



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

October 13, 2017

Addendum No. 2

Contract No.: C204043
TIP No.: U-2519AA & AB
Counties: Cumberland and Robeson
Project Description: Future I-295 – Fayetteville Outer Loop from I-95 in Robeson County to south of SR 1003 (Camden Road) in Cumberland County

RE: Addendum No. 2 to Final RFP

November 21, 2017 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated August 31, 2017 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 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. 129 of the *Structures Scope of Work* has been revised. Please void Page No. 129 in your proposal and staple the revised Page No. 129 thereto.

Page Nos. 177 and 182 of the *Signing Scope of Work* have been revised. Please void Page Nos. 177 and 182 in your proposal and staple the revised Page Nos. 177 and 182 thereto.

Page Nos. 206 and 207 of the *Utilities Coordination Scope of Work* have been revised. Please void Page Nos. 206 and 207 in your proposal and staple the revised Page Nos. 206 and 207 thereto.

Page No. 218 of the *Environmental Permits Scope of Work* has been revised. Please void Page No. 218 in your proposal and staple the revised Page No. 218 thereto.

Page No. 225 of the *Right of Way Scope of Work* has been revised. Please void Page No. 225 in your proposal and staple the revised Page No. 225 thereto.

Mailing Address:
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Website: www.ncdot.gov

Location:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

Page No. 225A has been added to the *Right of Way Scope of Work*. Please add Page No. 225A to your proposal.

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

RED/jmp

cc: Chris Werner, PE
Greg Burns, PE
Teresa Bruton, PE
Ron McCollum, PE
Karen Capps, PE
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New bridges constructed at the Future I-295 / Fayetteville Outer Loop and US 301, SR 1118 (Parkton Road) and / or -Y10- (Black Bridge Road Realignment) shall allow for the future construction of one additional 12-foot through lane in each direction, a four-foot concrete monolithic median island with nine-inch offsets to each adjacent travel lane, and 2'-6" curb and gutter with 12-foot berms and five-foot sidewalks along US 301, SR 1118 (Parkton Road) and/or -Y10- (Black Bridge Road Realignment) without the need to 1) reconstruct any of the provided substructure elements, including but not limited to slope protection and retaining walls located at the end bents or 2) obtain a future design exception, including but not limited to all minimum vertical clearance requirements noted elsewhere in this RFP.

Any new bridge constructed at the Future I-295 / Fayetteville Outer Loop and SR 1113 (Waldo's Beach Road) shall allow for the future construction of a 12-foot center turn lane (three 12-foot lanes total) and 2'-6" curb and gutter with 12-foot berms and five-foot sidewalks along SR 1113 (Waldo's Beach Road) without the need to 1) reconstruct any of the provided substructure elements, including but not limited to slope protection and retaining walls located at the end bents or 2) obtain a future design exception, including but not limited to all minimum vertical clearance requirements noted elsewhere in this RFP.

The minimum horizontal setbacks from the closest edge of travel lane to face of barrier in front of walls shall be 14'-0" for bridges over interstates, freeways, and arterials. The minimum horizontal setback from the closest face of curb and gutter to the face of barrier in front of walls shall be 12'-0" for bridges over all curb and gutter facilities. Bridges over waterways shall be designed and constructed with spill through slopes with rip rap protection. End bents and end slopes at each end of a bridge shall have the same appearance.

The Design-Build Team shall design and construct the proposed dual bridges over the CSXT railroad and SR 1117 (Brisson Road) to accommodate an additional track on both the east and west sides of the existing track at 15-foot centers. The Design-Build Team's bridge design and construction- shall provide a minimum 25-foot horizontal clearance from the centerline of the existing and future tracks to the face of bridge bent. **The Design-Build Team shall NOT construct MSE walls within the CSXT railroad right of way.** The Design-Build Team shall indicate in their Technical Proposal how the future tracks will be accommodated.

Excluding sections of wetlands impacted on the U-2519AA & AB Preliminary Roadway Plans, and / or unless noted otherwise elsewhere in this RFP, bridges spanning wetlands shall be of sufficient length to provide a minimum 15-foot horizontal clearance from the wetland boundary to the toe of the bridge end bent slope.

The north side of the dual bridges on the Future I-295 / Fayetteville Outer Loop over Rockfish Creek, located at approximately Station 250+00 -L- on the U-2519AB Preliminary Roadway Plans, shall be of sufficient length to accommodate a minimum 20-foot horizontal clearance from the wetland boundary to the toe of the bridge end bent slope. Within the aforementioned 20-foot width, the 15-foot width closest to the toe of the bridge end bent slope shall accommodate a future greenway. The minimum vertical clearance for the future greenway shall be ten feet, as measured from the existing natural ground surface.

Unless noted otherwise elsewhere in this RFP, all proposed bridge barrier rails shall be per Standard Drawing CBR1. Proposed bridge rails on SR 1118 (Parkton Road) over the Future I-295 / Fayetteville Outer Loop shall be per Standard Drawing BMR34.

The Design-Build Team shall size and locate all Type E signs (warning and regulatory) and Type F signs (route marker assemblies).

The Design-Build Team shall design, fabricate and install enhanced mile markers at **1-mile** intervals along both sides of the mainline (Future I-295). The Design-Build Team shall install each mile marker on one three-pound U-channel post. Mile markers shall be located at the outside shoulder point or a maximum of 15 feet from the edge of travel lane. The Design-Build Team shall install mile markers such that the bottom of the mile marker shall be four feet above the edge of travel lane (edgeline) elevation. The mile marker designs shall be in accordance with the Intermediate Enhanced Reference Location Signs (D10-4) referenced in the *Standard Highway Signs* (2004 Edition and the 2012 Supplement to the 2004 Edition), and the revised NCDOT Roadway Standard Drawing No. 904D40, dated July 26, 2013. The aforementioned revised Roadway Standard Drawing may be referenced on the website noted below:

<https://connect.ncdot.gov/resources/Specifications/Pages/2012-Roadway-Drawings.aspx>

The Design-Build Team shall design, fabricate and install mile markers and exit numbers in accordance with the mile numbers provided by the Department.

At all interchange exit loops and / or as required by the MUTCD Table 2C-5, the Design-Build Team shall fabricate and install advisory speed signing as shown in Figure 2C-3 of the MUTCD. At a minimum, the advisory speed signing shall include W13-3 or W13-6, W13-4 or W13-7, and W1-13R signs.

The Design-Build Team shall design, fabricate and install 30" x 36" Chevron Alignment signs (W1-8) along all interchange loops. Each Chevron Alignment sign shall be:

- installed on two U-channel posts spaced 24" apart with cross bracing
- located and installed so the bottom of the sign is four feet above the edge of the travel lane elevation (left edge of the loop)

The first Chevron Alignment sign shall be installed as close as practical after the exit gore sign (approximately 20' from the exit gore sign), and shall not interfere with or block the exit gore sign. The first five Chevron Alignment signs shall be spaced approximately 40' apart and oriented to optimize the view of approaching motorists. After these first five Chevron Alignment signs, or beyond the midpoint of the curve, Chevron Alignment sign spacing shall adhere to the MUTCD requirements.

Within the project limits, the Design-Build Team shall design, fabricate and install bike route signs along SR 1717 (Leeper Road) / SR 1118 (Parkton Road) and bicycle warning signs (W11-1 and W16-1P) on SR 1113 (Waldo's Beach Road).

Prior to submittal of RFC Signing Plans, the Design-Build Team shall coordinate with the Signing and Delineation Unit and the Design-Build Unit on destination cities and / or street names on guide signs.

Removal and Disposal of Existing Signs

The Design-Build Team shall determine which existing signs, sign supports, overhead signs, and / or overhead sign supports will not be needed or relevant when the project is completed. The Design-Build Team shall remove and dispose of these signs and sign supports.

Temporary Sign and Support Design

The Design-Build Team shall locate, design and install all temporary signs and sign supports. (Reference the Signing Requirements Section of the Transportation Management Scope of Work found elsewhere in this RFP for additional temporary signing requirements)

Sign Maintenance

During project construction, the Design-Build Team shall maintain all existing signs within the project limits (including all temporary sign installations that may be required by the Transportation Management Plans) to ensure the signs are in good condition, perform as intended, and are visible to motorists. (Reference Articles 901-4 and 1092-2 of the NCDOT *Standard Specifications for Roads and Structures*) All signs and supports remaining / existing at the completion of this project shall be plumb, oriented correctly and adhere to AASHTO requirements.

Construction Revisions

After submittal of RFC Signing Plans, the Design-Build Team shall submit all construction revisions to the Department for review and acceptance prior to incorporation.

As-Built Plans

After project completion, the Design-Build Team shall provide final electronic Signing Plans to the Department. At a minimum, these Signing Plans shall include all revisions that occurred during construction, as well as field verifications for ground mounted sign supports and overhead structures. These Signing Plans shall be provided in .pdf and MicroStation format.

Control Cities and Destinations

The Design-Build Team shall follow the *List of Control Cities for Use in Guide Signs on Interstate Highways* published and available from the American Association of State Highway and Transportation Officials.

The Design-Build Team shall remove the “Fort Bragg” and “Pope AAF” destinations from the I-95 / I-95 Business interchange and include both destinations on all I-95 / NC 295 interchange northbound guide signs.

Utility Owner	Utility Type	Cost Responsibility
MCI / WorldCom (Verizon)	Telecommunications	MCI / WorldCom (Verizon)
CenturyLink	Telecommunications	CenturyLink (normally)
Duke Energy	Power (Transmission)	NCDOT (normally)
Duke Energy	Power (Distribution)	NCDOT (normally)
Earthlink / Windstream	CATV	Earthlink / Windstream
Fayetteville PWC	Water and Sewer	Design-Build Team (NCDOT will obtain an agreement with Fayetteville PWC allowing the Design-Build Team to work on their facilities)
** NOTE ** - Deleted Fayetteville PWC Power (Distribution)		
** NOTE ** - Deleted Fayetteville PWC Fiber Optic		
Lumbee River EMC	Power (Transmission)	NCDOT (normally)
Lumbee River EMC	Power (Distribution)	NCDOT (normally)
Piedmont Natural Gas	Gas	Piedmont Gas (normally)
Robeson County Water	Water	Design-Build Team (NCDOT will obtain an agreement with Robeson County Water allowing the Design-Build Team to work on their facilities)
Time Warner Cable / Spectrum	CATV	Time Warner Cable / Spectrum

Water and Sewer

If the Design-Build Team's design and / or construction require the relocation and / or encasement of existing water and / or sewer facilities, designs shall be coordinated with the NCDOT Utilities Unit. All costs associated with the design and construction for relocation and / or encasement of these existing water and / or sewer facilities shall be the responsibility of the Design-Build Team and shall be included in the lump sum bid for the project. The Design-Build Team shall develop designs; prepare all plans for needed agreements and permits; submit permits directly to the agencies and obtain approval from the agencies. The Design-Build Team shall be responsible for all permit fees.

For all parcels with access to existing water and / or sewer facilities that the project subdivides, the Design-Build Team shall design and construct water / sewer facility extensions to all subdivided parcels, including but not limited to the sub-divided parcel with the existing water / sewer

access, if necessary. The aforementioned water facility extensions shall be installed completely within the right of way. The aforementioned sewer facility extensions shall be installed completely within the right of way or a recorded easement. All costs associated with the design and construction of water / sewer facility extensions to sub-divided parcels shall be included in the Design-Build Team's lump sum bid for the project.

Designs shall be coordinated with the NCDOT Utilities Unit and the utility owners or their representatives. In .pdf format, the Design-Build Team shall electronically submit one half-size set and one full size set of utility construction drawings to the State Utilities Manager, via the Design-Build Unit, for further handling. Each set shall include a title sheet, plan sheets, profiles and special provisions, if required. Once accepted by the State Utilities Manager, the plans, with the appropriate agreement, will be sent to the utility owner for their review and concurrence.

The extension, relocation and / or encasement of all water and sewer facilities shall be done in accordance with the NCDOT policies and standards, as well as the latest Fayetteville PWC or Robeson County Water water and sewer design requirements / specifications as appropriate for each utility owner. In the event of conflicting design parameters in the requirements noted above, the proposed design shall adhere to the most conservative values. The materials and appurtenances proposed by the Design-Build Team shall require approval by both NCDOT and the aforementioned appropriate utility owner prior to installation.

Utility Relocation Plans

Excluding water and sewer conflicts, if the Design-Build Team's design and or construction create a utility conflict, the Design-Build Team shall request that the utility owner submit relocation plans (Highway Construction Plans to be provided by the Design-Build Team to utility owners) that show existing utilities and proposed utility relocations for approval by the NCDOT.

In .pdf format, the Design-Build Team shall electronically submit one half-size set and one full size set of the Utility Relocation Plans to the NCDOT State Utilities Manager, via the Design-Build Unit, for review and approval. The Department shall approve the Utility Relocation Plans prior to any utility relocation work beginning. The Design-Build Team shall also be responsible for submitting the appropriate agreements to be used with the Utility Relocation Plans (See Agreements Section found elsewhere in this Scope of Work). After the review process is complete, the NCDOT Utilities Unit will submit an electronic copy of the authorization letter to the Design-Build Team. The NCDOT Utilities Unit will also submit an electronic copy of the approved Utility Relocation Plans, estimate and agreement to the Department's Resident Engineer. If the Utility Relocation Plans are approved subject to changes, it shall be the Design-Build Team's responsibility to coordinate these changes with the appropriate utility owner.

In proximity to Station 41+50 -Y-, The Design-Build Team will not be required to relocate the Lumbee River EMC transmission line poles outside of the NCDOT control of access (the poles may remain in their current location) if all the following requirements are adhered to:

- The Design-Build Team's U-2519AA & AB design and construction methods do not impact the existing transmission line.
- Lumbee River EMC agrees, in writing, that the Design-Build Team's design and construction methods do not compromise the integrity of the transmission line poles.
- The Design-Build Team provides appropriate positive protection that adheres to current standards / guidelines, if necessary.

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.

Commitments

The NCDOT is committed to incorporating all reasonable and practicable design features to avoid and minimize wetland and stream impacts; and to provide full compensatory mitigation of all remaining wetland and stream impacts. Avoidance measures were taken during the planning and NEPA Process and minimization measures were incorporated as part of the preliminary design provided by the Department. The Design-Build Team shall incorporate these avoidance and minimization features, plus any minimization identified during the Concurrence Points 4B and 4C Meetings, into the design and / or construction methods at no additional cost or contract time extension.

All work by the Design-Build Team must be accomplished in strict compliance with the plans submitted with the permit application and in compliance with all conditions of the permits and certifications issued by the environmental 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 and certifications.

Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall strictly adhere to these commitments, as well as others, including but not limited to, those included in the U-2519 and X-0002B & C Draft Environmental Impact Statement (DEIS), DEIS Reevaluation, Condensed Final Environmental Impact Statement (FEIS), Record of Decision (ROD), and the U-2519 AA & AB Right of Way / Construction Consultation, including but not limited to all changes that are expected to be included in the final design; and all permits, interagency meetings and site visits.

Archaeological Sites

Archaeological sites 31CD967/967** and 31RB485 have been determined eligible for the National Register of Historic Places under Criterion D. Since these sites will be adversely

septic system inspections only if the Health Department approves the third-party consultant, in writing, prior to the inspections beginning. The Department will only be responsible for the Health Department fees and / or third-party fees associated with these determinations. The Design-Build Team shall determine the relocation / modification design and construction costs required for the septic systems to remain operational and include these costs in the property right of way appraisals. (Reference the Utilities Coordination Scope of Work found elsewhere in this RFP)

- All Claims for Payment involving relocation benefits must be submitted to the NCDOT Relocation Coordinator in the Right of Way Unit for approval and processing.
- At the conclusion of the right of way acquisition process, the Design-Build Team shall provide a right of way certification to the Division Right of Way Agent.
- The Design-Build Team shall prepare Right of Way Transmittal Summaries and / or Narrative Appraisals for all right of way, control of access and easement acquisitions. Claim Reports will not be allowed for any acquisition.
- In accordance with Chapter 133 of the *General Statutes of North Carolina*, Section 133-40, the Council of State must approve acquisition of property with contaminated soil. Thus, prior to acquiring right of way, control of access and / or easement from any parcel with contaminated soil, the Design-Build Team shall provide a written priority list of all properties with contaminated soil that require right of way, control of access and / or easement acquisition to the Division Right of Way Agent, the Area Negotiator, the Area Appraiser, and the Real Property Coordinator, Terry Niles. At a minimum the aforementioned priority list shall contain the following information:
 - Project TIP Number, description and county
 - Parcel number(s) requiring acquisition of contaminated soil
 - Acquisition Appraisal(s)
 - GeoEnvironmental Impact Evaluation and Hazardous Materials Report provided by the Department
 - Description, with metes and bounds, of the area(s) to be acquired

The Department will require 90 days from receipt of the information noted above to coordinate with the Council of State and obtain their approval for the acquisition of contaminated property.

- Regarding the Transportation Corridor Map Act ruling (Map Act), the Design-Build Team shall analyze the 1992 and the 2006 corridor protection maps for the project and provide the following:
 - Identify which properties are currently owned by the same individuals or their heirs as

denoted on the corridor protection maps.

- Submit a list of parcels and owners affected by the Transportation Corridor Map Act to the Department so that future mapping may be developed by the Department.
- Obtain 30-year title opinions for those properties affected by the Transportation Corridor Map Act.
- In accordance with the requirements herein, for all parcels that 1) consist of property that was in the corridor per the corridor protection map, 2) are owned by the same individuals, or their heirs, that owned the parcel at the time the corridor protection map was filed, and 3) require property acquisition for construction of the project, the Design-Build Team shall make initial Map Act offers and attempt to settle the Map Act portion of the claims. The Department prefers that the Design-Build Team attempt to settle the acquisition necessary for constructing the project and the Map Act concurrently. However, if the acquisition necessary for constructing the project is critical to the Design-Build Team's schedule, the Design-Build Team will not be required to negotiate both of the aforementioned claims at the same time. The NCDOT, or its agent, will provide all the Maps Act appraisals. The Design-Build Team shall send all Map Act appraisal requests to Mr. Richard Pegg, Area Appraiser, in the NCDOT Area 3 Appraisal Office located at 1605 Westbrook Plaza Drive, Suite 202 in Winston-Salem North Carolina. The Design-Build Team shall include the aforementioned 30-year title opinion with the corresponding Map Act appraisal request. The Design-Build Team should expect it to take a minimum of three months for the Department to provide an approved Map Act appraisal. If unsuccessful in settling the Map Act portion of the claims with the Map Act appraisals provided by the Department, the Design-Build Team shall notify the Department in writing. At that time, the Department will be responsible for all other services required to settle the Map Act claims.