department-Furnished Transfer / Transport Vehicles from the following location:

- o 6.8 miles MCB and one (1) vehicle located at the Capital Boulevard / I-540 intersection
- o 2.5 miles of MCB located at the Halifax County Maintenance Yard
- o 0.5 miles of MCB and one (1) vehicle located at the Nash County Maintenance Yard

The Design-Build Team shall be responsible for determining how much of the available MCB is functional. The Design-Build Team shall be responsible for determining the functionality of the Transfer / Transport Vehicles.

The Engineer will inspect Department-Furnished Movable Concrete Barrier and Transfer / Transport Vehicles prior to the Design-Build Team accepting responsibility of the barrier and vehicles.

The Design-Build Team shall transport the Department-Furnished Moveable Concrete Barrier and Transfer / Transport Vehicles to the project and provide necessary storage area at no cost to the Department. The Design-Build Team shall be fully responsible for any and all damage or theft upon obtaining the Department-Furnished Movable Concrete Barrier and Transfer / Transport Vehicles.

The Design-Build Team shall maintain the Department-Furnished Movable Concrete Barrier and Transfer / Transport Vehicles in good operational and mechanical condition in accordance with the NCDOT 2006 *Standard Specifications for Roads and Structures*.

The Design-Build Team shall return the Department-Furnished Movable Concrete Barrier and Transfer / Transport Vehicles to the original location in good operational and mechanical condition including all manuals, maintenance records, special tools, hardware, parts, etc. The Design-Build Team shall properly pack and label all spare parts and hardware.

ITS SCOPE OF WORK (6-3-09)

NOTE: An existing Traffic.com traffic detector, located between exits 290 and 291 in the median, is not shown on the I-4744 Preliminary Plans. The Design-Build Team shall be responsible for relocation of this device and all other existing ITS devices if impacted by the project. (Reference the Utilities Coordination Scope of Work found elsewhere in this RFP)

I. GENERAL REQUIREMENTS

The Design-Build Team shall design, furnish and install the following ITS devices along I-40 from the Triangle Regional Transportation Management Center (TRTMC), located at 101 Roscoe Trail, Raleigh, NC (near the Wade Avenue Split), to the I-40 interchange at US 1 / US 64:

- Multi-duct conduit system (two - 1.25 inch conduits)
- 144 fiber single-mode fiber optic cable
- Junction boxes
- New CCTV camera at I-40 near Wade Avenue - The new CCTV camera shall be installed east of the I-40 / Wade Avenue interchange at a location that views both I-40 and Wade Avenue.
- New CCTV camera at I-40 and Cary Towne Boulevard – The new CCTV camera shall be installed at a location that views both I-40 and Cary Towne Boulevard.
- Integrate two (2) existing CCTV cameras at the I-40 interchange with US 1 / US 64 with the new fiber optic communication system
- New Dynamic Message Sign (DMS) and structure on I-40 westbound, approximately 1000 feet east of the Avent Ferry Road Overpass.

The Design-Build Team shall integrate, and make fully functional, the conduit system, fiber optic cable, new CCTVs, existing CCTVs, and DMS at the TRTMC. The CCTV operating software is Protronix VideoPro and the DMS operating software is Daktronics Vanguard.

The Design-Build Team shall connect the new and existing CCTV cameras to the new fiber optic communication system. The Design-Build Team shall connect a communication medium to the DMS. Acceptable options for communication to the DMS include dial-up, cellular or high speed internet.

No construction on the underground conduit system, junction boxes, and / or fiber optic communications system on this project shall begin prior to the Department's written acceptance of the 100% plans and specifications. The Design-Build Team shall allow NCDOT a minimum 20 working-day review period for all submittals.

As part of the plan submittal, the Design-Build Team shall provide product information sheets that contain manufacturer and model numbers for all components. The Design-Build Team shall depict proposed device locations in the plan package and provide detailed drawings for each component, indicating types of materials proposed, installation details, layout of components, and fiber optic splicing details.

Unless otherwise stated in this Scope of Work, the Design-Build Team shall furnish new equipment, materials and hardware that meet the requirements of the 2006 *Standard Specifications for Roads and Structures*.

Reclaimed asphalt pavement (RAP) may constitute up to 50% of the total material used in recycled mixtures, except for mix Type S 12.5D, Type S 9.5D, and mixtures containing reclaimed asphalt shingle material (RAS). Reclaimed asphalt shingle (RAS) material may constitute up to 6% by weight of total mixture for any mix. When both RAP and RAS are used, do not use a combined percentage of RAS and RAP greater than 20% by weight of total mixture, unless otherwise approved. When the percent of binder contributed from RAS or a combination of RAS and RAP exceeds 20% but not more than 30% of the total binder in the completed mix, the virgin binder PG grade shall be one grade below (both high and low temperature grade) the binder grade specified in Table 610-2 for the mix type. When the percent of binder contributed from RAS or a combination of RAS and RAP exceeds 30% of the total binder in the completed mix, the Engineer will establish and approve the virgin binder PG grade. Use approved methods to determine if any binder grade adjustments are necessary to achieve the performance grade for the specified mix type.

For Type S 12.5D and Type S 9.5D mixes, the maximum percentage of reclaimed asphalt material is limited to 20% and shall be produced using virgin asphalt binder grade PG 76-22. For all other recycled mix types, the virgin binder PG grade shall be as specified in **Table 610-2A** for the specified mix type.

When the percentage of RAP is greater than 20% but not more than 30% of the total mixture, use RAP meeting the requirements for processed or fractionated RAP in accordance with the requirements of Section 1012-1.

When the percentage of RAP is greater than 30% of the total mixture, use an approved stockpile of RAP in accordance with Section 1012-1(C). Use approved test methods to determine if any binder grade adjustments are necessary to achieve the performance grade for the specified mix type. The Engineer will establish and approve the virgin asphalt binder grade to be used.

Page 6-34, Insert the following immediately after Table 610-2:

TABLE 610-2A

SUPERPAVE MIX DESIGN CRITERIA

	Percentage of RAP in Mix		
	Category 1	Category 2	Category 3
Mix Type	% RAP \leq 20%	20.1% \leq %RAP \leq 30.0%	%RAP > 30.0%
All A and B Level Mixes, I19.0C, B25.0C	PG 64 -22	PG 64 -22	TBD
S9.5C, S12.5C, I19.0D	PG 70 -22	PG 64-22	TBD
S 9.5D and S12.5D	PG 76-22	N/A	N/A

- Note: (1) Category 1 RAP has been processed to a maximum size of 2 inches.
- (2) Category 2 RAP has been processed to a maximum size of 1 inch by either crushing and or screening to reduce variability in the gradations.
- (3) Category 3 RAP has been processed to a maximum size of 1 inch, fractionating the RAP into 2 or more sized stockpiles

**** NOTE ** Deleted bullet number 4**

Page 6-35, Table 610-3 delete and replace with the following:

TABLE 610-3
ASPHALT PLACEMENT - MINIMUM TEMPERATURE REQUIREMENTS

Asphalt Concrete Mix Type	Minimum Air Temperature	Minimum Surface Temperature
ACBC, Type B 25.0B, C, B 37.5C	35° F	35° F
ACIC, Type I 19.0B, C, D	35° F	35° F
ACSC, Type S 4.75A, SF 9.5A, S 9.5B	40° F	50° F*
ACSC, Type S 9.5C, S 12.5C	45° F	50° F
ACSC, Type S 9.5D, S 12.5D	50° F	50° F

* 35° F if surface is soil or aggregate base for secondary road construction.

Page 6-44, Article 610-8 Spreading and Finishing, third full paragraph, replace the first sentence with the following:

Use the 30-foot minimum length mobile grade reference system or the non-contacting laser or sonar type ski *with at least four referencing stations mounted on the paver at a minimum length of 24 feet* to control the longitudinal profile when placing the initial lanes and all adjacent lanes of all layers, including resurfacing and asphalt in-lays, unless otherwise specified or approved.

Page 6-50, Article 610-13 Density Acceptance, delete the second paragraph and replace with the following:

As an exception, when the first layer of mix is a surface course and is being placed directly on an unprimed aggregate or soil base, the layer will be included in the "Other" construction category.

Page 6-53, Article 620-4 Measurement and Payment

Sixth paragraph, delete the last sentence.

Seventh paragraph, delete the paragraph and replace with the following:

The adjusted contract unit price will then be applied to the theoretical quantity of asphalt binder authorized for use in the plant mix placed during the partial payment period involved, except that where recycled plant mix is used, the adjusted unit price will be applied only to the theoretical number of tons of additional asphalt binder materials required by the job mix formula.

PAVEMENT MARKING LINES

(11-21-06) (Rev. 9-18-07)

DB 12 R001

Revise the 2006 *Standard Specifications for Roads and Structures* as follows:

Page 12-2, 1205-3(D) Time Limitations for Replacement, add the following at the beginning of the chart:

Facility Type	Marking Type	Replacement Deadline
Full-control-of-access multi-lane roadway (4 or more total lanes) and ramps, including Interstates	All markings including symbols	By the end of each workday's operation if the lane is opened to traffic

GALVANIZED HIGH STRENGTH BOLTS, NUTS AND WASHERS

(02-17-09)

DB10 R02

Revise the 2006 *Standard Specifications for Roads and Structures* as follows:

Page 10-126, Subarticle 1072-7(F)(3) Change the AASHTO reference to B 695 Class 55

Page 10-247, Table 1092-2, Steel Sign Materials, Change High Strength Bolts, Nuts & Washers ASTM Specifications for Galvanizing to B695 Class 55.

Page 10-259, Subarticle 1094-1(A) Breakaway or Simple Steel Beam Sign Supports, replace the third paragraph with the following:

Fabricate high strength bolts, nuts, and washers required for breakaway supports from steel in accordance with ASTM A325 and galvanize in accordance with AASHTO B 695 Class 55.

Page 10-261, Article 1096-2 Steel Overhead Sign Structures, replace the last sentence with the following:

The galvanizing shall meet the requirement of AASHTO B 695 Class 55 for fasteners and of ASTM A123 for other structural steel.

ON-THE-JOB TRAINING

(10-16-07) (Rev 6-3-09)

Z-10

Description

The North Carolina Department of Transportation will administer a custom version of the Federal On-the-Job Training (OJT) Program, commonly referred to as the Alternate OJT Program. All contractors (existing and newcomers) will be automatically placed in the Alternate Program. Standard OJT requirements typically associated with individual projects will no longer be applied at the project level. Instead, these requirements will be applicable on an annual basis for each contractor administered by the OJT Program Manager.

On the Job Training shall meet the requirements of 23 CFR 230.107 (b), 23 USC – Section 140, this provision and the On-the-Job Training Program Manual.

The Alternate OJT Program will allow a contractor to train employees on Federal, State and privately funded projects located in North Carolina. However, priority must be given to training employees on NCDOT Federal-Aid funded projects.

Minorities and Women

Developing, training and upgrading of minorities and women toward journeymen level status is a primary objective of this special training provision. Accordingly, the Contractor shall make every effort to enroll minority and women as trainees to the extent that such persons are available within a reasonable area of recruitment. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

Assessing Training Goals

The Department through the OJT Program Manager, will assign training goals for a calendar year based on the contractors' past three years' activity and the contractors' anticipated upcoming year's activity with the Department. At the beginning of each year, all contractors eligible will be contacted by the Department to determine the number of trainees that will be assigned for the upcoming calendar year. At that time, the Contractor shall enter into an agreement with the Department to provide a self-imposed on-the-job training program for the calendar year. This agreement will include a specific number of annual training goals agreed to by both parties. The number of training assignments may range from 1 to 15 per contractor per calendar year. The Contractor shall sign an agreement to fulfill their annual goal for the year. A sample agreement is available at www.ncdot.org/business/ocs/ojt/.

Training Classifications

The Contractor shall provide on-the-job training aimed at developing full journeyman level workers in the construction craft / operator positions. Preference shall be given to providing training in the following skilled work classifications:

Equipment Operators	Office Engineers
Truck Drivers	Estimators
Carpenters	Iron / Reinforcing Steel Workers
Concrete Finishers	Mechanics
Pipe Layers	Welders

The Department has established common training classifications and their respective training requirements that may be used by the contractors. However, the classifications established are not all-inclusive. Where the training is oriented toward construction applications, training will be allowed in lower-level management positions such as office engineers and estimators.

Contractors shall submit new classifications for specific job functions that their employees are performing. The Department will review and recommend for acceptance to FHWA the new classifications proposed by contractors, if applicable. New classifications shall meet the following requirements:

Proposed training classifications are reasonable and realistic based on the job skill classification needs, and

The number of training hours specified in the training classification is consistent with common practices and provides enough time for the trainee to obtain journeyman level status.

The Contractor may allow trainees to be trained by a subcontractor provided that the Contractor retains primary responsibility for meeting the training and this provision is made applicable to the subcontract. However, only the Contractor will receive credit towards the annual goal for the trainee.

Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. The number of trainees shall be distributed among the work classifications on the basis of the contractor's needs and the availability of journeymen in the various classifications within a reasonable area of recruitment.

No employee shall be employed as a trainee in any classification in which they have successfully completed a training course leading to journeyman **level** status or in which they have been employed as a journeyman.

Records and Reports

The Contractor shall maintain enrollment, monthly and completion reports documenting company compliance under these contract documents. These documents and any other information, as requested, shall be submitted to the OJT Program Manager.

Upon completion and graduation of the program, the Contractor shall provide each trainee with a certification Certificate showing the type and length of training satisfactorily completed.

Trainee Interviews

All trainees enrolled in the program shall 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 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.

QUALIFICATION OF WELDS AND PROCEDURES

(6-3-09)

DB 10 R43

Page 10-143, Subarticle 1072-20(D) Qualification of Welds and Procedures, replace the third sentence of the first paragraph with the following:

For all prequalified field welds, submit Welding Procedure Specifications (WPS) for each joint configuration for approval at least 30 days prior to performing any welding. In lieu of this, use the WPS provided and preapproved by the Department. These preapproved WPS are available from the Materials and Tests Unit or at:

http://www.ncdot.org/doh/operations/materials/structural/appr_proc.html.

Use non-prequalified welds only if approved by the Engineer. Submit WPS for all non-prequalified welds to the Engineer for approval. At no cost to the Department, demonstrate their adequacy in accordance with the requirements of the Bridge Welding Code.

*** STANDARD SPECIAL PROVISIONS ***

ERRATA

(7-21-09)

Z-4

Revise the *Standard Specifications for Roads and Structures July 2006* on all projects as follows:

Division 1

- Page 1-1, replace AREA - American Railway Engineering Association with ***American Railway Engineering and Maintenance of Way Association***.
- Page 1-7, remove **-L-** in middle of page after INVITATION TO BID and before LABORATORY.
- Page 1-25, 102-16(R), move 2nd paragraph to left margin. It is not a part of this subarticle, but part of the entire article.

Division 2

- Page 2-9, Subarticle 225-1(C), 1st paragraph, 2nd line, last word, add a “d” to make the word grade become **graded**
- Page 2-15, Subarticle 226-3, 5th paragraph, first line, replace the word *in* with the word ***is***.
- Page 2-23, Subarticle 235-4(B)(9), at the end of the sentence, replace finished greater with finished ***grade***.
- Page 2-28, Article 260-3, First paragraph, second line, remove the word *foot*.

Division 3

- Page 3-13, Article 340-4, Second paragraph, change Flowable Backfill to Flowable ***Fill***

Division 4

- Page 4-29, Article 420-13(A) Description, change reference from Section 1082 to ***Article 1081-6***.
- Page 4-40, Subarticle 420-17(F) first line, change Subarticle 420-17(B) to ***(B) herein***.
- Page 4-70, 442-13(B) Second sentence, change SSPC Guide 6I to SSPC Guide **6**.
- Pages 4-72, 4-74, 4-76, at the top of the page, substitute the heading Section 452 with Section **450**.
- Page 4-79, at the top of the page, substitute the heading Section 450 with Section **452**
- Page 4-80, change 452-7 to 452-**6** at the top of the page.
- Page 4-80, change Pay Item ___Steel Pile Retaining Walls, to ***Sheet*** Pile Retaining Walls.
- Page 4-88, 462-4, Title, Replace last word Measurement with the word ***PAYMENT***

Division 5

- Page 5-8, Article 501-15 Measurement and Payment, delete the 4th paragraph that begins The quantity of lime, measured as provided ...
- Page 5-14, Article 520-11 Measurement and Payment, first paragraph, second line, delete ***will be***.