STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 3, 2010

Addendum No. 1

Contract No.:	C 202522
TIP No.:	I-3803B
County:	Cabarrus
Project Description:	I-85 from south of Bruton Smith Boulevard / Concord Mills Boulevard (SR 2894) to north of NC 73 (Davidson Highway)
RE:	Addendum No. 1 to Final RFP

July 23, 2010 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated May 19, 2010 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 1 for your information. Please note that all revisions have been highlighted in gray and are as follows:

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

Page No. 2 of the *PROJECT SPECIAL PROVISIONS* has been revised. Please void Page No. 2 in your proposal and staple the revised Page No. 2 thereto.

Page Nos. 84, 86 and 87 of the *GENERAL Section* have been revised. (Please note that only the page format has been revised on Page Nos. 86 and 87.) Please void Page Nos. 84, 86 and 87 in your proposal and staple the revised Page Nos. 84, 86 and 87 thereto.

Page Nos. 90, 91 and 95 of the *ROADWAY SCOPE OF WORK* have been revised. Please void Page Nos. 90, 91 and 95 in your proposal and staple the revised Page Nos. 90, 91 and 95 thereto.

Page No. 114 of the *HYDRAULICS SCOPE OF WORK* has been revised. Please void Page No. 114 in your proposal and staple the revised Page No. 114 thereto.

Page Nos. 122, 125, 126, 127, 128, 131 and 135 of the *TRAFFIC MANAGEMENT SCOPE OF WORK* have been revised. Please void Page Nos. 122, 125, 126, 127, 128, 131 and 135 in your proposal and staple the revised Page Nos. 122, 125, 126, 127, 128, 131 and 135 thereto.

Page Nos. 154, 155 and 157 of the *SIGNALS SCOPE OF WORK* have been revised. Please void Page Nos. 154, 155 and 157 in your proposal and staple the revised Page Nos. 154, 155 and 157 thereto.

Page Nos. 248A, 248B, 248C, and 248D *SUBSURFACE DRAINAGE STANDARD SPECIAL PROVISION* and *CHANNELIZING DEVICES (Drums) STANDARD SPECIAL PROVISION* have been added. Please add Page Nos. 248A, 248B, 248C, and 248D to your proposal thereto.

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

TELEPHONE: 919-250-4234
FAX: 919-212-5711

WEBSITE:
WWW.NCDOT.GOV

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

Page Nos. 275, 276 and 277 of *General Decision NC20100011 NC 11* have been revised. Please void Page Nos. 275, 276 and 277 in your proposal and staple the revised Page Nos. 275, 276 and 277 thereto.

Page No. 286 of *DIVISION ONE OF STANDARD SPECIFICATIONS* has been revised. Please void Page No. 286 in your proposal and staple the revised Page No. 286 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/kaa

cc:
Mr. Jon Nance, PE
Ms. Deborah Barbour, PE (w/)
Mr. Victor Barbour, PE (w/)
Mr. Art McMillan, PE (w/)
Mr. Randy Garris, PE (w/)
Mr. Ron Hancock, PE (w/)
Mr. Brad Hibbs (w/3)
Mr. Phillip Harris, III, PE
Mr. Ed Lewis
Mr. David Harris, PE
Mr. Ron Davenport, PE (w/)
Mr. Scott Allen, PE
Ms. Tawana Brooks, PE (w/2)
Mr. Richard Hancock, PE
Mr. Rick Baucom, PE
Mr. Van Argabright, PE
Mr. Scott Cole, PE
Mr. Larry Thompson, PWS, LSS
Mr. James Bridges, PE
Mr. Wilson Stroud
Ms. Pate Butler, PE
Mr. Tom Payne, PE
Ms. Carla Dagnino
Mr. Roger Worthington, PE
Mr. Robert Memory
Ms. Marsha Sample (w/)
Mr. Sam Attum, PE (w/3)
Mr. James Dunlop, PE
Ms. Teresa Bruton, PE (w/7)
Mr. Thomas G. Parker
TRC Members (w/)
Mr. Marshall Clawson, PE
Mr. Mike Robinson, PE
Mr. Lamar Sylvester, PE
File (w/)
Ms. Jackie Armstrong, PE (Roadway)
Mr. Bill Zerman, PE (Hydraulics)
Mr. John Pilipchuk, PE (Geotechnical)
Dr. Clark Morrison, PE (Pavement)
Mr. Barney Blackburn, PE (Erosion & Sed. Cont.)
Ms. Jessica Kuse, PE (Traffic Control)
Ms. Tammy Stewart (Public Information)
Mr. Tim Williams, PE (Signals)
Mr. Tim McFadden (Signing)
Mr. Jay Stancil (Lighting)
Mr. Neal Strickland (Right of Way)
Mr. Cyrus Parker, PE (Geo-Environmental)
Mr. Jason Dilday (Environmental Permit)
Mr. Chris Howard (Pavement Markings)
Mr. Lee Johnson (Utility Coordination)
Mr. Lonnie Brooks, PE (Structures)
Mr. Mohd Aslami, PE (ITS)
Mr. Ricky Greene, Jr., PE
Mr. Jay Bennett, PE
Ms. Judith Corley-Lay, Ph.D., PE
Mr. Virgil Pridemore
Mr. Calvin Leggett, PE
Mr. Barry Moose, PE
Mr. Njoroge Wainaina, PE
Mr. Dave Henderson, PE
Mr. Kevin Lacy, PE
Mr. Greg Perfetti, PE
Mr. Don Lee
Mr. Stuart Bourne, PE
Mr. Ron King, PE
Mr. Dewayne Sykes, PE
Mr. Greg Thorpe, Ph.D.
Mr. Steve Kite, PE
Mr. Tony Houser, PE

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COVER SHEET

PROPOSAL SHEETS

PROJECT SPECIAL PROVISIONS (GREEN SHEETS) *PAGE NO.*

PROPOSAL FORMS - ITEMIZED SHEET, ETC.

Liquidated Damages for Intermediate Contract Time #2 for the lane narrowing, lane closure, holiday and special event time restrictions for NC 73 and Poplar Tent Road are $1,500 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #3 for the road closure, median crossover and ramp closure time restrictions for I-85 and I-85 ramps are $5,000.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #4 for the road closure time restrictions for NC 73 and Poplar Tent Road are $2,500.00 per 15-minute period or any portion thereof.

Refer to the ITS Conduit System Scope of Work for more information on the following liquidated damages:

Liquidated Damages for Intermediate Contract Time #5 for failure to repair / relocate ITS devices and equipment, and restore communication within 48 hours are $1,500.00 per 24- hour period or any portion thereof.

PROGRESS SCHEDULE
(07/29/09) DB1 G12

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

Page 1-72, Article 108-2 Progress Schedule, delete in its entirety and replace with the following:

The Design-Build Team shall prepare and submit for review and approval a schedule of proposed working progress. This schedule shall be submitted on forms supplied by the Engineer or in a format that is approved by the Engineer. A detailed Critical Path Method (CPM) schedule shall not be submitted to replace the progress schedule details required below.

The Design-Build Team shall submit a Progress Schedule for review within thirty (30) calendar days of receiving Notice of Award. The Department will review the Progress Schedule within twenty-one (21) calendar days of receipt. The Design-Build Team shall make any necessary corrections and adjustments to the Progress Schedule as necessitated by the Department's review within seven (7) calendar days. The Department will review the revised Progress Schedule within seven (7) calendar days of receipt.

When the Engineer has extended the completion date the Design-Build Team shall submit a revised progress schedule to the Engineer for review and approval. If plan revisions are anticipated to change the sequence of operations in such a manner as will effect the progress but not the completion date, then the Design-Build Team may submit a revised progress schedule for review and approval but the completion date shall remain unchanged.

- Indicate if a project web site will be provided.
- Indicate whether pedestal overhead sign assemblies for advance guide signs will be provided.
- Indicate where all longitudinal joints underlying the surface course will be located and demonstrate how these underlying longitudinal joint locations will minimize reflective cracking.
- Identify all proposed sag vertical curve low points that are located in a superelevation transition or full superelevation area.

3. Long Term Maintenance – 5 points

- Describe any special materials, not referenced elsewhere in the contract, incorporated into the project that would result in long term reduction in maintenance.
- Describe any special designs or construction methods that would reduce future maintenance costs to the Department.
- Estimate a minimum ten-year cost saving resulting from incorporation of these special materials, design, or construction methods into the project.

4. Schedule and Milestones – 25 points

- Provide a detailed schedule for the project including both design and construction activities. The schedule shall show the sequence and continuity of operations, as well as the month of delivery of usable segments of the project.

- The schedule shall also include the Design-Build Team's final completion date and, if proposed, their substantial completion date. **These dates shall be clearly indicated on the Project Schedule and labeled "Final Completion Date" and "Substantial Completion Date"**.

5. Innovation – 5 points

- Identify any aspects of the design or construction elements that the Design-Build Team considers innovative. Include a description of alternatives that were considered whether implemented or not.

6. Maintenance of Traffic and Safety Plan – 25 points

Maintenance of Traffic

- Describe any traffic control requirements that will be used for each construction phase.
- Describe how traffic will be maintained as appropriate and describe the Design-Build Team's understanding of any time restrictions noted in the RFP.
- Specifically describe how business, school, and residential access will be maintained, if applicable.
- Address how hauling will be conducted, including but not limited to, hauling of materials to and from the site and hauling of materials within NCDOT right of way.
- If a temporary portable barrier system will be utilized, provide the type and why it is needed.

No direct payment will be made for warranties and / or guarantees. Payment will be considered incidental to the lump sum price for the contract.

SELECTION PROCEDURE

There will be a Technical Review Committee (TRC) composed of five or more senior personnel from involved engineering groups that will evaluate the Technical Proposal on the basis of the criteria provided in the Request for Proposals.

The selection of a Design-Build Team will involve both technical quality and price. The Technical Proposals will be presented to the TRC for evaluation. The TRC shall first determine whether the proposals are responsive to the requirements of the Request for Proposals. The Department reserves the right to ask for clarification on any item in the Technical Proposal. A written response to this request for clarification shall be provided to the Department prior to the opening of the Price Proposals. The contents of the written response may affect the Technical Review Committee's determination of the Technical Proposal's responsiveness and/or the overall evaluation of the Technical Proposal. If any commitments or clarifications provided in the written response conflict with the contents of the Technical Proposal, the contents of the written response will govern and be incorporated into the contract.

Each responsive Technical Proposal shall be evaluated based on the rating criteria provided in the Request for Proposals. The TRC will submit an overall consensus Technical Proposal score for each Design-Build Team to the State Contract Officer.

Quality Credit Evaluation Factors for Technical Proposals

Management	13
Responsiveness to Request for Proposal	23
Long Term Maintenance	5
Schedule and Milestones	25
Innovation	5
Maintenance of Traffic and Safety Plan	25
Oral Interview	4
Maximum Score	**100**

The State Contract Officer will use a table based on the maximum quality credit percentage to assign a Quality Credit Percentage to each proposal based on the proposal's overall technical score. The maximum quality credit percentage for this project will be **15** %. The Technical Review Committee may elect to assign point values to the nearest one-half of a point (e.g. 90.5). In this event, the Quality Credit Percentage will be determined by linearly interpolating within the table entitled "Quality Credit Percentage for Technical Proposals".

Quality Credit Percentage for Technical Proposals

Technical Score	Quality Credit (%)	Technical Score	Quality Credit (%)
100	15.00	84	7.00
99	14.50	83	6.50
98	14.00	82	6.00
97	13.50	81	5.50
96	13.00	80	5.00
95	12.50	79	4.50
94	12.00	78	4.00
93	11.50	77	3.50
92	11.00	76	3.00
91	10.50	75	2.50
90	10.00	74	2.00
89	9.50	73	1.50
88	9.00	72	1.00
87	8.50	71	0.50
86	8.00	70	0.00
85	7.50		

The maximum Technical Score, including any extra credit given for warranties or guarantees, shall not exceed 100 points in determining the Quality Credit percentage.

If any of the Technical Proposals are considered non-responsive, the State Contract Officer will notify those Design-Build Teams of that fact. The State Contract Officer shall publicly open the sealed Price Proposals and multiply each Design-Build Team's Price Proposal by the Quality Credit Percentage earned by the Design-Build Team's Technical Proposal to obtain the Quality Value of each Design-Build Team's Technical Proposal. The Quality Value will then be subtracted from each Design-Build Team's Price Proposal to obtain an Adjusted Price based upon Price and Quality combined. Unless all Proposals are rejected or the Department elects to proceed with the Best and Final Offer process, the Department will recommend to the State Transportation Board that the Design-Build Team having the lowest adjusted price be awarded the contract. The cost of the Design-Build contract will be the amount received as the Price Proposal.

The following table shows an example of the calculations involved in this process.

An Example of Calculating Quality Adjusted Price Ranking

Proposal	**Technical Score**	**Quality Credit (%)**	**Price Proposal ($)**	**Quality Value ($)**	**Adjusted Price ($)**
A	95	12.50	3,000,000	375,000	2,625,000
B	90	10.00	2,900,000	290,000	2,610,000
C *	90	10.00	2,800,000	280,000	2,520,000
D	80	5.00	2,700,000	135,000	2,565,000
E	70	0.00	2,600,000	0	2,600,000
* Successful Design-Build Team – Contract Cost $2,520,000					

ROADWAY SCOPE OF WORK (6-3-10)

Project Details

- The Design-Build Team shall design and construct an eight-lane divided freeway with a minimum 22-foot median from south of Bruton Smith Boulevard / Concord Mills Boulevard to north of NC 73 (Davidson Highway). Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct the -L- Line providing the same or better access, widening and improvements included in the I-3803B Preliminary Plans provided by the Department. The limits of -L- Line construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards. The mainline shall be designed and constructed to meet a 70-mph design speed for a rolling urban freeway designed to Interstate standards. The Design-Build Team shall provide all other design criteria in the Technical Proposal.

- At the project's southern terminus, the reconstructed and new I-85 southbound and northbound lanes shall begin at the termini of the existing concrete pavement. These termini are defined at Station 159+74.12 -L- and Station 170+25.32 -L-, respectively, of the I-3803B Preliminary Plans provided by the Department. South of these termini, the Design-Build Team shall only be responsible for widening / improvements required by their design or construction methods. From the aforementioned termini northward, the Design-Build Team shall design and construct southbound I-85 such that the ultimate improvements, including but not limited to four through lanes and two auxiliary lanes, with required -Y5- on-ramp realignment, are provided. Unless required by the Design-Build Team's design or construction methods, the Design-Build Team shall not be responsible for the design or construction of the northbound Bruton Smith / Concord Mills Boulevard (-Y5-) off ramp improvements shown on the I-3803B Preliminary Plans provided by the Department.

- The Design-Build Team shall design, replace and construct the -L- Line such that the full typical section extends to the northern end of the project as identified in the I-3803B Preliminary Plans provided by the Department. At the northern project terminus, the Design-Build Team shall utilize pavement markings to add the two southbound median through lanes and to drop the two northbound median through lanes. Excluding the northern project terminus noted above, the Design-Build Team shall design and construct all lane drops from the outside travelway.

- The minimum I-85 pavement cross slope, including normal crown sections, shall be 0.025. The I-85 crown point shall be located such that the two inside lanes in each direction of travel slope towards the median and the remaining lanes slope towards the outside.

- The Design-Build Team shall coordinate with Project R-2123CE design and construction to ensure accurate hydrology, capacity, and horizontal and vertical ties that adhere to the design criteria. The Design-Build Team shall not make any design or construction changes that affect the design or construction of Project R-2123CE without prior written approval from the Transportation Program Management Director. (Reference the Cooperation Between Contractors Project Special Provision found elsewhere in this RFP)

- Along the -L- Line, the Design-Build Team shall design and construct minimum 14-foot outside shoulders, 12-foot of which shall be full depth paved shoulders, including acceleration, deceleration and auxiliary lanes and ramps to the back of the gore (12-foot width). Along the -L- Line, the Design-Build Team shall design and construct a minimum 22-foot full depth paved median. The Design-Build Team shall provide milled rumble strips on the

mainline inside and outside paved shoulders, including acceleration, deceleration and auxiliary lanes and ramps to the back of the gore (12-foot width).

- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct -Y- Lines, ramps, service roads and cul-de-sacs providing the same or better access, widening and improvements included in the I-3803B Preliminary Plans provided by the Department. The limits of -Y- Line construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards.

- In proximity to the Concord Regional Airport, the existing vertical alignment of Poplar Tent Road shall be lowered a minimum of four feet. The Design-Build Team shall not raise the Poplar Tent Road proposed vertical alignment shown on the I-3803B Preliminary Plans provided by the Department without prior written approval from the Department. However, the Design-Build Team may lower the Poplar Tent Road proposed vertical alignment shown on the aforementioned Preliminary Plans to accommodate the required traffic signal at the Vulcan Quarry's main entrance. (Reference the Signal Systems Scope of Work found elsewhere in this RFP)

- The Design-Build Team shall design and construct an exclusive westbound right turn lane on Poplar Tent Road that accesses northbound Odell School Road.

- ** NOTE ** Deleted bullet on future managed travel lanes.

- It is desirable that sag vertical curve low points be located outside a superelevation transition area and full superelevation area. The Design-Build Team shall indicate in their Technical Proposal all areas where a proposed sag vertical curve low point does not adhere to the above.

- The Design-Build Team shall design and construct one-lane ramps that provide a minimum 16-foot lane width. The Design-Build Team shall design and construct two lane ramps that provide minimum 12-foot lanes. All ramps shall have 12-foot inside shoulders, four-foot of which shall be full depth paved shoulders. All ramps shall have 14-foot outside shoulders, four-foot of which shall be full depth paved shoulders.

- The Design-Build Team shall design and construct loops that adhere to Exhibit 3-51, *Design Widths of Pavements for Turning Roadways*, shown in AASHTO's *A Policy on Geometric Design of Highways and Streets* (2004) - Case II / Condition C for one-lane loops; Case III / Condition C for two-lane loops. All loops shall have 12-foot outside shoulders, four-foot of which shall be full depth paved shoulders. All loops shall have 2'-6" curb and gutter along the inside edge of pavement, with a 14-foot berm. The minimum loop design shall be 30-mph with a minimum 250-foot radius.

- Along Poplar Tent Road and NC 73, the Design-Build Team shall design and construct 14-foot wide outside lanes to accommodate bicycles. The Design-Build Team shall design and construct four-foot paved shoulders along the realigned section of Pitts School Road to accommodate bicycles.

- The Design-Build Team shall provide channelization islands at all at-grade intersections with restricted movements.

- The Design-Build Team shall inform the Transportation Program Management Director, in writing, of any proposed changes to the NCDOT preliminary design, previously reviewed submittals or the Design-Build Team's Technical Proposal and obtain approval prior to incorporation. The Design-Build Team shall note in the Technical Proposal any proposed deviations to the preliminary design shown on the I-3803B Preliminary Plans provided by the Department. The Design-Build Team shall be responsible for any activities, as deemed necessary by the Department or the FHWA, resulting from changes to the NCDOT preliminary design, including but not limited to, public involvement and NEPA re-evaluation and coordination with other stakeholders, including but not limited to the City of Charlotte. The Department will not honor any requests for additional contract time or compensation for completion of the required activities resulting from changes to the NCDOT preliminary design.

- Along I-85, design exceptions shall be required at all locations where bridge piers, concrete barrier and overhead sign assemblies reduce the median shoulder width to less than 10 feet. No other design exceptions shall be allowed for the -L- Line, including all ramps and loops. NCDOT prefers not to have design exceptions for the -Y- Lines and service roads. 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 Transportation Program Management Director and the FHWA. If conceptual approval is obtained, the Design-Build Team shall be responsible for the development and approval of all design exceptions.

- The Design-Build Team shall submit Structure Recommendations and Design Criteria for NCDOT and FHWA review and acceptance prior to submittal of the Preliminary Plans. The Design-Build Team shall develop Structure Recommendations that adhere to the format noted in the March 25, 2003 and September 1, 2004 memos from Mr. Jay Bennett, PE, State Roadway Design Engineer. Unless noted otherwise elsewhere in this scope of work, the design speed for all roadways shall be the greater of the minimum design speed for the facility type or the anticipated / actual posted speed plus five-mph.

- The Design-Build Team shall be responsible for the evaluation of the algebraic difference in rates of cross slope (roll-over) between existing shoulders and roadways and the associated suitability for carrying traffic during construction, if necessary. In the event that the roll-over is found to be unacceptable for the proposed temporary traffic patterns, the Design-Build Team shall be responsible for providing cross slopes that meet design standards and eliminate roll-over concerns.

- Within the vehicle recovery area, the Design-Build Team shall design and construct single face concrete barrier in front of all sound barrier walls located on the outside shoulder in fill sections, retaining walls and all elements acting as a retaining wall.

- The Design-Build Team shall place rebar and caps with carsonite posts for right of way monument locations for all parcels, as directed by the Engineer. The NCDOT will furnish the caps and carsonite posts in accordance with Department policy.

HYDRAULICS SCOPE OF WORK (6-2-10)

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 Hydraulic Design work under the Hydraulic Unit's normal prequalification procedures.

- Hold a pre-design meeting with the Transportation Program Management Engineer and Hydraulic Review Engineer upon acceptance of the Preliminary Roadway Plans.

- Design and install all storm drainage systems within the project limits using Geopak Drainage.

- Construct bicycle-safe drainage grates, as identified in the January 1994 *North Carolina Bicycle Facilities Planning and Design Guidelines*, along all bicycle accommodations defined in the Roadway Scope of Work found elsewhere in this RFP.

- Analyze existing culverts and cross pipes adjacent to the project and within existing right of way and adhere to the following:

    - Remove and replace all deficient (structurally and / or hydraulically) pipes and / or culverts.

    - Remove and replace all existing metal storm drain pipes buried eight feet or less.

    - Existing metal cross pipes that are found to be hydraulically and structurally adequate are allowed to remain in place, regardless of slope.

    - Perform all corrective maintenance as noted in the April 28, 2010 Culvert Inspection Memorandum from Don Idol.

- Prepare Pre and Post Analyses for increases in discharge and take appropriate action in accordance with the guidelines stated below to make sure that additional drainage is adequately handled.

- Provide Culvert and Bridge Survey Reports for structures in accordance with the guidelines stated below.

- The Design-Build Team shall be responsible for providing bridge drainage features that prevent direct discharge into Rocky River and Coddle Creek.

- Provide bridge deck spread computations for all impacted bridges on the project.

TRAFFIC MANAGEMENT SCOPE OF WORK (6-3-10)

I. Traffic Management Plans

A. Design Parameters

The Design-Build Team shall prepare the Traffic Control Plans for this project following the parameters listed below:

1. Maintain the same number of existing traffic lanes using a minimum 11-foot wide lane in each direction on I-85, as well as all auxiliary lanes, except as otherwise allowed by the lane / road closure time restrictions. Maintain 4-foot wide inside and outside paved shoulders in each direction of I-85 unless temporary barrier is placed on the paved shoulder. Under structures only, maintain a minimum 2-foot wide paved shoulder adjacent to the I-85 travel lane. Under structures only, maintain a minimum 1-foot wide paved shoulder adjacent to auxiliary lanes / ramps. Maintain a minimum of 11-foot wide lanes and existing shoulder widths on all the -Y- lines and maintain existing lane and shoulder widths on all two-lane roadways.

   Maintain the same number of existing travel lanes on all -Y- lines, except as otherwise allowed by the lane closure and road closure time restrictions.

2. All traffic control devices, including bridge barrier rails, shall be placed /located a minimum 2-foot offset (shy distance) from the edge of travel lane.

3. When traffic is placed into the final traffic pattern for any roadway that shall become the minimal traffic pattern.

4. Show temporary barrier system on the Traffic Management Staging Concept. Temporary barrier systems shall be designed in accordance with the following requirements:
   - Perform an Engineering Study to determine the need for temporary barrier that considers clear zone distances, roadway geometry, anticipated construction year traffic volumes, traffic speeds, roadside geometry, workers safety, pedestrian safety, etc. in accordance with FHWA Final Rule on Temporary Traffic Control Devices (23 CFR 630 Subpart K). Reference the NCDOT Work Zone Traffic Control website noted below for examples and Guidelines on the use of positive protection in work zones.

     http://ncdot.org/doh/preconstruct/wztc/DesRes/English/DesResEng.html

   - When temporary barrier is used continuously on both sides of a direction of I-85 travel for a distance greater than one mile, provide a paved motorist breakdown area on the right side of the mainline (I-85) travel way every mile, unless the outside useable shoulder width is eight feet or greater. All breakdown areas shall be 1000 feet long and 14 feet wide.

Team shall list projects in the Technical Proposal, including description and similarity to the subject project that the PEF developed.

The Design-Build Team shall develop Traffic Management Plan that maintain all types of traffic (motorists, bicyclists, and pedestrians within the highway, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) as defined by the *Manual for Uniform Traffic Control Devices (MUTCD).*

The Traffic Control Plan shall adhere to the "Design-Build Submittal Guidelines" and the "Guidelines for Preparation of Traffic Control Plans for Design-Build Projects", which by reference are incorporated herein and are a part of the contract. These documents are available on the Design-Build website.

The Work Zone Traffic Control web site contains useful information that may be needed for the design of the Traffic Control Plans.

http://www.ncdot.org/doh/preconstruct/wztc/

II. Project Operations Requirements

The following are Time Restrictions and notes that shall be included with the Traffic Control Plans General Notes, unless noted otherwise elsewhere in this RFP:

A. Time Restrictions

1. Intermediate Contract Time #1 and #2 for Lane Narrowing, Closure, Holiday and Special Event Restrictions.

As a minimum, the Design-Build Team shall maintain existing traffic patterns and shall not close or narrow a lane during the times below, unless noted otherwise elsewhere in this RFP.

Road Name	Time Restrictions
I-85	Monday through Sunday 6:00 a.m. to 9:00 p.m.
NC 73 and Poplar Tent Road	Monday through Friday 7:00 a.m. to 7:00 p.m. Saturday and Sunday 9:00 a.m. to 7:00 p.m.

The Design-Build Team shall not install, reset, and / or remove any traffic control device during the times listed above, or during the event restrictions listed below.

In addition to the lane narrowing and closure restrictions stated above for all roads, during holidays, holiday weekends, special events, or any other time when traffic is unusually heavy on the roadways listed herein or as directed by the Engineer, the Design-Build Team shall not close or narrow a lane of traffic, detain the traffic flow or alter the traffic flow on the aforementioned facilities. As a minimum, these requirements / restrictions apply to the following schedules:

(a) For New Year's between the hours of 6:00 a.m. December 31st to 9:00 p.m. January 3rd. If New Year's Day is on a Friday, Saturday, Sunday or Monday then until 9:00 p.m. the following Tuesday.

(b) For Easter, between the hours of 6:00 a.m. the Friday before Easter and 9:00 p.m. the Tuesday after Easter.

(c) For Memorial Day, between the hours of 6:00 a.m. the Friday before Memorial Day to 9:00 p.m. the Wednesday after Memorial Day.

(d) For Independence Day, between the hours of 6:00 a.m. July 3rd and 9:00 p.m. July 6th. If Independence Day is on a Friday, Saturday or Sunday, between the hours of 6:00 a.m. the Thursday before Independence Day and 9:00 p.m. the Tuesday after Independence Day.

(e) For Labor Day, between the hours of 6:00 a.m. the Friday before Labor Day to 9:00 p.m. the Wednesday after Labor Day.

(f) For Thanksgiving, between the hours of 6:00 a.m. the Tuesday before Thanksgiving to 9:00 p.m. the Tuesday of the following week.

(g) For Christmas, between the hours of 6:00 a.m. the Friday before the week of Christmas Day and 9:00 p.m. the following Tuesday after the week of Christmas Day.

(h) For any NASCAR event at the Charlotte Motor Speedway, between the hours of 6:00 a.m. the Wednesday before the 1st track event until 9:00 p.m. the day after the last track event.

** Note ** Deleted bullet on Charlotte Panther games

Liquidated Damages for Intermediate Contract Time #1 for the above lane narrowing, lane closure, holiday and special event time restrictions for I-85 and I-85 ramps are $2,500 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #2 for the above lane narrowing, lane closure, holiday and special event time restrictions for NC 73 and Poplar Tent Road are $1,500 per 15-minute period or any portion thereof.

2. Intermediate Contract Time #3 and #4 for Road Closure and Median Crossover Restrictions for Construction Operations.

As a minimum, the Design-Build Team shall maintain the existing traffic pattern for all roadways and follow the restrictions listed below, unless noted otherwise elsewhere in this RFP. When a road closure or median crossover is used, the Design-Build Team shall reopen the travel lanes by the end of the road closure duration to allow the traffic queue to deplete before re-closing the roadway.

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

Road Closures

The Design-Build Team shall not close the following roads during the times noted below. Closure of these roads or any ramps shall only be allowed for the operations listed in this intermediate contract time restriction.

Road Name	Time Restrictions
I-85 and all ramps	Monday through Sunday 5:00 a.m. to 12:00 a.m. (midnight).
NC 73 and Poplar Tent Road	Monday through Friday 7:00 a.m. to 9:00 p.m. Saturday and Sunday 9:00 a.m. to 9:00 p.m.

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
- Installation of overhead sign assemblies and / or work on existing overhead sign assemblies over travel lanes
- Girder installation or removal

Median Crossovers

I-85 median crossovers shall be defined as closure of the northbound or southbound one-way roadway of the divided facility to provide a minimum of two-lane / two-way traffic in the open one-way roadway. I-85 median crossovers shall be allowed solely for bridge demolition and girder installation. On the following roads, median crossovers shall not be allowed during the times noted below.

Road Name	Time Restrictions
I-85 and all ramps	Monday through Sunday 5:30 a.m. to 10:00 p.m.

Prior to placing traffic on a median crossover, the Design-Build Team shall provide alternate route messaging and other Traffic Management Strategies to mitigate potential traffic queue for the Department's approval. The Design-Build Team shall monitor the traffic queue during the operation of the median crossover. Should the traffic queue extend to the first lane

closure advance warning sign, traffic shall be returned to the existing traffic pattern until the traffic queue is depleted.

Other Closures

Maximum road closure duration of **twelve hours,** accompanied with an approved offsite detour, will be allowed for NC 73 and Poplar Tent Road for bridge construction.

A maximum of two (2) weekend ramp closures, accompanied with an approved off-site detour, will be allowed for each of the NC 73 and Poplar Tent Road interchanges to complete ramp tie-ins. Prior to incorporation, the Design-Build Team shall coordinate the proposed weekend closure dates and off-site detour with the Division and obtain the Department's approval. The weekend closure shall begin Friday at 9:00 p.m. and extend to the following Monday at 7:00 a.m. The NC 73 weekend ramp closure and Poplar Tent Road weekend ramp closure shall not occur simultaneously.

Liquidated Damages for Intermediate Contract Time #3 for the above road closure, median crossover and ramp closure time restrictions for I-85 and I-85 ramps are $5,000.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #4 for the above road closure time restrictions for NC 73 and Poplar Tent Road are $2,500.00 per 15-minute period or any portion thereof.

Hauling Restrictions

The Design-Build Team shall adhere to the hauling restrictions noted in the NCDOT 2006 *Standard Specifications for Roads and Structures*.

The Design-Build Team shall conduct all hauling operations as follows:

- The Design-Build Team shall not haul against the flow of traffic of an open travelway unless an approved temporary traffic barrier or guardrail protects the work area.
- The Design-Build Team shall not haul during the holiday and special events time restrictions listed in Intermediate Contract Time #1 and #2.
- Haul vehicles shall not enter and / or exit an open travel lane at speeds more than 10 mph below the posted speed limit.
- Hauling access to the I-85 median will be allowed at the beginning and end of the project. Additional hauling access points to the I-85 median shall be limited to one per direction, at a location chosen by the Design-Build Team and approved by the Department.
- Single vehicle hauling and multi-vehicle hauling shall not be allowed ingress and egress from any open travel lane during the following time restrictions. The following hauling time restrictions apply only where egress and / or ingress occur between the work areas and any travel lane of the roads noted below. Hauling operations that are conducted entirely behind a temporary traffic barrier or guardrail are allowed at all times and are excluded from the following time restrictions:

For Single Vehicle Hauling

Road Name	Day and Time Restrictions
I-85 and ramps	Monday through Friday 7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m.

When portable signs not in use for periods longer than 30 minutes, the Design-Build Team shall lay the portable work zone sign flat on the ground and collapse the sign stand and lay it flat on the ground.

The Design-Build Team shall be responsible for the design, installation and maintenance of all detour signing. The Design-Build Team shall cover or remove all detour signs within and off the project limits when a detour is not in operation.

The Design-Build Team shall ensure proper signing (including but not limited to guide signs) are in place at all times during construction, as required by the *MUTCD*.

F. Traffic Barrier

The Design-Build Team shall use only an NCDOT approved temporary traffic barrier system and adhere to the following requirements.

Install temporary traffic barrier system a maximum of two (2) weeks prior to beginning work in any location. Once the temporary traffic barrier system is installed at any location, proceed in a continuous manner to complete the proposed work in that location.

Once the temporary traffic barrier system is installed and no work has been or will be performed behind the temporary traffic barrier system for a period longer than two (2) months, remove / reset the temporary traffic barrier system unless the barrier is protecting traffic from a hazard.

Protect the approach end of temporary traffic barrier system at all times during the installation and removal of the barrier by either a truck mounted impact attenuator (maximum 72 hours) or a temporary crash cushion.

Protect the approach end of temporary traffic barrier system from oncoming traffic at all times by a temporary crash cushion unless the approach end of temporary traffic barrier system is offset from oncoming traffic as follows:

Posted speed limit (MPH)	**Minimum offset (feet)**
40 or less	15
45 - 50	20
55	25
60 mph or higher	30

Install temporary traffic barrier system with the traffic flow, beginning with the upstream side of traffic. Remove the temporary traffic barrier system against the traffic flow, beginning with the downstream side of traffic.

Install drums to close or keep closed tangent sections of the roadway until the temporary traffic barrier system can be placed or after the temporary barrier system has been

ground line closer than 5 feet from the edge of pavement of the open travelway. The Design-Build Team shall identify locations where temporary shoring for maintenance of traffic will be required on the Traffic Control Staging Concept. The Design-Build Team shall install temporary traffic barrier as shown on a detail available from the Work Zone Traffic Control Unit that provides design information on the temporary traffic barrier location in relation to the temporary shoring and traffic location. The NCDOT Geotechnical Engineering Unit and Work Zone Traffic Control Section websites have more information on temporary shoring. (Notes related to Temporary Shoring are not required in the General Notes sheet for the Traffic Control Plan)

http://www.ncdot.org/doh/preconstruct/highway/geotech/formdet/standards.html

http://www.ncdot.org/doh/preconstruct/wztc/DesRes/English/TemporaryShoring/TempShoring.pdf

The Design-Build Team shall adhere to the additional shoring requirements located on the Work Zone Traffic Control Unit and Geotechnical Engineering Unit websites.

The Design-Build Team shall identify on the appropriate traffic control detail where temporary shoring will be used by providing station limits, offsets, the type of shoring and where temporary traffic barrier will be located if needed.

The Design-Build Team shall coordinate with the CATS and CKTS for all traffic control phasing that will affect existing transit stops or transit routes.

K. Traffic Control Supervisor

The Design-Build Team shall furnish a Traffic Control Supervisor for the project who is knowledgeable of Traffic Control Plan design, devices and application, and has full authority to ensure traffic is maintained in accordance with the plans and specifications.

The Traffic Control Supervisor shall be on the project site overseeing all road closures and median crossover operations to ensure traffic control devices are properly installed and adjusted as necessary. The Traffic Control Supervisor shall also make necessary changes to the traffic control operations and aide in the monitoring of traffic queuing.

The Design-Build Team shall identify a Traffic Control Supervisor in their Technical Proposal that has the following qualifications:

(A) A minimum 24 months of On-the-Job Training in supervision and work zone set up and implementation on similar projects.

(B) Be certified by responsible party (contractor or NCDOT) to have the required experience and training and is qualified to perform the duties of this position. If certified by the Contractor, a notarized certification letter shall be furnished to the Engineer at the preconstruction meeting. The letter shall state the Traffic Control Supervisor is qualified, and state that the Traffic Control Supervisor has the authority to ensure traffic is maintained in accordance with the contract documents.

The Design-Build Team shall upgrade FIVE (5) existing traffic signals, install FOUR (4) new traffic signals and remove TWO (2) existing traffic signals. All of these signals shall be interconnected into Closed Loop Signal Systems. Refer to Section III for the system interconnection requirements. The traffic signal detection for the final traffic patterns shall be inductive loop detection. The Design-Build Team may provide video detection only for temporary traffic patterns during construction. The traffic signal work required at each intersection is listed below.

Without prior Department approval, pedestal poles shall not be allowed.

SR 1394 (Poplar Tent Road) – 2 Signal Upgrades		
Signal Number	**Intersection Description**	**Work Requirements**
10-1532	SR 1394 (Poplar Tent Rd) at SR 1442 (Odell School Rd) / SR 1445 (Derita Rd)	The Design-Build Team shall upgrade these existing traffic signals to match all temporary construction phasing and the proposed final traffic pattern. This may require new signal supports, signal phasing changes, signal head changes, installation of an auxiliary output file, closed loop system detectors and system interconnection equipment. **These signals already have 2070L controllers. The Design-Build Team may reuse the existing controllers and cabinets (if feasible), however all traffic signals must remain in full operation during all temporary construction phases.** Signal 10-2041 is a semi-actuated traffic signal with emergency vehicle preemption. The signal shall operate in this manner at all times during construction and upon project completion. The Design-Build Team shall upgrade the signal heads at all protected / permissive left turns to Flashing Yellow Arrow signal heads. The Design-Build Team shall coordinate all Flashing Yellow Arrow signal recommendations with the Division Traffic Engineer and the Regional Traffic Engineer prior to final design and installation. Vehicle detection, as noted above, shall be maintained for all movements throughout the life of the project. The Design-Build Team shall use **wood poles** as signal supports for all temporary construction phases and for the final traffic patterns. **These signals shall be interconnected into a new Closed Loop Signal System along SR 1394 (Poplar Tent Road).** See Section III for signal communication requirements.
10-2041	SR 1394 (Poplar Tent Rd) at SR 1439 (Ivey Cline Rd) / SR 1441 (Goodman Rd)	

SR 1394 (Poplar Tent Road) – 4 New Signals		
Signal Number	**Intersection Description**	**Work Requirements**
10-2091 **10-1419** **10-1418** **10-2077**	SR 1394 (Poplar Tent Rd) at Vulcan Quarry SR 1394 (Poplar Tent Rd) at I-85 Southbound Ramps SR 1394 (Poplar Tent Rd) at I-85 Northbound Ramps SR 1394 (Poplar Tent Rd) at **Realigned** SR 1305 (Pitts School Rd)	The Design-Build Team shall design and install three (3) new, fully actuated traffic signals at these locations. They shall include 2070L controllers. The cabinets shall include auxiliary output files, closed loop system detectors and system interconnection equipment. The Design-Build Team shall use Flashing Yellow Arrow signal heads at all protected / permissive left turns. The Design-Build Team shall coordinate all Flashing Yellow Arrow signal recommendations with the Division Traffic Engineer and the Regional Traffic Engineer prior to final design and installation. Vehicle detection, as noted above, shall be maintained for all movements throughout the life of the project. The Design-Build Team shall use **wood poles** as signal supports. **These signals shall be interconnected into a new Closed Loop Signal System along SR 1394 (Poplar Tent Road).** See Section III for signal communication requirements. Reference the FAA Notification of Construction Project Special Provision found elsewhere in this RFP for additional Signal No. 10-2091 requirements.

SR 1394 (Poplar Tent Road) – 1 Signal Removal		
Signal Number	**Intersection Description**	**Work Requirements**
10-1446	SR 1394 (Poplar Tent Rd) at **Existing** SR 1305 (Pitts School Rd)	The Design-Build Team shall remove this existing traffic signal. Coordinate the removal of this traffic signal with the Division Traffic Engineer and the Regional Traffic Engineer. The Design-Build Team shall return the traffic signal controller, cabinet (& contents) and signal heads to the Division Traffic Office. The Design-Build Team shall dispose of and / or retain ownership of all other equipment.

NC 73 (Davidson Highway) – 1 Signal Removal		
Signal Number	**Intersection Description**	**Work Requirements**
10-1345	NC 73 Davidson Hwy at **Existing** I-85 Northbound Ramps	The Design-Build Team shall remove this existing traffic signal. Coordinate the removal of this traffic signal with the Division Traffic Engineer and the Regional Traffic Engineer. The Design-Build Team shall return the traffic signal controller, cabinet (& contents) and signal heads to the Division Traffic Office. The Design-Build Team shall dispose of and / or retain ownership of all other equipment.

III. SIGNAL COMMUNICATIONS PLANS

The Design-Build Team shall be responsible for designing, installing, and maintaining (2) two separate Closed Loop Signal Systems at various intersections throughout this project. The Closed Loop Signal Systems are listed below:

Poplar Tent Road System

- New fiber system with 6 intersections

NC 73 System

- New fiber system with 3 intersections

Each Closed Loop Signal System shall utilize fiber optic cable (12 fibers) as the communications medium. The signals for each system are listed below:

SR 1394 (Poplar Tent Road) - 6 Signals	
Signal Number	**Intersection Description**
10-1532	SR 1394 (Poplar Tent Rd) at SR 1442 (Odell School Rd) / SR 1445 (Derita Rd)
10-2041	SR 1394 (Poplar Tent Rd) at SR 1394 (Ivey Cline Rd) / SR 1441 (Goodman Rd)
10-2091	SR 1394 (Poplar Tent Rd) at Vulcan Quarry's Main Entrance
10-1419	SR 1394 (Poplar Tent Rd) at I-85 Southbound Ramps
10-1418	SR 1394 (Poplar Tent Rd) at I-85 Northbound Ramps
10-2077	SR 1394 (Poplar Tent Rd) at Realigned SR 1305 (Pitts School Rd)

NC 73 (Davidson Highway) – 3 Signals	
Signal Number	**Intersection Description**
10-1651	NC 73 (Davidson Hwy) at Stanley Drive / Industrial Access driveway
10-0997	NC 73 (Davidson Hwy) at SR 1622 (Trinity Church Rd) / Ramp B
10-1365	NC 73 (Davidson Hwy) at SR 1429 (International Drive) / Ramp D

SUBSURFACE DRAINAGE

(7-20-10) DB8 R05

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

Page 8-13, Delete Section 815 SUBSURFACE DRAINAGE and replace it with the following:

Description

The Design-Build Team shall construct subsurface drains, underdrains, blind drains and other types of drains where groundwater is within 6 feet of subgrade. Install markers to locate concrete pads for drains. This provision does not apply to shoulder drains.

Materials

Refer to Division 10 of the *2006 Standard Specifications for Roads and Structures.*

Item	Section
Portland Cement Concrete, Class B	1000
Select Material, Class V	1016
Subsurface Drainage Materials	1044
Filter Fabric for Subsurface Drains, Type 1	1056
Steel Markers	1072-4
Steel Marker Paint	1080-14
Pavement Marker Paint	1087

Use Class B Concrete for concrete pads and Class V Select Material for subdrain coarse aggregate. Provide subdrain coarse aggregate for subsurface drains and subdrain fine aggregate for underdrains and blind drains.

Construction Methods

Do not leave filter fabrics uncovered for more than seven days. Excavate trenches as necessary in accordance with the contract or as directed by the Engineer. For subsurface drains, line trench with filter fabric and overlap fabric ends a minimum of 6” on top of subdrain coarse aggregate.

Install blind drains at a depth of four to six feet below subgrade elevation. Install subdrain pipes for subsurface drains and underdrains at a depth of four to six feet below subgrade elevation unless the subgrade will be proof rolled. For subsurface drains and underdrains in subgrades that will be proof rolled, install subdrain pipes at a depth of six feet below subgrade elevation. Firmly connect subdrain pipes together as needed. Place perforated subdrain pipes with perforations down except for pipes in dry materials, in which case turn perforations up or use non-perforated pipes. For concrete pipes in dry materials, construct mortar joints in accordance with
Subarticle 300-6(A) of the *2006 Standard Specifications for Roads and Structures*.

Place subdrain aggregate beneath, around and over subdrain pipes such that pipes are covered by at least 6" of aggregate unless shown otherwise on the plans developed by the Design-Build Team. Do not displace or damage subdrain pipes while placing and compacting subdrain aggregate. Lightly compact backfill material such that settlement is minimized.

Use solvent cement for connecting polyvinyl chloride (PVC) outlet pipes and fittings such as wyes, tees and elbows. Provide connectors for outlet pipes and fittings that are watertight and suitable for gravity flow conditions. Cover open ends of outlet pipes with rodent screens as shown on the plans developed by the Design-Build Team.

Connect drains to concrete pads or existing drainage structures at ends of outlet pipes. Construct concrete pads and provide an Ordinary Surface Finish in accordance with Subarticle 825-6(B) of the *2006 Standard Specifications for Roads and Structures*. Furnish and install steel and pavement markers at concrete pads as shown on the plans developed by the Design-Build Team.

Allow drains to function for up to 30 days or a sufficient time as determined by the Engineer before undercutting, proof rolling or constructing embankments over drains.

CHANNELIZING DEVICES (Drums)

7-20-10 DB10 R60

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

Page 10-236, Subarticle 1089-5(A) Drums (1) General, replace the paragraph with the following:

(1) General

Provide drums composed of a body, alternating orange and white four-band pattern of Type III-High Intensity Microprismatic Sheeting and ballasts that have been evaluated by NTPEP.

The following guidelines will be used during the transition from drums with the standard five-band engineer's grade sheeting to the new four-band configuration.

(a) All **new** drums purchased **after July 20, 2010** shall have the new sheeting and four-band configuration.

(b) Existing five-band drums with engineer's grade sheeting (both new and used devices in existing inventories) will be allowed for use on all on-going construction projects until project completion and will also be allowed for use on other projects until a sunset date has been established.

(c) Intermixing of "old drums" and "new drums" on the same project is acceptable during the transition.

(d) Four-band drums with engineer's grade sheeting shall not be allowed at anytime.

Page 10-236, Subarticle 1089-5(A) Drums (3) Retroreflective Stripes, replace the paragraph with the following:

(3) Retroreflective Bands

Provide a minimum of four retroreflective bands - two orange and two white alternating horizontal circumferential bands. The top band shall always be orange. Use a 6" to 8" wide band Type III-High Intensity Microprismatic Retroreflective Sheeting or better that meets the requirement of Section 1093 for each band. Do not exceed 2" for any non-reflective spaces between orange and white stripes. Do not splice the retroreflective sheeting to create the 6" band. Apply the retroreflective sheeting directly to the drum surface. Do not apply the retroreflective sheeting over a pre-existing layer of retroreflective sheeting. Do not place bands over any protruding corrugations areas. No damage to the reflective sheeting should result from stacking and unstacking the drums, or vehicle impact.

Page 10-237, Subarticle 1089-5 (B) Skinny-Drums (1) General, replace the paragraph with the following:

(1) General

All existing skinny-drums that do not have Type III-High Intensity Microprismatic Sheeting as a minimum shall have the same transition requirements as drums as stated above. All **new** skinny-drums purchased **after July 20, 2010** shall have Type III-High Intensity Microprismatic Sheeting as the minimum. Type IV and higher grade sheeting is acceptable for use on both new and used devices.

Provide skinny-drums composed of a body, reflective bands, and ballasts that have been evaluated by NTPEP.

Page 10-237, Subarticle 1089-5 (B) Skinny Drums (3) Retroreflective Stripes, replace the paragraph with the following:

(3) Retroreflective Bands

Provide a minimum of four retroreflective bands - two orange and two white alternating horizontal circumferential bands for each skinny-drum. The top band shall always be orange. Use a 6" to 8" wide band Type III-High Intensity Microprismatic Retroreflective Sheeting or better that meets the requirement of Section 1093 for each band. Do not exceed 2" for any non-reflective spaces between orange and white stripes. Do not splice the retroreflective sheeting to create the 6" band. Apply the retroreflective sheeting directly to the skinny-drum surface. Do not apply the retroreflective sheeting over a pre-existing layer of retroreflective sheeting. Do not place bands over any protruding

corrugations areas. No damage to the reflective sheeting should result from stacking and unstacking the skinny-drums, or vehicle impact.

GENERAL DECISION NC20100011 NC11

Z-12

Date: March 12, 2010

General Decision Number NC20100011 03/12/2010

Superseded General Decision No. NC20080011

State: North Carolina

Construction Type: HIGHWAY

COUNTIES:

Alamance	Durham	Orange
Alexander	Forsyth	Randolph
Buncombe	Franklin	Rowan
Burke	Gaston	Stokes
Cabarrus	Guilford	Union
Catawba	Lincoln	Wake
Cumberland	Mecklenburg	Yadkin
Davidson	New Hanover	
Davie	Onslow	

HIGHWAY CONSTRUCTION PROJECTS (does not include tunnels, building structures in rest area projects, railroad construction, and, bascule, suspension and spandrel arch bridges, bridges designed for commercial navigation, and bridges involving marine construction, and other major bridges).

Modification Number	Publication Date
0	03/12/2010

SUNC1990-014 02/12/1990

	Rates	Fringes
CARPENTER	7.63	
CONCRETE FINISHER	7.52	
ELECTRICIAN	10.26	
IRONWORKERS (reinforcing)	9.76	
LABORER		
General	7.25	
Asphalt Lay Down Man	7.25	
Asphalt Raker	7.25	
Form Setter (road)	8.57	
Mason (brick, block, stone)	7.44	
Pipe Layer	7.25	
Power Tool Operator	8.28	
POWER EQUIPMENT OPERATORS		
Asphalt Distributor	7.25	
Asphalt Paver	7.47	
Bulldozer	7.33	
Bulldozer (utility)	7.25	
Concrete Curb Machine	7.25	
Concrete Finishing Machine	7.85	
Concrete Paver	7.25	
Crane, Backhoe, Shovel & Dragline (over 1 yd)	8.16	
Crane, Backhoe, Shovel & Dragline (1 yd and under)	7.25	
Drill Operator	7.34	
Grade Checker	7.25	
Gradeall	8.38	
Grease Person	7.25	
Loader	7.25	
Mechanic	8.47	
Motor Grader (Fine Grade)	8.04	
Motor Grader (Rough Grade)	7.68	
Oiler	7.25	
Roller (Finisher)	7.25	
Roller (Rough)	7.25	
Scraper	7.25	
Screed Asphalt	7.25	
Stone Spreader	7.25	
Stripping Machine Operator	7.25	
Subgrade Machine	7.25	
Sweeper	7.25	
Tractor (Utility)	7.25	
TRUCK DRIVERS		
Trucks – Single Rear Axle	7.25	
Trucks – Multi Rear Axle	7.25	
Trucks – Heavy Duty	9.47	
WELDERS – Receive rate prescribed for craft performing operation to which welding is incidental.		

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR 5.5(a)(1)(ii)).

In the listing above, the "SU" designation means that rates listed under that identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U. S. Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U. S. Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20210

4.) All decisions by the Administrative Review Board are final.

END OF GENERAL DECISION

statement, to advertise for new proposals, or to proceed to do the work otherwise, if in the judgment of the Board, the best interests of the State will be promoted thereby.

Page 1-26, Subarticle 103-2(A), add items (7) and (8) as follows:

(7) **Discrepancy in the "Total Amount Bid" and the addition of the "Amount Bid" for each line Item**

In the case of the Total Amount Bid does not equal the summation of each Amount Bid for the line items, the summation of each Amount Bid for the line items shall be deemed to be the correct total for the entire project.

(8) **Omitted Total Amount Bid –Amount Bid Completed**

If the Total Amount Bid is not completed and the Amount Bid for all line items is completed the Total Amount Bid shall be the summation of the Amount Bid for all line items.

Page 1-28, Subarticle 103-4(A), replace the fourth sentence with the following:

The notice of award, if the award be made, will be issued within 75 days after the submittal of bids, except that with the consent of the lowest responsible bidder the decision to award the contract to such bidder may be delayed for as long a time as may be agreed upon by the Department and such bidder.

Page 1-29, delete Article 103-6 and replace with the following:

103-6 RETURN OF BID BOND OR BID DEPOSIT

Checks that have been furnished as a bid deposit will be retained until after the contract bonds have been furnished by the successful proposer, at which time Department of Transportation warrants in the equivalent amount of checks that were furnished as a bid deposit will be issued.

Paper bid bonds will be retained by the Department until the contract bonds are furnished by the successful proposer, after which all such bid bonds will be destroyed unless the individual bid bond form contains a note requesting that it be returned to the proposer or the Surety.

Page 1-30, delete Article 103-9 and replace with the following:

103-9 FAILURE TO FURNISH CONTRACT BONDS

The successful proposer's failure to file acceptable bonds within 14 calendar days after the notice of award is received by him shall be just cause for the forfeiture of the bid bond or bid deposit and rescinding the award of the contract. Award may then be made to the responsible proposer with the next lowest adjusted price or the work may be readvertised and constructed under contract or otherwise, as the Board of Transportation may decide.

SECTION 104
SCOPE OF WORK

Page 1-30, delete Article 104-1 and replace with the following:

104-1 INTENT OF CONTRACT

The intent of the contract is to prescribe the work or improvements that the Design-Build Team undertakes to perform, in full compliance with the contract. In case the method or character of any part of the work is not covered by the contract, this section shall apply. The