



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 11, 2018

Addendum No. 2

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. 2 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. 2 for your information. Please note that all revisions have been highlighted in gray and are as follows:

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

Page Nos. 2 and 3 of the *Other Liquidated Damages and Incentives* Project Special Provision have been revised. Please void Page Nos. 2 and 3 in your proposal and staple the revised Page Nos. 2 and 3 thereto.

Page No. 6 of the *Submittal of Quantities, Fuel Base Index Price and Opt-Out Option* Project Special Provision has been revised. Please void Page No. 6 in your proposal and staple the revised Page No. 6 thereto.

Page No. 47 of the *Price Adjustments for Asphalt Binder* Project Special Provision has been revised. Please void Page No. 47 in your proposal and staple the revised Page No. 47 thereto.

Page Nos. 160, 161 and 162 of the *Typical Median Access Areas* Project Special Provision have been revised. Please void Page Nos. 160, 161 and 162 in your proposal and staple the revised Page Nos. 160, 161 and 162 thereto.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
CONTRACT STANDARDS AND
DEVELOPMENT UNIT
1591 MAIL SERVICE CENTER
RALEIGH, NC 27699-1591

Telephone: (919) 707-6900
Fax: (919) 250-4119
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. 219 of the *Structures* Scope of Work has been revised. Please void Page No. 219 in your proposal and staple the revised Page No. 219 thereto.

Page Nos. 231 and 232 of the *Hydraulics* Scope of Work have been revised. Please void Page Nos. 231 and 232 in your proposal and staple the revised Page No. 231 and 232 thereto.

Page Nos. 279, 280 and 281 of the *Transportation Management* Scope of Work have been revised. Please void Page Nos. 279, 280 and 281 in your proposal and staple the revised Page Nos. 279, 280 and 281 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

cc: Ron Hancock, PE
Joey Hopkins, PE
Ronnie Keeter, PE
Teresa Bruton, PE
Zak Hamidi, PE
Tim McFadden, CPM
File

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Liquidated Damages for Intermediate Contract Time #2 for lane narrowing, lane closure, holiday and special event time restrictions for two lanes of a three-lane section (in one direction) on I-40 and I-440 are \$5,000.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #3 for lane narrowing, lane closure, holiday and special event time restrictions for US 70 Business, NC 42, and SR 1010 (Cleveland Road) are \$1,250.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #4 for lane narrowing, lane closure, holiday and special event time restrictions for all roads not included in ICT # 1 – ICT # 3 are \$1,000.00 per hour or any portion thereof.

Liquidated Damages for Intermediate Contract Time #5 for road closure time restrictions for I-40, I-440, I-87, and **all** ramps and loops are \$5,000.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #6 for road closure time restrictions for US 70 Business are \$1,250.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #7 for ramp reconstruction time restrictions for the I-40 / I-440 interchange are \$500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #8 for ramp reconstruction time restrictions for the I-40 / Jones Sausage Road interchange are \$500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #9 for ramp reconstruction time restrictions for the I-40 / US 70 Business interchange are \$500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #10 for ramp reconstruction time restrictions for the I-40 / US 70 interchange are \$500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #11 for ramp reconstruction time restrictions for the I-40 / NC 42 interchange are \$500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #12 for road closure time restrictions for SR 1004 (East Garner Road) are \$1,000.00 per calendar day or any portion thereof.

Liquidated Damages for Intermediate Contract Time #13 for road closure time restrictions for -Y8LPC- are \$2,500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #14 for road closure time restrictions for -Y8RPC- are \$2,500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #15 for road closure time restrictions for NC 42 are \$1,250.00 per 15-minute period or any portion thereof.

Liquidated Damages for Signing apply to this project.

Liquidated Damages for Intermediate Contract Time #16 for failure to install the I-87 off-site signing located outside jurisdictional resources by the ICT #16 Completion Date proposed by the Design-Build Team in the Technical Proposal are \$500.00 per day or any portion thereof.

Liquidated Damages for ITS apply to this project.

Liquidated Damages for Intermediate Contract Time #17 for failure to repair a damaged ITS fiber optic communications cable and restore communication within 24 hours are \$500.00 per hour or any portion thereof.

Liquidated Damages for Intermediate Contract Time #18 for failure to reestablish ITS fiber optic communications within 72 hours are \$2,500.00 per day or any portion thereof.

Liquidated Damages for Intermediate Contract Time #19 for failure to provide a plan that defines 1) an anticipated ITS fiber optic communications disruption timeframe and 2) a plan of action for reestablishing ITS communications a minimum of 21 days prior to a proposed disruption in service are \$10,000.00 per failure.

Liquidated Damages for Erosion and Sedimentation Control efforts apply to this project.

Reference the Erosion and Sedimentation control Scope of Work found elsewhere in this RFP for additional information under the Liquidated Damages Section.

FUNDING DIFFERENTIATION

The Itemized Proposal Sheet and the Cover Sheet of this Request for Proposals identify two separate wbs elements, each with a corresponding lump sum line item in the Itemized Proposal Sheet. The wbs elements and the work associated with each are as noted below:

- 42346.3.1** All work required by this contract to complete the design and construction of the I-5111 and I-4739 projects.
- 47748.3.1** All work required by this contract to complete the design and construction of the U-6093 project.

The quantity breakdown shall include all items of work that appear in the *Fuel Usage Factor Chart and Estimate of Quantities* sheets. Only those items of work which are specifically noted in the *Fuel Usage Factor Chart and Estimate of Quantities* sheets will be subject to fuel price adjustments.

Submittal The submittal shall be signed and dated by an officer of the Design-Build Team. The information shall be copied and submitted in a separate sealed package with the outer wrapping clearly marked “Fuel Price Adjustment” and shall be delivered at the same time and location as the Technical and Price Proposal. The originals shall be submitted in the Price Proposal.

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

(B) **Base Index Price**

The Design-Build Team’s Estimate of Quantities will be used on the various partial payment estimates to determine fuel price adjustments. The Design-Build Team shall submit a payment request for quantities of work completed based on the work completed for that estimate period. The quantities requested for partial payment shall be reflective of the work actually accomplished for the specified period. The Design-Build Team shall certify that the quantities are reasonable for the specified period. The base index price for DIESEL #2 FUEL is **\$2.2154** per gallon.

(C) **Opt Out of Fuel Price Adjustment**

If the Design-Build Team elects not to pursue reimbursement for Fuel Price Adjustments for the lump sum items on the Itemized Proposal Sheet, a quantity of zero shall be entered for all quantities in the *Fuel Usage Factor Chart and Estimate of Quantities* and the declination box shall be checked on both *Fuel Usage Factor Chart and Estimate of Quantities* sheets. Failure to complete both of these forms will mean that the Design-Build Team is declining the Fuel Price Adjustments for this project.

(D) **Change Option**

The proposer will not be permitted to change the option after the Price Proposal and the copy of the *Fuel Usage Factor Chart and Estimate of Quantities* sheets are submitted.

(E) **Failure to Submit**

Failure to submit both of the completed *Fuel Usage Factor Chart and Estimate of Quantities* sheets in a separate sealed package and in the Price Proposal will result in the Technical and Price Proposal being considered irregular by the Department and the Technical and Price Proposal may be rejected.

adjusted. The partial payment will be adjusted by adding the difference (+ or -) of the base price index subtracted from the monthly selling price multiplied by the total theoretical quantity of asphalt binder authorized for use in the plant mix placed during the partial payment period involved.

The base price index for asphalt binder for plant mix is **\$455.56 per ton.**

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on **May 1, 2018.**

PRICE ADJUSTMENTS - ASPHALT CONCRETE PLANT MIX

(9-1-11) (Rev. 9-8-17)

DB6 R26

Revise the 2018 *Standard Specifications for Roads and Structures* as follows:

Page 6-15, Article 609-11 and Page 6-31, Article 610-14

Add the following paragraph before the first paragraph:

The "Asphalt Price" used to calculate any price adjustments set forth in this section shall be \$40.00 per theoretical ton. This price shall apply for all mix types.

FIELD OFFICE

(6-1-07) (Rev. 6-22-15)

DB 08-01

Description

This work consists of furnishing, erecting, equipping, and maintaining a field office for the exclusive use of Department Engineers and Inspectors at a location on the project approved by the Engineer. Provide a field office that complies with the current A.D.A. Design and Accessibility Standards, the National Electric Code, local, state, and federal regulations, and the following:

Procedures

The field office and equipment shall remain the property of the Design-Build Team upon completion of the contract. The field office must be separated from buildings and trailers used by the Design-Build Team and shall be erected and functional as an initial operation. Failure to have the field office functional when work first begins on the project will result in withholding payment of the Design-Build Team's monthly progress estimate. The field office must be operational throughout the duration of the project and be removed upon completion and final acceptance of the project.

Provide a field office that is weatherproof, tightly floored and roofed, constructed with an air space above the ceiling for ventilation, supported above the ground, has a width of at least ten feet, and the floor-to-ceiling height that is at least 7 feet 6 inches. Provide inside walls and a

(D) Trailer

Finish all exterior metal surfaces with Federal orange enamel per Federal Standard 595a, color chip ID# 13538 or 12473 respectively. The trailer shall be able to support a 100 mph wind load with the display fully extended.

The trailer shall be equipped with leveling jacks capable of stabilizing the unit in a horizontal position when located on slopes 6:1 or flatter.

The trailer shall be properly equipped in compliance with North Carolina Law governing motor vehicles.

Provide a minimum 4 inch wide strip of fluorescent orange retroreflective sheeting to the frame of the trailer. Apply the sheeting to all sides of the trailer. The retroreflective sheeting shall be Grade B that conforms to Article 1092-2 in the 2018 *Standard Specifications for Roads and Structures*. Drums may be supplemented around the unit in place of the sheeting.

(E) Reliability

Provide a sign unit, flashing beacons, and detection system with all components rated to operate at temperatures ranging from -30°F to 165°F.

Construction Methods

See Typical Median Access Detail (attached).

Temporary Acceleration Lane

Construct a temporary acceleration lane with a minimum length of 1720' and a minimum clear width of 12' from the face of the positive protection to the active travel lanes. At least 1,020' of parallel merge / diverge area is required adjacent to the active travel lanes, in addition to a 300' merging taper, a 300' channelized acceleration area, and a 100' detection area. The channelized acceleration and detection areas shall have positive protection separating them from the active travel lanes and shall not overlap the 1,020' of parallel merge / diverge area.

The Temporary Acceleration Lane shall use either existing or proposed pavement, where available. If existing or proposed pavement is not available, construct temporary pavement as follows: 1.25" S9.5B, 2.5" I19.0C, and 8" ABC. Install and maintain pavement in accordance with Division 6.

Using Work Zone Performance Pavement Markings, install 12" yellow diagonals lines (2:1 slope) at 100' intervals throughout the upstream half of the parallel merge / diverge area, and at 55' intervals throughout the downstream half of the parallel merge / diverge area. Remove any conflicting markings in accordance with Section 1205.

Flashing Beacons and Detection System

Provide High Visibility advance warning signage as shown in the attached detail. Provide a flashing beacon system with two (2) flashing lights per sign to alert motorists in the active travel lanes of work vehicles entering from the median.

Provide a non-intrusive detection system capable of detecting vehicles in the work area at least 400' in advance of the parallel merge / diverge area. The detection system shall be programmed such that passing public traffic in active travel lanes and vehicles in the work area not intending to use the parallel merge / diverge area are not detected.

Once detection occurs, the beacons on the advance warning sign(s) shall begin flashing immediately at a rate of not less than 50 or more than 60 times per minute. The beacons on the advance warning sign(s) shall flash continuously in an alternating pattern at all times that work vehicles are detected. The beacons shall continue flashing for thirty (30) seconds after detection ceases before turning off, and personnel on site shall have the ability to adjust this time based on field conditions. The flashing beacon system shall remain dark when idle.

Expedite repairs due to failure, malfunction or damage to the flashing beacons and / or detection system. Furnish another flashing beacon system or detection system approved by the Department during the repair time. Repair or replace flashing beacon system and / or detection systems immediately; otherwise, suspend all construction activities requiring the use of the Median Access Area until the flashing beacon system and / or detection system is restored to operation.

Perform all maintenance operations recommended by the manufacturer of the flashing beacon system and detection system

Location, Placement, and Use

Typical Median Access Areas shall not be located within one-half (1/2) mile of any interchange acceleration or deceleration lanes, unless approved by the Department. All proposed locations for Typical Median Access Areas shall be reviewed and approved by the Department prior to installation.

Work vehicles using a particular Median Access Area shall not utilize any interchange ramp (on-ramp or off-ramp) within one (1) mile of the Median Access area.

Typical Median Access Areas installed in accordance with this section will not require the use of temporary lane closures for ingress/egress of work vehicles.

The Contractor shall comply with multiple and single vehicle hauling restrictions as shown in the TMP when performing hauling of equipment or materials to or from the project while using Typical Median Access Areas.

In accordance with the *Asbestos Assessment for Bridge Demolition and Renovation Activities* Project Special Provision located on the Structures Management Unit's website, the Design-Build Team is cautioned that all the aforementioned bridges require an asbestos survey / inspection prior to demolition.

The Design-Build Team is cautioned that all the aforementioned bridges may be coated with red lead paint. In accordance with the 2018 *Standard Specifications for Roads and Structures*, the Design-Build Team shall handle, remove, ship, and dispose of all red lead painted elements.

Box Culverts

The Design-Build Team shall repair the existing double barrel 10' * 10' reinforced concrete box culvert (RCBC) located beneath I-40 at -L- Station 91+00. (Reference the Hydraulics Scope of Work found elsewhere in this RFP) The repairs shall include all necessary excavation, backfilling, re-compacting and re-grading to improve the box culvert structurally and / or extend the life expectancy. All work items required to repair the aforementioned RCBC, including but not limited to shoring and traffic control, shall be included in the lump sum price bid for the entire project. Prior to incorporation, the Design-Build Team shall present a repair approach, with supporting data, to the Engineer for approval. At a minimum, the Design-Build Team shall perform the following repairs:

- In accordance with Structure Standard No. CB11, design and construct a floor slab, a top slab and culvert walls, maintaining a minimum double barrel 8' * 8' (W * H) opening.
- In accordance with the appropriate *Standard Wings for Concrete Box Culvert* Project Special Provision found on the Structures Management Unit website noted below, design and construct headwalls, wing walls and sills.

<https://connect.ncdot.gov/resources/Structures/Pages/culvertstandards.aspx>

As required by the Design-Build Team's design, the Design-Build Team shall design and construct all proposed reinforced concrete box culverts and lengthen or replace all existing reinforced concrete box culverts. Reinforced concrete box culvert designs shall be in accordance with the latest edition of the AASHTO *LRFD Bridge Design Specifications* and the Hydraulic Culvert Survey Reports prepared by the Design-Build Team and accepted by the Department. (Reference the Hydraulics Scope of Work found elsewhere in the RFP).

A live load rating chart for reinforced concrete box culverts and reinforced concrete box culvert extensions shall be included in the culvert plans. A live load rating chart will not be required for the existing section of reinforced concrete box culverts that are extended.

Sound Barrier Walls

The Design-Build Team shall design and construct all sound barrier walls required by the Design-Build Team's design. (Reference the Roadway Scope of Work found elsewhere in this RFP)

Regardless of wall height, sound barrier walls shall be designed in accordance with the latest edition of the AASHTO *LRFD Bridge Design Specifications* with a minimum base wind pressure of 40 psf.

All proposed sound barrier wall surfaces shall have equivalent surface treatment. (Reference the *Architectural Concrete Surface Treatment* Project Special Provisions found elsewhere in this RFP)

All ground mounted sound barrier walls shall be detailed in accordance with Structure Standard Drawings SBW1 and SBW2, and concrete piles shall be used. (Reference the *Sound Barrier Wall* and *Architectural Concrete Surface Treatment* Project Special Provisions, and the Roadway Scope of Work found elsewhere in this RFP)

- Hydraulic Freeboard at Sag for Build-out Discharges at Existing Structure with Mitigation
 - HW/D for Build-out Discharges for Mitigation Structure(s)
 - Hydraulic freeboard at Sag for Build-out Discharges at Mitigation Structure(s)
 - Comments
- For all pipes and box culverts retained for drainage purposes, excluding the box culverts and pipes listed below, the Design-Build Team shall provide appropriate documentation, obtained from video inspections, for the Department's review and approval prior to any hydraulic design submittal to ensure that the pipes and box culverts are structurally sound.
- -L- Station 65+00 – Box Culvert
 - -L- Station 91+00 – Box Culvert
 - -L- Station 212+92 – Pipe
 - -L- Station 249+10 – Pipe
 - -L- Station 322+92 – Pipe
 - -L- Station 386+79 – Pipe
 - -L- Station 405+38 – Pipe
 - -Y5RPA- - Station 21+80 – Pipe
 - -Y5RPC- - East of the -Y5RPA- Gore – Pipe

Prior to performing any storm drain clean-out required for the aforementioned video inspections, the Design-Build Team shall obtain approval from the Engineer. In accordance with Subarticle 104-8(A) of the 2018 NCDOT *Standard Specifications for Roads and Structures*, required storm drain clean-out will be paid for as extra work.

- As directed by the Engineer, the Design-Build Team shall provide the appropriate structural mitigation for all structurally deficient box culverts and / or pipes. Excluding the box culvert and pipe repairs required elsewhere in this RFP, structural mitigation, for structural deficiencies in box culverts and / or pipes, including but not limited to all repairs and replacement will be paid for as extra work in accordance with Subarticle 104-8(A) of the 2018 NCDOT *Standard Specifications for Roads and Structures*.
- In lieu of replacement, the Design-Build Team may extend and supplement the existing pipes at the locations noted below, if necessary. The Design-Build Team shall line all pipes listed below that are retained with a smooth structural liner. (Reference the *Welded Steel Pipe Liner Inside CSP / RCP* details provided by the Department)
- -L- Station 212+92 – Pipe
 - -L- Station 249+10 – Pipe
 - -L- Station 322+92 – Pipe
 - -L- Station 386+79 – Pipe
 - -L- Station 405+38 – Pipe
 - -Y5RPA- Station 21+80 – Pipe
 - -Y5RPC- East of the -Y5RPA- Gore – Pipe
- In lieu of replacement, the Design-Build Team may extend and supplement the existing box culvert located at -L- Station 65+00.

- The Design-Build Team may extend and supplement the existing box culvert at approximately -L- Station 91+00, if necessary. In accordance with the Structures Scope of Work found elsewhere in this RFP, the Design-Build Team shall repair the aforementioned box culvert if it is retained.

Permit Coordination

- The Design-Build Team shall conduct a Concurrence Point 4B Meeting and a Concurrence Point 4C Meeting prior to the final submittal of the environmental permit applications. (Reference the Environmental Permits Scope of Work found elsewhere in this RFP.) All work resulting from the Concurrence Point 4B Meeting and Concurrence Point 4C Meeting shall be the Design-Build Team's responsibility. A minimum of five weeks prior to the appropriate Concurrence Point Meeting, the Design-Build Team shall provide 1) hydraulic plans and 2) permit drawings, calculations, and impact sheets for the USACE 404 Permit and the NCDWR Section 401 Certification to the Design-Build Unit. The Design-Build Team shall take minutes of the Concurrence Point Meetings and provide them to the Department within three business days of the aforementioned meetings.

FEMA Regulated Streams

- For all FEMA regulated streams impacted by the Design-Build Team's design and / or construction, the Design-Build Team shall adhere to the current *Guidelines for Drainage Studies and Hydraulics Design*, including all addenda, memos and revisions, and the following requirements:
 - The Design-Build Team shall prepare a CLOMR or MOA package for the Department's submittal to the North Carolina Floodplain Mapping Program (NCFMP). The Design-Build Team shall obtain NCFMP approval prior to performing any construction activity in a FEMA regulated floodplain.
 - Where a CLOMR is required, the spanning structure shall be designed such that only 0.5 feet of rise occurs between the Corrected Effective and the Revised Conditions for the 100-year water surface elevation.
 - The Design-Build Team shall notify the Design-Build Unit, in writing, of all structures that may require purchase due to an increase in the 100-year water surface elevation. The Department will be responsible for all surveys to ascertain insurable structures within the impacted area of the floodplain(s). The Design-Build Team shall discuss the extent and limits of the rise in water elevation in the floodplain(s), identify potentially impacted insurable structures, specify areas anticipated to require additional surveys and estimate the anticipated additional right of way impacts outside the project construction limits in the Technical Proposal. (Reference the Right of Way Scope of Work found elsewhere in this RFP.)
 - The Department will be responsible for all fees associated with the CLOMR(s) and / or MOA(s).
 - The Design-Build Team shall ensure that construction and / or removal of all structures in FEMA regulated floodplains adheres to the approved CLOMR(s) and / or MOA(s). Within three months of completion of work in a FEMA-regulated floodplain, the Design-Build Team shall provide As-Built Plans of the site, and a completed As-Built Certification Review Form that verifies construction adheres to the approved CLOMR(s) and / or MOA(s).

3. Intermediate Contract Times #7 through #11 for Ramp Reconstruction

One road closure, with an approved offsite detour, will be permitted for the reconstruction of each ramp for the maximum durations listed below. The Design-Build Team shall not concurrently close the entrance and exit ramp / loop in the same direction within an interchange. The Design-Build Team shall not close any ramps or loops at interchanges adjacent to the interchange undergoing ramp / loop reconstruction.

Intermediate Contract Times #7 through #11 for Ramp Reconstruction are as listed in the table below:

Intermediate Contract Time #	Interchange	Day and Times Road Closure Allowed	Duration (Per ramp or loop)	Liquidated Damages (per 15-minute period or any portion thereof)
#7	I-40 / I-440	From Friday at 9:00 p.m. until 5:00 a.m. Monday	56 consecutive hours	\$500.00
#8	I-40 / Jones Sausage Road	From Friday at 9:00 p.m. until 5:00 a.m. Monday	56 consecutive hours	\$500.00
#9	I-40 / US 70 Business	From Friday at 9:00 p.m. until 5:00 a.m. Monday	56 consecutive hours	\$500.00
#10	I-40 / US 70	From Friday at 9:00 p.m. until 5:00 a.m. Monday	56 consecutive hours	\$500.00
#11	I-40 / NC 42	From Friday at 9:00 p.m. until 5:00 a.m. Monday	56 consecutive hours	\$500.00

4. Intermediate Contract Time # 12 for Bridge Reconstruction

One road closure with an approved offsite detour will be permitted for the removal and reconstruction of each bridge and adjacent roadway improvements for the maximum duration listed below.

Intermediate Contract Time	Facility	Duration
#12	SR 1004 (East Garner Road)	365 days

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The date of availability shall be the date the Design-Build Team elects to close the road. The Design-Build Team shall provide the Engineer a minimum of 30 days written notice prior to the date of availability. The date of completion shall be the number of calendar days proposed by the Design-Build Team in the Technical proposal, and such number of calendar days proposed shall not be greater than the days noted above.

Liquidated Damages for Intermediate Contract Time #12 for the above road closure time restrictions for SR 1004 (East Garner Road) are \$1,000.00 per calendar day or any portion thereof.

5. Intermediate Contract Times #13 and #14 for Silane Deck Treatment

One road closure, with an approved offsite detour, will be permitted for the silane deck treatment for each ramp / loop for the maximum durations listed below. The Design Build Team shall not close any ramp / loop unless the NC 42 interchange is completely open to traffic. The Design-Build Team shall not concurrently close more than one ramp / loop.

Intermediate Contract Time #	Road Name	Day and Times Road Closure Allowed	Duration (Per ramp or loop)	Liquidated Damages (per 15- minute period or any portion thereof)
#13	-Y8LPC-	Road closures will ONLY be allowed between October 1 st and April 30 th of the following year. From Friday at 9:00 p.m. until 5:00 a.m. on Monday	56 consecutive hours	\$2,500.00
#14	-Y8RPC-	Road closures will ONLY be allowed between October 1 st and April 30 th of the following year. From Friday at 9:00 p.m. until 5:00 a.m. on Monday	56 consecutive hours	\$2,500.00

6. Intermediate Contract Time #15 for the NC 42 Diverging Diamond Interchange Tie-Ins

Five total road closures, with an approved offsite detour, will be permitted for the NC 42 diverging diamond interchange tie-in for the maximum duration listed below.

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The Design-Build Team shall not close NC 42 until the Cleveland Road interchange construction is completed and open to traffic.

Intermediate Contract Time #	Road Name	Day and Times Road Closure Allowed	Duration	Liquidated Damages (per 15- minute period or any portion thereof)
#15	NC 42	Road closures will ONLY be allowed 1) between March 15th and the weekend proceeding the Memorial Day weekend, excluding the Easter Weekend, and 2) between the first weekend after Labor Day and the last weekend in October. From Friday at 9:00 p.m. until 5:00 a.m. on Monday	56 consecutive hours	\$1,250.00

B. Hauling Restrictions

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

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

- The Design-Build Team shall not conduct any hauling operations against the flow of traffic of an open travelway unless an approved temporary traffic barrier or guardrail separates the traffic from the hauling operation.
- The Design-Build Team shall not haul during the holiday and special events time restrictions listed in ICT #1 through ICT #4 unless the hauling operation occurs completely behind temporary traffic barrier or guardrail and does not impact traffic operations.
- All entrances and exits for hauling to and from the work zone shall conform to the NCDOT Roadway Standard Drawings or the *Typical Median Access Areas* Project Special Provision found elsewhere in this RFP.