



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

June 8, 2017

**Addendum No. 2**

Contract No.: C 203965  
TIP No.: I-0911A  
County: Davie and Forsyth  
Project Description: I-40 from west of NC 801 in Davie County to east of SR 1101 (Harper Road) in Forsyth County

RE: Addendum No. 2 to Final RFP

**July 18, 2017 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated May 4, 2017 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 2 for your information. Please note that all revisions have been highlighted in gray and are as follows:


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

Page Nos. 190 and 191 of the *Roadway Scope of Work* have been revised. Please void Page Nos. 190 and 191 in your proposal and staple the revised Page Nos. 190 and 191 thereto.

Page No. 322 of the *Guardrail End Units, Type – TL-3 Standard Special Provision* has been revised. Please void Page No. 322 in your proposal and staple the revised Page No. 322 thereto.

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

Sincerely,

DocuSigned by:  
  
F81B6038A47A442...  
R. E. Davenport, Jr., PE  
State Contract Officer

Cc: Bobby Lewis, PE  
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High Definition CCTV Metal Pole and Field Equipment .....88  
 Geotextile for Pavement Stabilization .....104  
 Foundations and Anchor Rod Assemblies for Metal Poles .....106  
 Overhead Sign Supports .....113  
 Overhead and Dynamic Message Sign Foundations .....120  
 High Mount Foundations .....122  
 Lighting.....123  
 Sanitary Sewer .....135  
 Work Zone Traffic “Pattern Masking” .....136  
 Sound Barrier Wall .....139  
 Architectural Concrete Surface Treatment .....142  
 Cutting of Steel Sign Hangers on Overhead Signs .....147  
 Sequential Flashing Warning Lighting .....147  
 Work Zone Presence Lighting .....149  
 Work Zone Digital Speed Limit Signs.....150  
 Patching Concrete Pavement Spalls.....152  
 Mechanically Stabilized Earth Retaining Walls .....153  
 Greenways and Multi-Use Paths.....165  
  
**GENERAL** .....168

**SCOPES OF WORK**

**Roadway** .....186  
 Pavement Management.....195  
 Structures .....199  
 Hydraulics .....204  
 Environmental Permits.....211  
 Geotechnical Engineering.....217  
 Transportation Management .....227  
 Signing .....253  
 Pavement Markings .....261  
 Intelligent Transportation Systems (ITS).....263  
 Lighting.....273  
 Erosion and Sedimentation Control.....275  
 Right of Way.....292  
 Utilities Coordination.....297  
 Public Information .....304

**STANDARD SPECIAL PROVISIONS**

Value Engineering Proposals (VEP).....306  
 Plant and Pest Quarantines.....307

Gifts from Vendors and Contractors .....308

Liability Insurance .....309

State Highway Administrator Title Change.....309

Subletting of Contract .....309

Name Change for NCDENR.....309

Rock and Broken Pavement Fills.....310

Bridge Approach Fill .....310

Preparation of Subgrade and Base .....312

Class IV Aggregate Stabilization.....312

Aggregate Base Course.....313

Class IV Subgrade Stabilization In Lieu of Chemical Stabilization.....313

Asphalt Pavements – Superpave .....314

Asphalt Binder Content of Asphalt Plant Mixes .....319

Asphalt Plant Mixtures .....319

Final Surface Testing .....319

Sealing Existing Pavement Cracks – Polymer Patch.....319

Subsurface Drainage .....321

Remove and Stockpile Existing Guardrail.....321

Guardrail Anchor Units, Type M-350 .....321

Guardrail End Units, Type TL-3.....322

Impact Attenuator Units, Type 350 .....323

Preformed Scour Hole with Level Spreader Apron .....323

Street Signs and Markers and Route Markers.....325

Materials .....325

Select Material, Class III, Type 3 .....336

Shoulder & Slope Borrow.....337

Grout Production and Delivery .....337

Geosynthetics .....342

Temporary Shoring .....347

Truck Mounted Changeable Message Sign (CMS) .....358

Grout References for Positive Protection .....359

Grout References for Utility Manholes.....359

On-the-Job Training.....360

Availability of Funds .....363

NCDOT General Seed Specifications for Seed Quality .....364

Errata.....367

Award of Contract.....370

Minority and Female Employment Requirements .....376

Required Contract Provisions Federal-Aid Construction Contracts .....379

Minimum Wages.....388

Division One .....393

shall replace all existing right of way markers / monuments damaged and / or relocated during construction.

- For all parcels, the Design-Build Team shall locate and install iron pins and caps with fiberglass markers that delineate all proposed permanent easements within the project limits. The Design-Build Team shall replace all existing 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 Design-Build Team shall include all design and construction costs for the sound barrier walls listed in the I-0911A June 24, 2014 Design Noise Report and the I-0911A June 24, 2014 Design Noise Report Addendum, provided by the Department, 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. The Design-Build Team shall also include all costs associated with re-analyzing and completing a second Design Noise Report Addendum for the NCDOT and FHWA review and acceptance that 1) adheres to the 2011 Traffic Noise Abatement Policy, 2) reflects the required narrower mainline median width, and 3) incorporates the I-0911A January 9, 2017 Project Level Traffic Forecast in the lump sum price bid for the entire project. If the second Design Noise Report Addendum developed by the Design-Build Team lengthens and / or increases the square footage of the sound barrier walls listed in the I-0911A June 24, 2014 Design Noise Report or the I-0911A June 24, 2014 Design Noise Report Addendum, provided by the Department, all costs associated with the required sound barrier wall additions resulting solely from the required narrower mainline median width and / or the I-0911A January 9, 2017 Project Level Traffic Forecast will be paid for as extra work in accordance with Subarticle 104-8(A) of the *Standard Specifications for Roads and Structures* at the unit prices noted below:
  - The design and construction unit price for additional sound barrier wall square footage shall be \$40.00 per square foot.
  - For sound barrier walls located on the mainline shoulder, ramp shoulder or -Y- Line berm, the unit price for incidental design and construction items shall be \$105.00 per each additional linear foot. All work tasks required to design and construct the sound barrier walls on the shoulder and / or berm, including but not limited to wall envelope details, traffic control, pavement, concrete barrier, and earthwork shall be considered inclusive in the aforementioned incidental items unit price.

If the second Design Noise Report Addendum developed by the Design-Build Team shortens and / or decreases the square footage of the sound barrier walls listed in the I-0911A June 24, 2014 Design Noise Report or the I-0911A June 24, 2014 Design Noise Report Addendum, provided by the Department, all costs associated with the required sound barrier wall reductions resulting solely from the required narrower mainline median width and / or the

I-0911A January 9, 2017 Project Level Traffic Forecast will be deducted from monies due the Design-Build Team at the unit prices noted above.

The aforementioned I-0911A June 24, 2014 Design Noise Report and the I-0911A June 24 2014 Design Noise Report Addendum, have been provided to the Design-Build Team to assist in their determination of anticipated additional noise impact on current receptors due to design changes. If the Design-Build Team revises the horizontal and / or vertical alignments beyond those required herein, such that greater noise impacts are possible on surrounding receptors, the Design-Build Team shall include those design modifications in the aforementioned second Design Noise Report Addendum developed by the Design-Build Team. If adjustments to, or addition of, sound barrier walls are required solely as a result of design deviations not required herein, the Design-Build Team shall be responsible for all costs associated with the adjustments and / or additions.

The Design-Build Team shall be responsible for all wall envelope details. 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.

## General

- Unless noted otherwise elsewhere in this RFP, the design shall be in accordance with the 2011 AASHTO *A Policy on Geometric Design of Highways and Streets*, and 2013 *Errata*, 2002 NCDOT *Roadway Design Manual*, including all revisions effective on the Technical Proposal submittal date, January 2012 NCDOT *Roadway Standard Drawings*, or as superseded by detail sheets located at <https://connect.ncdot.gov/resources/Specifications/Pages/2012-Roadway-Drawings.aspx>, *Roadway Design Policy and Procedure Manual*, *Roadway Design Guidelines for Design-Build Projects*, 2012 NCDOT *Standard Specifications for Roads and Structures* and the 2011 AASHTO *Roadside Design Guide*, 4<sup>th</sup> Edition and 2015 *Errata*.
- If the NCDOT *Roadway Design Manual*, including all revisions, the 2011 AASHTO *A Policy on Geometric Design of Highways and Streets*, and 2013 *Errata*, the 2012 NCDOT *Roadway Standard Drawings* and / or any other guidelines, standards or policies have desirable and / or minimum values, the Design-Build Team shall use the desirable values unless noted otherwise elsewhere in this RFP. Similarly, in case of conflicting design parameters, and / or ranges, in the various resources, the proposed design shall adhere to the most conservative values, unless noted otherwise elsewhere in this RFP.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct bridge rail offsets as indicated in the NCDOT *Roadway Design Manual* or that are equal to the approach roadway paved shoulders, whichever is greater. Narrower bridge rail offsets based on bridge length will not be allowed. The Design-Build Team will not be required to widen existing bridges solely to provide the aforementioned minimum bridge rail offsets.

**Construction Methods**

Guardrail end delineation shall be required on all approach and trailing end sections for both temporary and permanent installations. Guardrail end delineation shall consist of yellow reflective sheeting applied to the entire end section of the guardrail in accordance with Article 1088-3 of the 2012 *Standard Specifications for Roads and Structures*.

**GUARDRAIL END UNITS, TYPE - TL-3**

(4-20-04) (Rev. 6-6-17)

862

DB8 R65

**Description**

Furnish and install **guardrail end units** in accordance with the details in the plans developed by the Design-Build Team, the applicable requirements of Section 862 of the 2012 *Standard Specifications for Roads and Structures*, and at locations shown in the plans developed by the Design-Build Team.

**Materials**

The Design-Build Team shall furnish **guardrail end units** listed on the NCDOT Approved Products List at <https://apps.dot.state.nc.us/vendor/approvedproducts/> or approved equal.

Prior to installation, the Design-Build Team shall submit to the Engineer:

1. FHWA acceptance letter for each **guardrail end unit** certifying it meets the requirements of **the AASHTO Manual for Assessing Safety Hardware**, Test Level 3, in accordance with Article 106-2 of the 2012 *Standard Specifications for Roads and Structures*.
2. Certified working drawings and assembling instructions from the manufacturer for each **guardrail end unit** in accordance with Article 105-2 of the 2012 *Standard Specifications for Roads and Structures*.

No modifications shall be made to the **guardrail end unit** without the express written permission from the manufacturer. Perform installation in accordance with the details in the plans developed by the Design-Build Team, and details and assembling instructions furnished by the manufacturer.

**Construction Methods**

Guardrail end delineation shall be required on all approach and trailing end sections for both temporary and permanent installations. Guardrail end delineation shall consist of yellow reflective sheeting applied to the entire end section of the guardrail in accordance with Article 1088-3 of the 2012 *Standard Specifications for Roads and Structures*.