



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

August 3, 2018

**Addendum No. 5**

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

RE: Addendum No. 5 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. 5 for your information. Please note that all revisions have been highlighted in gray and are as follows:

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

Page No. 164 of the *Environmental Permits Scope of Work* has been revised. Please void Page No. 164 in your proposal and staple the revised Page No. 164 thereto.

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

Sincerely,

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

cc: Ron Hancock, PE  
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File

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Geotextile for Pavement Stabilization .....107  
 Foundations and Anchor Rod Assemblies for Metal Poles .....109  
 Overhead and Dynamic Message Sign Foundations .....115  
 Sound Barrier Wall .....117  
 Architectural Concrete Surface Treatment .....120  
 Nonwoven Geotextile Interlayer.....125

**GENERAL** .....127

**SCOPES OF WORK**

Roadway .....145  
 Environmental Permits.....160  
 Erosion and Sedimentation Control.....168  
 GeoEnvironmental .....184  
 Geotechnical Engineering.....186  
 Hydraulics .....196  
 ITS.....206  
 Pavement Management.....217  
 Pavement Markings .....228  
 Public Involvement and Information .....231  
 Railroad Coordination .....234  
 Right of Way.....238  
 Signals.....245  
 Signing .....253  
 Structures .....263  
 Transportation Management .....268  
 Utilities Coordination.....288

**STANDARD SPECIAL PROVISIONS**

Railroad Grade Crossing.....296  
 Plant and Pest Quarantines.....296  
 Rock and Broken Pavement Fills.....297  
 Bridge Approach Fills.....297  
 Alternate Bridge Approach Fills for Integral Abutments .....300  
 Automated Fine Grading.....301  
 Class IV Subgrade Stabilization In Lieu Of Chemical Stabilization.....302  
 Aggregate Subgrade .....302  
 Final Surface Testing .....303  
 Sealing Existing Pavement Cracks – Polymer Patch.....303  
 Open Graded Asphalt Friction Course, Permeable Asphalt Drainage Course  
 and Ultra-thin Wearing Course .....305  
 Asphalt Concrete Plant Mix Pavements .....307  
 Subsurface Drainage .....310  
 Remove and Stockpile Existing Guardrail.....310

### **Mitigation Responsibilities of the Design-Build Team**

As required by the NEPA Process and the USACE / EPA Section 404(b)(1) Guidelines, to offset potential wetland and stream impacts, the Department has reviewed the roadway project corridor for potential on-site mitigation opportunities. Since no on-site mitigation opportunities were identified, the Department has acquired the compensatory mitigation for unavoidable impacts to wetlands and surface waters due to the project construction from the NC Division of Mitigation Services. This mitigation was based on impacts, as identified in the Department's Preliminary Plans used to develop the Transportation Corridor Protection Maps.

Any changes proposed by the Design-Build Team to any design or construction details provided by the Department shall be approved by the Department prior to being submitted to the environmental agencies for their approval.

Should additional jurisdictional impacts result from design revisions that are not required elsewhere in this RFP and / or construction methods, suitable compensatory mitigation for wetlands and / or streams shall be the sole responsibility of the Design-Build Team. Therefore, it is important to note that additional mitigation will have to be approved by the environmental agencies and such approval shall require, at a minimum, the preparation and approval of a Mitigation Plan before permits are approved and before construction may commence. To mitigate for these additional jurisdictional impacts, the Design-Build Team shall be responsible for all costs associated with acquiring suitable mitigation. Construction of any on-site mitigation shall be performed by a contractor that has successfully constructed similar on-site mitigation. In the absence of suitable on-site mitigation, the Design-Build Team shall be responsible for acquiring additional mitigation from the NC Division of Mitigation Services or an approved compensatory mitigation banking service.

The Design-Build Team shall analyze all new areas to be impacted that have not been analyzed during the NEPA Process, including but not limited to borrow sites, waste sites, haul roads and staging areas that are located outside the project right of way. This analysis shall include performing all environmental assessments. These assessments shall require the Design-Build Team to engage the services of a NCDOT prequalified environmental consultant to conduct a full environmental investigation to include, but not be limited to, Federally Listed Threatened and Endangered Species, wetlands, streams, avoidance and minimization in jurisdictional areas, compensatory mitigation, FEMA compliance, and historical, archaeological, and cultural resources surveys in these areas. The environmental consultant shall obtain concurrence through EAU, to document compliance with Section 7 of the *Endangered Species Act* for those species requiring such concurrence. In addition, the Design-Build Team shall identify additional mitigation required, identify the amount of time beyond the aforementioned 11-month period, and fulfill all other requirements that the environmental agencies impose to obtain the permit. Any contract time extensions resulting from additional environmental assessments required by the Design-Build Team's design and / or construction methods impacting areas outside those previously analyzed through the NEPA Process shall be solely at the Department's discretion.