



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

July 23, 2018

Addendum No. 4

Contract No.: C204137
TIP No.: R-2247EB
Counties: Forsyth
Project Description: Future I-74 - Winston-Salem Northern Beltway Interchange at US 52

RE: Addendum No. 4 to Final RFP

August 21, 2018 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated May 2, 2018 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 4 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 No. 15 of the *Disadvantaged Business Enterprise Project Special Provision* has been revised. Please void Page No. 15 in your proposal and staple the revised Page No. 15 thereto.

Page No. 39 of the *Procedure for Monitoring Borrow Pit Discharge Project Special Provision* has been revised. Please void Page No. 39 in your proposal and staple the revised Page No. 39 thereto.

Page No. 154 of the *Roadway Scope of Work* has been revised. Please void Page No. 154 in your proposal and staple the revised Page No. 154 thereto.

Page No. 161 of the *Environmental Permits Scope of Work* has been revised. Please void Page No. 161 in your proposal and staple the revised Page No. 161 thereto.

Page Nos. 173, 174 and 176 of the *Erosion and Sedimentation Control Scope of Work* have been revised. Please void Page Nos. 173, 174 and 176 in your proposal and staple the revised Page Nos. 173, 174 and 176 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. 246 of the *Traffic Signals and Signal Communications Scope of Work* has been revised. Please void Page No. 246 in your proposal and staple the revised Page No. 246 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 / kbc

cc: Ron Hancock, PE
Pat Ivey, PE
Teresa Bruton, PE
Karen Capps, PE
File

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Listing of DBE Subcontractors Form - Form for entering DBE subcontractors on a project that will meet this DBE goal contained elsewhere in this RFP.

<https://connect.ncdot.gov/municipalities/Pages/Bid-Proposals-for-LGA.aspx>

Subcontractor Quote Comparison Sheet - Spreadsheet for showing all subcontractor quotes in the work areas where DBEs quoted on the project. This sheet is submitted with good faith effort packages.

<http://connect.ncdot.gov/business/SmallBusiness/Documents/DBE%20Subcontractor%20Quote%20Comparison%20Example.xls>

DBE Goal

The following DBE goal for participation by Disadvantaged Business Enterprises is established for this contract:

Disadvantaged Business Enterprises **13.0%**

- (A) *If the DBE goal is more than zero*, the Design-Build Team shall exercise all necessary and reasonable steps to ensure that DBEs participate in at least the percent of the contract as set forth above as the DBE goal.
- (B) *If the DBE goal is zero*, the Design-Build Team shall make an effort to recruit and use DBEs during the performance of the contract. Any DBE participation obtained shall be reported to the Department.

This goal is to be met through utilization of highway construction contractors and / or right of way acquisition firms. Utilization of DBE firms performing design, other preconstruction services, or Construction Engineering and Inspection are not included in this goal.

Directory of Transportation Firms (Directory)

Real-time information is available about firms doing business with the Department and firms that are certified through NCUCP in the Directory of Transportation Firms. Only firms identified in the Directory as DBE certified shall be used to meet the DBE goal. The Directory can be found at the following link.

<https://www.ebs.nc.gov/VendorDirectory/default.html>

The listing of an individual firm in the directory shall not be construed as an endorsement of the firm's capability to perform certain work.

- (C) Measure and record the turbidity test results (time, date and sampler) at all defined sampling locations 30 minutes after startup and at a minimum, one additional sampling of all sampling locations during that 24-hour period in which the borrow pit is discharging.
- (D) Notify DWR within 24 hours of any stream turbidity standard exceedances that are not brought into compliance.

During the Environmental Assessment required by Article 230-4 of the 2018 *Standard Specifications for Roads and Structures*, the Design-Build Team shall define the point at which the discharge enters into the State's surface waters and the appropriate sampling locations. Sampling locations shall include points upstream and downstream from the point at which the discharge enters these waters. Upstream sampling location shall be located so that it is not influenced by backwater conditions and represents natural background conditions. Downstream sampling location shall be located at the point where complete mixing of the discharge and receiving water has occurred.

The discharge shall be closely monitored when water from the dewatering activities is introduced into jurisdictional wetlands. Any time visible sedimentation (deposition of sediment) on the wetland surface is observed, the dewatering activity will be suspended until turbidity levels in the stilling basin can be reduced to a level where sediment deposition does not occur. Staining of wetland surfaces from suspended clay particles, occurring after evaporation or infiltration, does not constitute sedimentation. No activities shall occur in wetlands that adversely affect the functioning of a wetland. Visible sedimentation will be considered an indication of possible adverse impacts on wetland use.

The Engineer will perform independent turbidity tests on a random basis. These results will be maintained in a log within the project records. Records will include, at a minimum, turbidity test results, time, date and name of sampler. Should the Department's test results exceed those of the Design-Build Team's test results, an immediate test shall be performed jointly with the results superseding the previous test results of both the Department and the Design-Build Team.

To plan, design, construct, and maintain BMPs to address water quality standards, the Design-Build Team shall use the *NCDOT Turbidity Reduction Options for Borrow Pits Matrix*, available at the website noted below:

**[https://connect.ncdot.gov/resources/roadside/FieldOperationsDocuments/
TurbidityReductionOptionSheet.pdf](https://connect.ncdot.gov/resources/roadside/FieldOperationsDocuments/TurbidityReductionOptionSheet.pdf)**

Tier I Methods include stilling basins which are standard compensatory BMPs. Other Tier I methods are noncompensatory and shall be used when needed to meet the stream turbidity standards. Tier II Methods are also noncompensatory and are options that may be needed for protection of rare or unique resources or where special environmental conditions exist at the site which have led to additional requirements being placed in the DWR's 401 Certifications and approval letters, Isolated Wetland Permits, Riparian Buffer Authorization or a DOT Reclamation Plan's Environmental Assessment for the specific site. Should the Design-Build Team exhaust all Tier I Methods on a site exclusive of rare or unique resources or special environmental

Department will require four months to complete the balloting process. The Department will not honor any requests for additional contract time or compensation for the sound barrier wall construction unless the aforementioned four-month timeframe is exceeded. If time were granted, it would only be for that time exceeding the four-month period, which shall begin on the date the Department accepts the DNR developed by the Design-Build Team. The Design-Build shall not construct any sound barrier walls until the balloting process has been completed by the Department.

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

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

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

General

- Unless allowed otherwise elsewhere in this RFP, the design shall be in accordance with the 2011 AASHTO *A Policy on Geometric Design of Highways and Streets* and 2013 Errata, 2002 NCDOT *Roadway Design Manual*, including all revisions effective on the Technical Proposal submittal date, January 2018 NCDOT *Roadway Standard Drawings*, or as superseded by detail sheets located at <https://connect.ncdot.gov/resources/Specifications/Pages/2018-Roadway-Standard-Drawings.aspx>, *Roadway Design Policy and Procedure Manual*, *Roadway Design Guidelines for Design-Build Projects*, 2018 NCDOT *Standard Specifications for Roads and Structures* and the 2011 AASHTO *Roadside Design Guide*, 4th Edition and 2015 Errata.
- If the NCDOT *Roadway Design Manual*, including all revisions, the 2011 AASHTO *A Policy on Geometric Design of Highways and Streets* and 2013 Errata, the 2018 NCDOT *Roadway Standard Drawings* and / or any other guidelines, standards or policies have desirable and / or minimum values, the Design-Build Team shall use the desirable values unless noted otherwise elsewhere in this RFP. Similarly, in case of conflicting design parameters, and / or ranges, in the various resources, the proposed design shall adhere to the most conservative values, unless noted otherwise elsewhere in this RFP.

The Department will allow no direct contact between the Design-Build Team and representatives of the environmental agencies. No contact between the Design-Build Team and the environmental agencies shall be allowed either by phone, e-mail or in person, without representatives of the Department's Environmental Analysis Unit (EAU) - Environment Coordination and Permitting Group (ECAP) or the Division's Environmental Officer (DEO) present. A representative from the Design-Build Unit shall be included on all correspondence.

The Department has reached Concurrence Point 4A in the Merger Process used by the environmental agencies and the Department to obtain environmental permits. The Design-Build Team shall participate and present information for Concurrence Points 4B and 4C that are necessary to complete the Merger Process. The Design-Build Team shall follow the appropriate details on the Merger Information website referenced below:

<https://connect.ncdot.gov/resources/Environmental/Pages/Merger-Process-Guide.aspx>

Any variations in the Department's proposed design and / or construction methods that nullify any Concurrence Points obtained or decisions reached between the Department and the environmental agencies; and / or require additional coordination with the environmental agencies shall be the sole responsibility of the Design-Build Team. The Department will not allow any contract time extensions or compensation associated with this additional coordination.

Unless stipulated otherwise in the Technical Proposal, the Department will schedule the Concurrence Point 4B and 4C meetings for December 2018 and March 2019, respectively. The Design-Build Team shall clearly identify in their Technical Proposal what months they would like the Department to schedule these meetings. Failure on the part of the Design-Build Team to meet these dates shall place all responsibility for delays resulting from missing these dates solely in the hands of the Design-Build Team.

Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall be bound by the terms of all signed planning documents, and approved minutes and commitments of all interagency / concurrence meetings. The Design-Build Team shall be held accountable for meeting all permit conditions. The Design-Build Team shall be required to staff any personnel necessary to provide permit compliance.

Unless noted otherwise elsewhere in this RFP, the Department will not honor any requests for additional contract time or compensation for any efforts required in order to obtain any permit or permit modification, including but not limited to public involvement, additional design effort, additional construction effort, and / or additional environmental agency coordination and approvals.

Permit Application Process

It shall be the Design-Build Team's responsibility to acquire information and prepare permit drawings that reflect the impacts and minimization efforts resulting from the Merger Process and

- C. Provide reforestation sheet(s): regular, wetland, streambank and / or buffer showing appropriate species.

III. Title Sheet

- A. Show correct notes: NCG-01, HQW, ESA, clearing and grubbing, etc.
- B. Show correct standards for project
- C. List of standard NCDOT symbology
- D. Show name and certification number of Level III certified individual responsible for designing and / or reviewing Erosion and Sedimentation Control Plans
- E. Show name of primary NCDOT Roadside Environmental Unit Erosion and Sedimentation Control Plan reviewer

IV. Special Provisions

- A. Erosion Control Special Provisions are available at the following website:
<https://connect.ncdot.gov/resources/roadside/Pages/Soil-Water.aspx>
- B. References in Erosion Control Special Provisions from the aforementioned website to Method of Measurement, Basis of Payment, or any other statement regarding direct payment for Erosion & Sediment Control measures shall be disregarded.
- C. *Erosion & Sediment Control / Stormwater Certification* Project Special Provision found elsewhere in this RFP.

V. Miscellaneous

- A. Plan submittals shall include all pertinent design information required for review, such as design calculations, drainage areas, etc.
- B. The NCDOT Roadside Environmental Unit will provide a sample set of Erosion and Sedimentation Control Plans (including any special details or special provisions used by the NCDOT Roadside Environmental Unit) and MicroStation Erosion Control Workspace to the Design-Build Team for reference upon request.
- C. Plans shall address any environmental issues raised during the permitting process.
- D. The Design-Build Team shall allow sufficient time in the proposed schedule to address any comments to the Erosion and Sedimentation Control Plans, as deemed necessary by the NCDOT Roadside Environmental Unit.
- E. Temporary access and haul roads, other than public roads, constructed or used in connection with the project shall be considered a part of the project and addressed in the Erosion and Sedimentation Control Plans. Temporary access and haul roads located within the footprint and / or the right of way / easement corridor of the project shall be part of the highway Erosion and Sedimentation Control Plans. Temporary access and haul roads associated with borrow pits and staging areas shall be included in the Reclamation Plan.
- F. At a minimum, the Design-Build Team shall install Floating Turbidity Curtain at ponds, lakes, and other jurisdictional standing water bodies 1) where construction activities

create surface fill impacts 2) or where sufficient erosion and sediment control devices cannot be installed to contain sediment and / or turbidity impacts.

- G. To contain concrete waste water and associated concrete mix from washing out ready-mix trucks, drums, pumps, or other equipment, provide Concrete Washout Structures at egress points. Concrete Washout Structures must collect and retain all concrete waste water and solids so that this material does not migrate to surface waters or into the ground water. The Concrete Washout Structures are not intended for concrete waste not associated with washout operations. The Concrete Washout Structures may include devices above or below ground and / or commercially available devices designed specifically to capture concrete waste water. Concrete Washout Structure options may be found in the special provision, available at the website noted in Section IV above. For construction details of an above grade and below grade Concrete Washout Structure, reference the website noted below:

**[https://connect.ncdot.gov/resources/roadside/SoilWaterDocuments/
ConcreteWashoutStructure.pdf](https://connect.ncdot.gov/resources/roadside/SoilWaterDocuments/ConcreteWashoutStructure.pdf)**

- H. Borrow or waste areas that are part of the project shall require a separate Reclamation Plan, unless the borrow or waste activity is regulated under the *Mining Act of 1971*, or is a landfill regulated by the NCDEQ - Division of Waste Management (DWM). For newly created borrow pit(s) that require dewatering, Borrow Pit(s) Dewatering Basins shall be required and shall be in accordance with the applicable special provisions available at the website noted in Section IV above. The Design-Build Team shall submit the location and permit number for waste / borrow sites covered by the aforementioned Mining Act or regulated by the NCDEQ - DWM concurrently to the Design-Build Unit and the Resident Engineer. For Reclamation Procedures, see:

**[https://connect.ncdot.gov/resources/roadside/FieldOperationsDocuments/
ContractedReclamationProcedures.pdf](https://connect.ncdot.gov/resources/roadside/FieldOperationsDocuments/ContractedReclamationProcedures.pdf)**

- I. Whenever the Engineer determines that significant erosion and sedimentation continues despite the installation of approved protective practices, the Design-Build Team shall be required to, and shall, take additional protective action.
- J. An accepted Erosion and Sedimentation Control Plan shall not exempt the Design-Build Team from making every effort to contain sediment onsite.
- K. Any Erosion Control Design revision made during the construction of the project shall be submitted to NCDOT Roadside Environmental Unit by the 15th of the month via the Design-Build Unit. At any time requested by the Engineer or the NCDOT Roadside Environmental Unit, the Design-Build Team shall provide an updated version of the Erosion and Sedimentation Control Plans for distribution to all parties involved in the construction process.
- L. The Design-Build Team shall comply with the North Carolina Administrative Code *Title 15A Environmental Quality* Chapter 4, Sedimentation Control.
- M. A pre-submittal meeting shall take place between the NCDOT Roadside Environmental Unit Soil & Water Engineering Section, the Design-Build Team, and any other pertinent NCDOT personnel before any Erosion and Sedimentation Control Designs are submitted to NCDOT Roadside Environmental Unit. Erosion and Sedimentation Control Plan

- R. Erosion & Sediment Control / Stormwater Certification shall be required according to the Project Special Provision found elsewhere in this RFP.
- S. Prior to installation of any erosion control devices, the Design-Build Team shall verify boundaries of jurisdictional areas in the field and delineate with Safety Fence or flagging. For guidance on Safety Fence and flagging in jurisdictional areas, see:

<https://connect.ncdot.gov/resources/roadside/Pages/Field-Operations-Documents.aspx>

- T. Once RFC Erosion and Sedimentation Control Plans are issued, any major design change or addition, any change that involves calculations, and any addition, deletion, or relocation of a sediment basin shall be submitted to the NCDOT Roadside Environmental Unit, via the Design-Build Unit, for review and acceptance. Minor changes such as moving silt fence, adding or moving temporary ditches (unless adding new runoff flow to a sediment basin), and adding or moving slope drains shall be reviewed by the Engineer in the field.
- U. All erosion control measures with stone extending beyond the construction limits shall be considered temporary fill. If impacted wetland areas are permitted as Hand Clearing, then the aforementioned temporary fill shall be permitted as Temporary Fill in Hand Cleared Areas for Erosion Control. (Reference the Environmental Permits Scope of Work found elsewhere in this RFP)
- V. Sediment basins that drain directly into jurisdictional water or have a total drainage area of one acre or more shall be designed and constructed with outlet structures that only withdraw water from the surface. For sediment basins that do not drain directly into jurisdictional water or have less than one acre of total drainage area, surface dewatering outlets or stone outlets may be provided.
- W. In accordance with the requirements noted herein, the Design-Build Team shall be responsible for erosion control design, plans, plan implementation and maintenance of erosion control measures for all utility installation and relocation work performed by the Design-Build Team. To ensure that the Design-Build Team's erosion control designs, plan implementation and / or maintenance of erosion control measures do not conflict with the erosion control design, plan implementation and / or maintenance of erosion control measures for utility installation and / or relocation work performed by others, the Design-Build Team shall coordinate with the utility companies performing Utilities by Others (UBO) work.
- X. Ground Cover Stabilization Requirements - NCG010000 (7 - 14 Days)

Ground cover stabilization shall comply with the timeframe guidelines specified by the North Carolina Department of Environmental Quality, Division of Water Resources NCG-010000 General Construction Permit that became effective on August 1, 2016. Excluding the slopes noted below, temporary and permanent ground cover stabilization shall be provided within seven calendar days from the last land-disturbing activity. The Design-Build Team shall label all slopes subject to the seven-day ground cover stabilization requirements on all Erosion and Sedimentation Control Plans submitted to the Department for review and acceptance.

plans for the final traffic configurations. If necessary, temporary traffic signal designs and implementation, shall include, but not be limited to, new local controller, signal timing, cables, poles, signal span, controllers, cabinets, and / or signal heads. Prior to implementation, all signal system timing plans shall be reviewed and accepted by the NCDOT ITS and Signal Unit.

Throughout the project construction, the Design-Build Team shall maintain full actuation of the traffic signals located within the project limits, unless allowed otherwise by the Engineer in writing.

To connect sidewalk networks, the Design-Build Team shall provide crosswalks and pedestrian signal heads for all approaches, as appropriate, based on field conditions. Crosswalks and pedestrian signal heads will not be required where there is no sidewalk.

All temporary signal installations and existing signals with wood signal supports may utilize wood poles for signal supports. All plans and associated design material and specifications shall be reviewed and accepted by NCDOT ITS & Signals Unit before installation.

The Design-Build Team shall deliver all existing cabinets and contents, including but not limited to fiber and cellular modems, that are not reinstalled on this project to the Division 9 Traffic Operations Office located at 375 Silas Creek Parkway, Winston-Salem, NC 27127. The Design-Build Team shall dispose of and / or retain ownership of all other traffic signal equipment.

The Design-Build Team shall be responsible for providing a safe and economical design for the public. The Design-Build Team shall prepare all plans and designs in accordance with the current NCDOT ITS & Signals Unit design standards, including but not limited to, the version of the following documents effective on the Technical Proposal submittal date:

- NCDOT *Standard Specifications for Roads and Structures*
- NCDOT *Standard Roadway Drawings*
- ITS & Signals Unit Project Special Provisions
- ITS & Signals Unit Design Manual
- *Manual on Uniform Traffic Control Devices (MUTCD)*
- *North Carolina Supplement to the Manual on Uniform Traffic Control Devices (NCMUTCD)*
- *Guidelines for the Preparation of ITS & Signal Plans by Private Engineering Firms*
- Traffic Systems Operations' Project Special Provisions - (Special Provisions for the Preparation of Coordinated Traffic Signal System Timing Plans – Version 2011.1)

Links to additional ITS & Signals Unit design standards and aides are available on website noted below:

<https://connect.ncdot.gov/resources/safety/Pages/ITS-and-Signals.aspx>

Refer to the “ITS Scope of Work” for additional ITS Communications requirements.

II. TRAFFIC SIGNALS

Unless allowed otherwise elsewhere in this RFP, the Design-Build Team shall modify three (3) existing traffic signals. All of these signals shall be interconnected as noted in the table below