



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 22, 2018

Addendum No. 3

Contract No.: C 204134
TIP No.: I-5111 / I-4739 / U-6093
County: Wake / Johnston
Project Description: I-40 from I-440 / US 64 (Exit 301) to just north of SR 1525 (Cornwallis Road), including improvements to NC 42 and SR 1010 (Cleveland Road); and SR 2542 (Rock Quarry Road) from Olde Birch Road to SR 2544 (Sunnybrook Road) in Raleigh

RE: Addendum No. 3 to Final RFP

June 19, 2018 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated April 27, 2018 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 3 for your information. Please note that all revisions have been highlighted in gray and are as follows:

The second page of the *Table of Contents* has been revised. Please void the second page in your proposal and staple the revised second page thereto.

Page Nos. 143 and 145 of the *Architectural Concrete Surface Treatment* Project Special Provision have been revised. Please void Page Nos. 143 and 145 in your proposal and staple the revised Page Nos. 143 and 145 thereto.

Page Nos. 187, 194 and 195 of the *Roadway* Scope of Work have been revised. Please void Page Nos. 187, 194 and 195 in your proposal and staple the revised Page Nos. 187, 194 and 195 thereto.

Page Nos. 216 and 217 of the *Structures* Scope of Work have been revised. Please void Page Nos. 216 and 217 in your proposal and staple the revised Page Nos. 216 and 217 thereto.

Page No. 225 of the *Hydraulics* Scope of Work has been revised. Please void Page No. 225 in your proposal and staple the revised Page No. 225 thereto.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
CONTRACT STANDARDS AND
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RALEIGH, NC 27699-1591

Telephone: (919) 707-6900
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Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

Page No. 345 of the *Utilities Coordination* Scope of Work has been revised. Please void Page No. 345 in your proposal and staple the revised Page No. 345 thereto.

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

Sincerely,

DocuSigned by:

F81B6038A47A442...
Ronald E. Davenport, Jr., PE
State Contract Officer

RED/mcw

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File

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panels used in sound barrier walls and the visible face of retaining walls as indicated on the plans developed by the Design-Build Team and herein. The Design-Build Team shall furnish all materials, labor, equipment and incidentals necessary for the construction of architectural concrete surface treatment using simulated stone masonry form liners (molds) and a compatible concrete coloring system.

The Design-Build Team shall use the same source of form liner and color stains for all sound barrier wall panels and retaining walls. The architectural concrete surface treatment shall match the appearance (stone size, stone shape, stone texture, pattern and relief) of natural stone to resemble an ashlar stone pattern with panel staining **on both sides** to match the Gray Palette Color # FS 36270 found in the *Federal Standard 595B – Colors Used in Government Procurement*. All texture shall be in addition to the nominal thickness of the wall panels of four inches \pm ¼ inch. Maximum relief of the textured surface shall be 1¼ inch or less. The top 1'-0" of the top panel within each sound barrier wall segment shall have a smooth, non-textured and non-stained finish to resemble faux coping. Concrete columns shall remain unstained in their natural concrete color. There shall be an appreciable contrast between the colors of the unstained concrete columns and the stained panels. For information purposes only, sources of form liners in the ashlar stone pattern include, but are not limited to:

Scott System, Inc.
10777 E. 45th Avenue
Denver, Colorado 80239
<http://www.scottsystem.com/>
Pattern: Ashlar Stone # 167B

Architectural Polymers, Inc.
1220 Little Gap Road
Palmerton, Pennsylvania 18071
<http://www.architecturalpolymers.com/>
Pattern: Ashlar Stone # 904A

Fitzgerald Form Liners
1500 East Chestnut Avenue
Santa Ana, California 92701
<http://formliners.com/>
Pattern: Georgia Ashlar # 16999

The Design-Build Team has the option of supplying an alternative pattern of simulated stone form liner, as long as the pattern selected is approved, in writing, as an equal or approved alternative by the Engineer.

2.0 SUBMITTALS

Shop Drawings – The Design-Build Team shall submit for review and acceptance, plan and elevation views and details showing overall simulated stone pattern, joint locations,

release agents shall be compatible with the color system applied and any special surface finish.

Form Ties – Form ties shall be set back a minimum of two inches from the finished concrete surface. The ties shall be designed so that all material in the device to a depth of at least two inches back of the concrete face (bottom of simulated mortar groove) can be disengaged and removed without spalling or damaging the concrete. The Design-Build Team shall submit the type of form ties to the Engineer for approval.

Concrete Color System / Stain – Special surface color system shall be performed using approved coloring systems / stains suitable for the purpose intended and applied in a manner consistent with the design intent of the project. The approved sample panel shall be the basis for determining the appropriate color / stain application.

Color stains shall be a special penetrating stain mix as provided by the manufacturer and shall be **medium gray** to achieve a full, natural color in the finished surface. The stain shall create a surface finish that is breathable (allowing water vapor transmission), and that resists deterioration from water, acid, alkali, fungi, sunlight, and / or weathering. Stain mix shall meet the requirements for mildew resistance of Federal Test Method Standard 144, Method 6271, and requirements for weathering resistance of 1,000 hours accelerated exposure measures by Weatherometer, in accordance with ASTM G 26. Color samples shall be submitted for approval by the Engineer. Final coloring system and the **Gray Palette Color # FS 36270** shall be subject to approval by the Engineer.

Anti-Graffiti Coating – The Design-Build Team shall apply non-sacrificial anti-graffiti coating that is compatible with the concrete color system / stain. After application, the anti-graffiti coating shall be dry to the touch within one hour and shall achieve a final cure within three hours. The color of the anti-graffiti shall be clear after full cure. The Design-Build Team shall provide one gallon of graffiti remover, thinners, dryers and all necessary components recommended by the manufacturer to the North Carolina Department of Transportation Materials and Tests Unit, Chemical Testing Engineer.

Quality Standards – Manufacturer of simulated stone masonry form liners and custom coloring system shall have at least five years' experience making stone masonry molds and color stains to create formed concrete surfaces to match the natural stone shapes, surface textures and colors.

The Design-Build Team shall schedule a pre-installation conference with a manufacturer representative and the Engineer to assure understanding of simulated stone masonry form liner use, color application, requirements for construction of sample panel(s), and to coordinate the work. The Design-Build Team shall disclose their source of simulated stone masonry manufacturer and final coloration contractor at the Preconstruction Conference.

be full depth paved shoulders, including all acceleration, deceleration and auxiliary lanes, and ramps / loops to the back of the gore (12-foot width).

- Excluding the transitions required to tie to the existing median width, the Design-Build Team shall design and construct a minimum 22-foot full depth paved median along the -L- Line. The Design-Build Team shall design and construct Type “T” double-faced concrete median barrier or a single-slope concrete median barrier on the aforementioned full depth median pavement. Should the Design-Build Team elect to use the single-slope concrete median barrier, the Design-Build Team shall submit the barrier design to the Department for review and acceptance prior to incorporation. At a minimum, the single-slope concrete median barrier shall be the same height as the Type “T” double-faced barrier and meet the same crash test rating.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct I-40 to allow for the future construction of a 12-foot managed lane with a six-foot buffer adjacent to a minimum 10’ inside median shoulder in each direction of I-40 without the need for a future design exception throughout the project limits. In addition, the Design-Build Team’s design and construction shall allow the aforementioned future construction to occur 1) without further impacts to other protected landmarks or topographic features beyond that shown on the preliminary design provided by the Department, and 2) without revisions to the -L- Line horizontal alignment.
- The R-2828 Design-Build Team will design the I-40 exit ramps, entrance ramps and auxiliary lanes at the future I-40 / NC 540 interchange. The R-2828 Design-Build Team will also obtain the permits required for construction of these ramps and lanes. Pending approval of the R-2828 environmental documents, the I-5111 / I-4739 / U-6093 Design-Build Team shall construct the I-40 exit ramps, entrance ramps and auxiliary lanes at the future I-40 / NC 540 interchange from their beginning to a distance 100 feet beyond the back of gore (12-foot width). All costs associated with the construction of the aforementioned ramps and lanes will be paid for as extra work in accordance with Subarticle 104-8-(A) of the NCDOT *Standard Specifications for Roads and Structures*. However, the I-5111 / I-4739 / U-6093 Design-Build Team will not be granted a time extension for construction of the I-40 exit ramps, entrance ramps or auxiliary lanes at the future I-40 / NC 540 interchange. (Reference the April 16, 2018 I-5111 Exhibit A sketch and the R-2828 Preliminary Plans provided by the Department)
- From the Swift Creek Bridge to the -LCDEB- exit, the Design-Build Team shall design and construct an eastbound auxiliary lane in addition to the four general purpose lanes. At the -LCDEB- exit, the lane adjacent to the eastbound auxiliary lane shall be designed and constructed as an “Optional Lane”.
- The Design-Build Team shall design and construct -Y1RPBD- to meet a 60 mph design speed using the .06 maximum superelevation table.
- The Design-Build Team shall design and construct -Y1RPWB- and -Y1RPEB- in accordance with all the mainline (-L- Line) design criteria.

- 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.

The proposed design revisions noted above shall be subject to the Department's review and acceptance.

- The Department prefers not to have design exceptions. Excluding locations where bridge piers, concrete barrier, or overhead sign assemblies reduce the median shoulder width to less than ten feet, design exceptions will not be allowed for the -L- Line, including all ramps and loops. If the Design-Build Team anticipates any design exceptions, they shall be clearly noted in the Technical Proposal. Prior to requesting / incorporating a design exception into the Final Plans, the Design-Build Team must obtain prior conceptual approval from the Design-Build Unit and the FHWA. If conceptual approval is obtained, the Design-Build Team shall be responsible for the development and approval of all design exceptions.
- Prior to recording the Right of Way Plans, the Design-Build Team shall locate and install right of way markers that delineate the proposed right of way for all parcels within the project limits. The Design-Build Team will be allowed to temporarily delineate the aforementioned proposed right of way with temporary metal caps and fiberglass markers prior to recording the Right of Way Plans. However, prior to final project acceptance, the Design-Build Team shall locate and install permanent concrete right of way markers to delineate the aforementioned proposed right of way. The Design-Build Team shall remove and dispose of all metal caps and fiberglass markers used to temporarily delineate the proposed right of way. For all parcels, the Design-Build Team shall locate and install metal caps with fiberglass markers that delineate all proposed permanent easements within the project limits. The Design-Build Team shall replace all existing right of way and permanent easement markers / monuments damaged and / or relocated during construction. In accordance with NCDOT Policy, the Department will furnish the metal caps with fiberglass markers.
- The Department will provide an approved Traffic Noise Report (TNR) and associated Preliminary Noise Wall Recommendation Memorandum that is based on the Department's preliminary design. The Design-Build Team shall evaluate the **entire** I-5111 / I-4739 project and develop the Design Noise Report (DNR) based on the plans developed by the Design-Build Team, regardless of changes to the Department's preliminary design. The DNR shall be developed in accordance with the NCDOT 2016 Traffic Noise Policy and the NCDOT 2016 Traffic Noise Manual; and be reviewed and accepted by NCDOT. **Unless noted otherwise elsewhere in this RFP**, the Design-Build Team shall include all design and construction costs for all sound barrier walls required by the accepted DNR, as well as all costs associated with performing any additional geotechnical investigations necessary to design the foundations, in the lump sum price bid for the entire project. However, the Design-Build Team will not be required to include any designs associated with the proposed sound barrier walls in the Technical Proposal. Prequalification under Discipline Code 441 shall be required for the firm developing the DNR.

The Design-Build Team is cautioned that the TNR and Preliminary Noise Wall Recommendation Memorandum are provided to show the general location of potential walls. Thus, as with all information provided by the Department, the TNR and Preliminary Noise Wall Recommendation Memorandum are provided for informational purposes only and; the Department will not honor any requests for additional contract time or compensation for any variations between the approved TNR and the approved DNR.

The Department will ballot all benefited receptors to determine which sound barrier walls recommended in the accepted DNR will be constructed. The Design-Build Team shall (1) develop and provide the information required by the Department to complete the balloting process, and (2) attend and / or speak at all balloting meetings and workshops. The Department will require four months to complete the balloting process. The Department will not honor any requests for additional contract time or compensation for the sound barrier wall construction unless the aforementioned four-month timeframe is exceeded. If time were granted, it would only be for that time exceeding the four-month period, which shall begin on the date the Department accepts the DNR developed by the Design-Build Team. The Design-Build shall not construct any sound barrier walls until the balloting process has been completed by the Department.

In accordance with Subarticle 104-8(A) of the 2018 *Standard Specifications for Roads and Structures*, if the accepted DNR and balloting process require more than 350,000 square feet (sf) of sound barrier wall, the amount over 350,000 sf will be paid for as extra work at the unit price of \$40.00 per square foot. All work tasks required to design and construct the additional sound barrier walls, including but not limited to traffic control, pavement, drainage, concrete barrier, geotechnical investigation and earthwork shall be considered inclusive in the aforementioned unit price. The amount of extra work shall be determined by deducting all additional sound barrier wall square footage required as a result of horizontal and / or vertical alignment changes to the Preliminary Roadway Plans provided by the Department from the accepted DNR and balloting process sound barrier wall total square footage.

The Design-Build Team shall only credit the Department the construction cost of all sound barrier walls eliminated by the balloting process. The construction costs of all sound barrier walls eliminated solely by the balloting process shall be deducted from the lump sum amount bid for the entire project.

The Design-Build Team shall design and construct all proposed sound barrier walls to accommodate the future widening of one additional 12-foot lane and a six-foot buffer without requiring any relocations / adjustments.

At all sound barrier walls, the Design-Build Team shall provide 1) a four-foot berm between the wall and fill / cut slopes steeper than 6:1 and 2) a parallel concrete ditch at locations where the final grade slopes toward the wall.

To satisfy the FHWA's Abatement Measure Reporting requirements, the Design-Build Team shall prepare and concurrently submit a summary of the sound barrier walls to be constructed on the project with the final sound barrier wall working drawings submittal. The Design-Build Team shall submit the sound barrier wall summary directly to the NCDOT Traffic Noise and Air Quality Group and include the information noted in Title 23 Code of Federal Regulations Part 772 Section 772.13(f), including but not limited to overall cost and unit cost per square foot.

STRUCTURES SCOPE OF WORK (5-18-18)**Project Details**

The Design-Build Team shall be responsible for all structures necessary to complete the project, including but not limited to, the following:

- Replace Bridge No. 591 - I-40 WB (-Y1RPWB-) over I-440 EB (-Y1EB-)
- Replace Bridge No. 590 - I-40 EB (-Y1RPBD-) over I-440 WB (-Y1WB-)
- Replace Bridge No. 589 - I-40 EB (-Y1RPBD-) over I-440 EB (-Y1EB-) and I-40 WB (-Y1RPWB-)
- Replace Bridge No. 637 over I-40 EB (-Y1RPEB-)
- Replace Bridge No. 609 - SR 2542 (Rock Quarry Road) over I-40 (-L-)
- Replace Bridge No. 616 - SR 1004 (East Garner Road) over I-40 (-L-)
- Replace Bridge Nos. 604 & 605 - I-40 (EB & WB) over US 70 Business (-Y5-)
- Replace Bridge Nos. 606 & 607 - I-40 (EB & WB) over US 70 Business EB Ramp (-Y5RPCA-)
- Replace Bridge No. 611 - SR 2700 (White Oak Road) over I-40 (-L-)
- Replace Bridge Nos. 502 & 503 - I-40 (-L-) over Swift Creek
- Replace Bridge No. 501 - NC 42 over I-40 (-L-)
- Replace Bridge No. 500 - Cleveland Road over I-40 (-L-)
- All reinforced concrete box culverts / reinforced concrete box culvert extensions required by the Design-Build Team's design
- All retaining walls required by the Design-Build Team's design
- All sound barrier walls required by the Design-Build Team's design (Reference the Roadway Scope of Work found elsewhere in this RFP)

For Bridge Nos. 1087 and 1088, the Design-Build Team shall provide and apply Silane Deck Treatment to the bridge deck and approach slabs, in accordance with the *Silane Deck Treatment* Project Special Provision found elsewhere in this RFP.

Prior to shifting traffic towards existing bents that are not positively protected, the Design-Build Team shall install concrete barrier or guardrail that positively protects the bents. (Reference the Transportation Management Scope of Work found elsewhere in this RFP)

All bridges shall meet the approved roadway typical sections and grades. Bridge geometry (width, length, skew, span arrangement, etc.) shall be in accordance with the accepted Structure Recommendations and / or the Hydraulic Bridge Survey Report prepared by the Design-Build Team.

The Design-Build Team shall design and construct all new bridges on and over I-40 with sufficient width and length, respectively, to accommodate one future 12-foot managed lane and a six-foot buffer in each direction of I-40. The Design-Build Team will not be required to replace any structure on or over I-40 for the sole purpose of accommodating the future 12-foot managed lane and six-foot buffer.

The Design-Build Team shall design and construct approach slabs that adhere to the requirements noted below:

- All approach slabs shall be designed and constructed to adhere to the Department's current approach slab length requirements.
- High early strength concrete shall not be used for any approach slab.
- During temporary traffic configurations only, a temporary asphalt approach slab may be utilized for widened bridges.

Unless noted otherwise elsewhere in this RFP, all proposed bridge barrier rails shall be per Standard Drawing CBR1. Adjacent to all sidewalk and multi-use paths, the Design-Build Team shall design and construct bridge barrier rails per Standard Drawing BMR34, **modified as needed**. (Reference the Roadway Scope of Work found elsewhere in this RFP)

The Design-Build Team shall design and construct the following:

Rock Quarry Road Bridge

- 6'-6" sidewalk on the left side of the SR 2542 (Rock Quarry Road) bridge
- 10'-6" sidewalk on the right side of the SR 2542 (Rock Quarry Road) bridge

Swift Creek Bridge

- Four – 12-foot general purpose lanes in each direction
- One - 12-foot auxiliary lane in each direction (Reference the R-2828 Plans provided by Department)
- Additional width to accommodate a future 12-foot managed lane and six-foot buffer in each direction
- 22-foot median with double faced concrete barrier (Reference the Roadway Scope of Work found elsewhere in this RFP)
- 12-foot outside bridge rail offset in each direction

The minimum vertical clearance for bridges constructed over all interstate, freeways, and arterials shall be 17'-0".

The Design-Build Team shall apply anti-graffiti coating on all exposed surfaces of sound barrier walls and all retaining walls, including MSE walls. (Reference the *Architectural Concrete Surface Treatment* Project Special Provision found elsewhere in this RFP)

The minimum horizontal setbacks from the closest edge of travel lane to face of barrier in front of walls shall be 14'-0" for bridges over interstates, freeways, and arterials. Bridges over waterways shall be designed and constructed with spill through slopes with rip rap protection. End bents and end slopes at each end of a bridge shall have the same appearance.

The number of expansion joints for each structure shall be kept to a minimum. Structures shall be integral if the criteria listed in the NCDOT *Structures Management Unit Manual* is met.

HYDRAULICS SCOPE OF WORK (5-17-18)**Project Details**

- The Design-Build Team shall employ a private engineering firm to perform hydraulic design for all work required under this contract. The private engineering firm must be prequalified for Tier II hydraulic design work under the Department's normal prequalification procedures prior to the Technical Proposal submittal date.
- The Design-Build Team shall hold a pre-design meeting with the Design-Build Unit and Hydraulics Review Engineer upon acceptance of the Preliminary Roadway Plans developed by the Design-Build Team.
- In proximity to Swift Creek, the Design-Build Team shall provide permanent filtration basins with media filter. To the maximum extent practicable, the design and construction shall direct roadway runoff through a filtration basin with media filter before being discharged into Swift Creek or any tributary to Swift Creek that is within 0.25 mile of Swift Creek.

Storm Drainage System Design

- The Design-Build Team shall design all storm drainage systems using Geopak Drainage, including but not limited to incorporating discharges from allowable routing programs.
- Raised median island cuts will not be allowed.
- Slotted concrete median barrier will not be allowed.
- All drainage system improvements shall be contained within the right of way. Where downstream systems outside the right of way are found to be hydraulically deficient during the design storm, the Design-Build Team shall provide an OTCB or 2GI within the right of way limits.
- The Design-Build Team shall use a minimum ditch grade of 0.3% and avoid constructing ditches in wetlands.
 - At a minimum, the Design-Build Team shall install traffic bearing grated drop inlets with steel frames and flat steel grates at the following locations:
 - Within a temporary travel lane
 - Within four feet of a temporary and / or permanent travel lane
- Existing and proposed longitudinal pipe (trunkline) shall not be located beneath the proposed roadway travel lanes.
- The Design-Build Team shall provide additional outlet protection at all pipe outlets with a ten-year partial flow velocity greater than 15 fps. The aforementioned outlet protection shall mitigate erosive velocities to receiving downstream channels.

UTILITIES COORDINATION SCOPE OF WORK (5-21-18)

The Design-Build Team shall obtain the services of a Professional Services Firm (PSF) knowledgeable in the NCDOT Utility Coordination Process involved with utility relocation / installation and highway construction. The aforementioned PSF shall be responsible for coordinating all utility relocations, removals and / or adjustments where the Design-Build Team and utility owner, with concurrence from the Department, determine that such work is essential for highway safety and performance of the required highway construction. Coordination shall be for all utilities whether or not they are specifically identified in this Scope of Work and shall include any necessary utility agreements when applicable. NCDOT will be the approving authority for all utility agreements and approval of plans.

During the procurement phase, the Department will allow no direct contact, either by phone, e-mail or in person, between the Design-Build Team and utility owners until after the meetings between each individual proposer and the affected utility owners. After the aforementioned meetings and during the project duration, the Design-Build Team will only be allowed direct contact with the utility owners when the aforementioned PSF is present. (Reference the *Individual Meeting with Proposers* Project Special Provision found elsewhere in this RFP)

In accordance with the requirements herein, the Design-Build Team shall relocate / coordinate the relocation of all existing facilities that are 1) parallel to a roadway in full control of access, 2) in physical conflict with the construction, 3) beneath the existing or proposed pavement structure and structurally inadequate, and / or 4) beneath the existing or proposed pavement structure and consist of unacceptable material. Proposed / relocated underground facilities that are located beneath the pavement structure shall only be allowed to cross the roadway as close to perpendicular as possible.

Project Details

The Design-Build Team shall be responsible for verifying the utility locations, type of facilities, and identifying the utility owners in order to coordinate the relocation of any utilities, known and unknown, in conflict with the project. The following utilities are known to be located within the project construction limits: