



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

February 21, 2011

Addendum No. 3

Contract No.: C 202615
TIP No.: R-2583
County: Hertford
Project Description: US 158 Widening from the Murfreesboro Bypass to US 13 west of Winton

RE: Addendum No. 3 to Final RFP

March 24, 2011 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated January 5, 2011 recently furnished to you on the above project. We have since incorporated changes and have attached a copy of Addendum No. 3 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. 37 of the *Project Special Provisions* has been revised. Please void Page No. 37 in your proposal and staple the revised Page No. 37 thereto.

Page No. 69 of the *Roadway Scope of Work* has been revised. Please void Page No. 69 in your proposal and staple the revised Page No. 69 thereto.

Page No. 76 of the *Structures Scope of Work* has been revised. Please void Page No. 76 in your proposal and staple the revised Page No. 76 thereto.

Page No. 87 of the *Hydraulics Scope of Work* has been revised. Please void Page No. 87 in your proposal and staple the revised Page No. 87 thereto.

Page No. 93 of the *Environmental Permits Scope of Work* has been revised. Please void Page No. 93 in your proposal and staple the revised Page No. 93 thereto.

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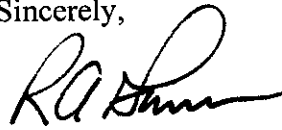
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If you have any questions or need additional information, I can be reached by telephone at (919) 250-4128.

Sincerely,



R.A. Garris, P.E.
Contract Officer

RAG/kaa

Cc: Mr. Victor Barbour, PE Mr. Jerry Jennings, PE Ms. Teresa Bruton, PE
Mr. Rodger Rochelle, PE Ms. Jackie Armstrong, PE File

TABLE OF CONTENTS**COVER SHEET****PROPOSAL SHEETS**

PROJECT SPECIAL PROVISIONS (GREEN SHEETS)	<i>PAGE NO.</i>
Contract Time and Liquidated Damages	1
Other Liquidated Damages	1
Progress Schedule	2
Payout Schedule.....	3
Mobilization.....	4
Substantial Completion.....	4
Submittal of Quantities, Fuel Base Index Price and Opt-Out Option.....	5
Execution of Bid, Non-Collusion Affidavit, Debarment Certification and Gift Ban Certification	6
Submission of Design-Build Proposal.....	7
Alternative Technical Concepts and Confidential Questions	7
Value Analysis.....	12
Schedule of Estimated Completion Progress.....	12
Minority Business Enterprise and Women Business Enterprise.....	12
Contractor's License Requirements.....	23
Subsurface Information.....	24
Cooperation between Contractors.....	24
Bid Documentation	24
Twelve Month Guarantee	27
Outsourcing Outside the USA	28
Clearing and Grubbing.....	28
SHPO Documentation for Borrow / Waste Sites.....	29
Erosion & Sediment Control / Stormwater Certification.....	30
Procedure for Monitoring Borrow Pit Discharge.....	35
Building and Appurtenance Removal / Demolition	37
Culvert Pipe	37
Drainage Pipe.....	38
Pipe Installation and Pipe Culverts	40
** NOTE ** Deleted Cement and Lime Stabilization of Sub-Grade Soils	
Price Adjustments for Asphalt Binder	45
Material Transfer Vehicle	46
Price Adjustments - Asphalt Concrete Plant Mix	46
Field Office	46
Safety Fence.....	49
GENERAL (GREEN SHEETS)	51

SCOPES OF WORK (GREEN SHEETS)

Roadway66

Pavement Management.....73

Structures76

Geotechnical Engineering.....78

Hydraulics.....87

Environmental Permits.....89

Traffic Management.....94

Pavement Markings109

Right of Way.....111

Utilities Coordination114

Signing.....120

Erosion and Sedimentation Control.....123

Public Information130

STANDARD SPECIAL PROVISIONS (YELLOW SHEETS)

Liability Insurance132

Plant and Pest Quarantines.....133

Contractor Claim Submittal Form133

Gifts from Vendors and Contractors.....134

Embankments.....134

Aggregate Subgrade135

Flowable Fill135

Bridge Approach Fills.....136

Fine Grading Subgrade, Shoulders and Ditches138

Aggregate Base Course138

Preparation of Subgrade and Base.....138

Asphalt Pavements – Superpave.....139

Asphalt Pavements - Warm Mix Asphalt Superpave155

Asphalt Binder Content of Asphalt Plant Mixes.....157

Asphalt Plant Mixtures158

Final Surface Testing – Asphalt Pavements158

Subsurface Drainage161

Remove and Stockpile Existing Guardrail.....163

Guardrail Anchor Units Type M-350163

Guardrail Anchor Units, Type 350164

Fence.....165

Preformed Scour Hole with Level Spreader Apron.....165

Street Signs and Markers and Route Markers.....166

Steel U-Channel Posts and Steel Square Tube Supports167

Shipping Signs167

Galvanized High Strength Bolts, Nuts and Washers168

Galvanizing.....168

Aggregate Production168

BUILDING AND APPURTENANCE REMOVAL / DEMOLITION

(04/03/07) (Rev. 12/04/07) (Rev. 4/12/10)

DB2 R12

Unless otherwise as agreed upon by the Department, seal all wells and remove or demolish all buildings and appurtenances, in their entirety, that are located either partially or completely within the project's right of way limits or are located outside the project's right of way limits but within property purchased as an uneconomical remnant in accordance with Sections 205, 210 and 215 of the 2006 *Standard Specifications for Roads and Structures*.

The Department will perform all assessment, removal and disposal of asbestos. Once the Design-Build Team has acquired a parcel and all buildings and appurtenances have been vacated, the Design-Build Team shall immediately notify the Division Right of Way Agent in writing. Upon receipt of the written notification, the Department then requires 60 days to assess and remove any asbestos prior to the Design-Build Team demolishing any building or appurtenance.

CULVERT PIPE

(1-19-10)

DB10R32

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

Page 10-67, Article 1032-1, replace (A), (B), (C), (E) and (F) with the following:

- (A) Coated corrugated metal culvert pipe and pipe arches.
- (B) Coated corrugated metal end sections, coupling band and other accessories
- (C) Corrugated aluminum alloy structural plate pipe and pipe arches
- (D) Corrugated aluminum alloy end sections, coupling band and other accessories
- (E) Welded steel pipe

Page 10-69, Subarticle 1032-3(A)(5) Coating Repair, replace with the following:

Repair shall be in accordance with Section 1076-6 of the 2006 *Standard Specifications for Roads and Structures*.

Subarticle 1032-3(A)(7) Aluminized Pipe, replace with the following:

Aluminized pipe shall meet all requirements herein, except that the pipe and coupling bands shall be fabricated from aluminum coated steel sheet meeting the requirements of AASHTO M274.

Page 10-71, Article 1032-4 Coated Culvert Pipe, replace (A), (1), (2), (3), (4), (B), (C), (D), (E), (F) and (G) with the following:

- (A) Coatings for Steel Culvert Pipe or Pipe Arch

The below coating requirements apply for steel culvert pipe, pipe arch, end sections, tees, elbows and eccentric reducers.

- shall install guardrail. The guardrail design shall be submitted for review with the Preliminary Plans submittal.
- The Design-Build Team shall design and construct bridge rail offsets as indicated in the NCDOT Roadway Design Manual or that are equal to the approach roadway paved shoulders, whichever is greater. Narrower bridge rail offsets for bridges 200 feet or longer will not be allowed.
- The Department has followed the Merger Process used by the Environmental Agencies and the Department to obtain environmental permits. 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 additional compensation associated with any coordination or approval process resulting from design and / or construction modifications.
- As currently designed, there are no sound barrier walls required on this project. If the Design-Build Team revises the horizontal and / or vertical alignments such that greater noise impacts are possible on surrounding receptors, the Design-Build Team shall re-analyze and complete a revised noise report, if necessary, for NCDOT review and acceptance. The Highway Traffic Noise / Construction Noise Analysis dated November 5, 2003 will be provided to the Design-Build Team to assist in their determination of anticipated additional noise impact on current receptors due to a design change. If sound barrier walls are required as a result of design deviations, the Design-Build Team shall be responsible for all costs associated with the walls, including, but not limited to, public involvement, geotechnical investigation, shaft and wall designs and construction.
- Excluding haul roads and the possible exception noted below, the Design-Build Team shall design and construct resurfacing grades for all roadways impacted by construction. All resurfacing grades shall adhere to the design criteria and standards, and provide all required pavement wedging. All resurfacing grades and uniform overlays shall adhere to the minimum requirements noted below: (Reference the Pavement Management Scope of Work found elsewhere in this RFP)
 - The Design-Build Team shall resurface all lanes and shoulders of an undivided facility throughout the limits of proposed widening and construction.
 - The Design-Build Team shall resurface each one-way roadway of a divided facility throughout the limits of the one-way roadway widening and construction, allowing varying resurfacing limits for the opposing directions of travel.
 - For -Y13SVC- and -Y7L1- only, a uniform overlay may be constructed in lieu of a resurfacing grade, provided sufficient drainage features exist. For these roadways, the resurfacing grade or uniform overlay shall be applied to all lanes and shoulders within

STRUCTURES SCOPE OF WORK (2-21-11)**Project Details**

The Design-Build Team shall be responsible for all structures necessary to complete the project, including the following:

- Dual Bridges on US 158 over Potecasi Creek
- All reinforced concrete box culverts (RCBC) required for the final drainage pattern shall be new, including but not limited to new RCBCs at the following locations:
 - Tributary to Potecasi Creek, approximately Station 148+00 -SVC-
 - Mill Branch main crossing, approximately Station 354+50 -L2-
 - Mill Branch overflow, approximately Station 355+25 -L2-

In accordance with the 2A Concurrence Meeting minutes, the dual bridges on US 158 over the Potecasi Creek shall span the adjacent wetlands located east of the creek.

The bridge shall meet approved roadway typical sections and grades. Bridge geometry (width, length, skew, span arrangement, etc.) shall be in accordance with an approved Structure Recommendation and accepted Hydraulic Bridge Survey Reports prepared by the Design-Build Team.

Reinforced concrete box culverts shall be in accordance with accepted Hydraulic Culvert Survey Reports prepared by the Design-Build Team. Precast box culverts will not be allowed.

The empirical method for deck design will not be allowed.

Bridges on the -L- Line shall have appropriate bicycle safe barrier rail on the outside and jersey shaped barrier rail, per Standard Drawing CBR1, on the inside.

Precast barrier rails shall not be allowed.

A live load rating chart for girders shall be required on the bridge plans. The load rating shall be in accordance with the August 21, 2009 LRFR Load Factors memo (Rev. December 2009) and AASHTO's Manual for Bridge Evaluation.

Cored slab, fracture critical, cast-in-place deck slab, deck girders, or box beam bridges will not be allowed on this project.

HYDRAULICS SCOPE OF WORK (2-21-11)**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 NCDOT Hydraulic Unit's prequalification procedures.
- Upon acceptance of the Preliminary Roadway Plans, hold a pre-design meeting with the Transportation Program Management Director and the Hydraulic Review Engineer.
- Design stormwater controls and develop a Stormwater Management Plan using Best Management Practices
- Design and install all storm drainage systems within the project limits using Geopak Drainage.
- Not reduce the number of hydraulic crossings in proximity to Mill Branch.
- Design all ditches with a minimum 0.3% grade and avoid constructing ditches in wetlands.
- Prepare Pre-Design and Post-Construction Analyses for increases in discharge and take appropriate action in accordance with the guidelines below to ensure additional drainage is adequately handled.
- Provide Culvert and Bridge Survey Reports for structures in accordance with the guidelines stated below.
- Provide a reinforced concrete box culvert, without supplemental pipes, for all hydraulic structures requiring conveyance greater than a single 72 inch pipe.
- Design the structures on this project to meet the requirements of the Memorandum of Agreement (MOA) between NCDOT and NC Floodplain Mapping Program (NCFMP) for the Department's submittal to FEMA. The Department shall review with NCFMP the eligibility of the MOA. The Design-Build Team shall note that the MOA allows for up to 180 days for the NCFMP review of a complete submittal. If the Design-Build Team's design can not meet the requirements of the MOA, then the Design-Build Team shall prepare a CLOMR package. No construction activity shall occur in FEMA regulated floodplains prior to obtaining written concurrence with the MOA or an approved CLOMR. The Department will be responsible for all associated fees.
- Provide sealed Record Drawings for structures in FEMA regulated floodplains that adhere to the approved FEMA submittal.
- East of -Y1- (US 158 Business), all drainage pipes, cross pipes and culverts under the mainline required for the final drainage pattern shall be new.

Commitments

The NCDOT is committed to incorporating all reasonable and practicable design features to avoid and minimize wetland impacts and to provide full compensatory mitigation of all remaining wetland impacts. Avoidance measures were taken during the planning and NEPA phases and minimization measures were incorporated as part of the preliminary design. The Design-Build Team shall incorporate these avoidance and minimization features plus any minimization identified during the 4B and 4C process into the design.

As noted in the State FONSI, Mill Branch, Potecasi Creek and their associated perennial tributaries impacted by the project are subject to an anadromous fisheries moratorium. For all in-stream work, the Design-Build Team shall adhere to the moratorium requirements which begin on February 15 and extend to either June 15 or June 30. The Department will not allow any contract time extensions or additional compensation associated with the later expiration date noted above.

All work by the Design-Build Team must be accomplished in strict compliance with the plans submitted with the Section 404, and 401 permit applications and in compliance with all conditions of the permits and certifications issued by the agencies. The Design-Build Team shall provide each of its contractors and/or agents associated with the construction or maintenance of this project with a copy of the permits.

The Design-Build Team shall strictly adhere to these commitments, as well as others, including but not limited to, those made as part of the EA, FONSI, all permits, and Merger meetings.

Archaeology

According to the Project Commitments (SFONSI Green Sheets - Signed June 3, 2008), an archaeological commitment was made for data recovery on Site 31HF268. Data recovery will be conducted by the Department. Construction activities of any kind shall not take place within Site 31HF268 until all data recovery efforts have been completed by either the NCDOT Archaeology Unit or one of their consultants. Every effort shall be made by the Design-Build Team to purchase as early as possible the right of way required to conduct said data recovery. Once right of way has been acquired, the Design-Build Team shall provide written notification to the Department to initiate data recovery efforts. After receipt of written notification that all required right of way has been acquired, a maximum of six (6) months will be required to complete said data recovery efforts. The Department will not be held responsible for any delays or costs attributable to this data recovery provided the data recovery efforts are completed prior to the six (6) month timeframe. The Design-Build Team shall provide concurrent written notification that all required right of way has been acquired to Mr. Matthew Wilkerson, NCDOT Archaeology mtwilkerson@ncdot.gov, the Resident Engineer and the Transportation Program Management Director.

If the Design-Build Team discovers any previously unknown historic or archeological remains while accomplishing the authorized work, he shall immediately notify NCDOT Staff Archaeologist and / or NCDOT Project Development Engineer, as listed below, who will initiate the required State / Federal coordination. All questions regarding these sites should be addressed to Mr. Matthew Wilkerson, NCDOT Archaeology at mtwilkerson@ncdot.gov, or Mr. Charles Cox, NCDOT Project Development Engineer at ccox@ncdot.gov.