



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
Pat Ivey, PE
Teresa Bruton, PE
Karen Capps, PE
File

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

Geotextile for Pavement Stabilization107
 Foundations and Anchor Rod Assemblies for Metal Poles109
 Overhead and Dynamic Message Sign Foundations115
 Sound Barrier Wall117
 Architectural Concrete Surface Treatment120
 Nonwoven Geotextile Interlayer.....125

GENERAL127

SCOPES OF WORK

Roadway145
 Environmental Permits.....160
 Erosion and Sedimentation Control.....168
 GeoEnvironmental184
 Geotechnical Engineering.....186
 Hydraulics196
 ITS.....206
 Pavement Management.....217
 Pavement Markings228
 Public Involvement and Information231
 Railroad Coordination234
 Right of Way.....238
 Signals.....245
 Signing253
 Structures263
 Transportation Management268
 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 Abutments300
 Automated Fine Grading.....301
 Class IV Subgrade Stabilization In Lieu Of Chemical Stabilization.....302
 Aggregate Subgrade302
 Final Surface Testing303
 Sealing Existing Pavement Cracks – Polymer Patch.....303
 Open Graded Asphalt Friction Course, Permeable Asphalt Drainage Course
 and Ultra-thin Wearing Course305
 Asphalt Concrete Plant Mix Pavements307
 Subsurface Drainage310
 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.