



PAT McCrory
Governor

NICHOLAS J. TENNYSON
Secretary

May 18, 2016

Addendum No. 4

Contract No.: C203759
TIP No.: U-2519CA / B-5516
County: Cumberland
Project Description: Future I-295 - Fayetteville Outer Loop from south of US 401 to south of SR 1400 (Cliffdale Road); and Replacement of Bridge No. 14 on SR 3569 (Raeford Road) over Bones Creek (Lake Rim Runoff)

RE: Addendum Number 4 to Final RFP

June 21, 2016 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated March 10, 2016 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum Number 4 for your information. Please note that all revisions have been highlighted in gray and are as follows:

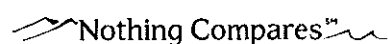
The first and second pages of the *Table of Contents* have been revised. Please void the first and second pages in your proposal and staple the revised first and second pages thereto.

Page No. 2 of the *Mobilization* Project Special Provision has been revised. Please void Page No. 2 in your proposal and staple the revised Page No. 2 thereto.

Page No. 3 of the *Mobilization* Project Special Provision and *Substantial Completion* Project Special Provision has been revised. Please void Page No. 3 in your proposal and staple the revised Page No. 3 thereto.

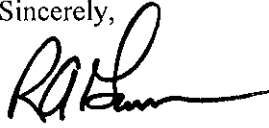
Page No. 113 of the *Structures Scope of Work* has been revised. Please void Page No. 113 in your proposal and staple the revised Page No. 113 thereto.

Page No. 165 of the *Traffic Signals & Signal Communications Scope of Work* has been revised. Please void Page No. 165 in your proposal and staple the revised Page No. 165 thereto.



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

Sincerely,

A handwritten signature in black ink, appearing to read "R.A. Garris", with a long horizontal flourish extending to the right.

R.A. Garris, PE
Contract Officer

RAG / rem

cc: Rodger Rochelle, PE
Greg Burns, PE
Teresa Bruton, PE
Ron McCollum, PE
Karen Capps, PE
File

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** NOTE ** Deleted Asphalt Paver – Fixed and Mobile String Line SSP

Liquidated Damages for Intermediate Contract Time #2 for the lane narrowing, lane closure and holiday time restrictions for US 401 and Cliffdale Road are \$750.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #3 for the road closure time restrictions for US 401 are \$2,500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Erosion and Sedimentation Control efforts apply to this project.

Reference the Erosion and Sedimentation Control Scope of Work found elsewhere in this RFP for additional information under the Liquidated Damages Section.

PAYOUT SCHEDULE

(11-16-09)

DB1 G13

No later than 12:00 o'clock noon on the sixth day after the opening of the Price Proposal, the responsive proposer with the lowest adjusted price shall submit a proposed Anticipated Monthly Payout Schedule to the office of the State Contract Officer. The information shall be submitted in a sealed package with the outer wrapping clearly marked "Anticipated Monthly Payout Schedule" along with the Design-Build Team name and the contract number. The Anticipated Monthly Payout Schedule will be used by the Department to establish the monthly funding levels for this project. The Anticipated Monthly Payout Schedule shall parallel, and agree with, the project schedule the Design-Build Team submits as a part of their Technical Proposal. The schedule shall include a monthly percentage breakdown (in terms of the total contract amount percentages) of the work anticipated to be completed. The schedule shall begin with the Date of Availability and end with the Actual Completion Date proposed by the Design-Build Team. If the Payout Schedule is not submitted as stated herein, the Technical and Price Proposals will be considered irregular by the Department, and the bid may be rejected.

Submit updates of the Anticipated Monthly Payout Schedule on March 15, June 15, September 15, and December 15 of each calendar year until project acceptance. Submit all updates to the Resident Engineer with a copy to the State Construction Engineer at 1 South Wilmington St, 1543 Mail Service Center, Raleigh, NC 27699-1543.

MOBILIZATION

(9-1-11)

DB1 G15B

Revise the 2012 *Standard Specifications for Roads and Structures* as follows:

Page 8-1, Subarticle 800-2, MEASUREMENT AND PAYMENT

Delete this subarticle in its entirety and replace with the following:

800-2 MEASUREMENT AND PAYMENT

Ten percent of the "Total Amount of Bid for Entire Project" shall be considered the lump sum amount for Mobilization. Partial payments for Mobilization will be made beginning with the first

partial pay estimate paid on the contract. Payment will be made at the rate of 75 percent of the lump sum amount calculated for Mobilization. The remaining 25 percent will be paid with the partial pay estimate following approval of all permits required in the Environmental Permits Scope of Work for this project.

SUBSTANTIAL COMPLETION

(3-22-07)

DB1 G16

When the special provisions provide for a reduction in the rate of liquidated damages for the contract time or an intermediate contract time after the work is substantially complete, the work will be considered substantially complete when the following requirements are satisfied:

1. Through traffic has been placed along the project or along the work required by an intermediate contract time and the work is complete to the extent specified below, and all lanes and shoulders are open such that traffic can move unimpeded at the posted speed. Intersecting roads and service roads are complete to the extent that they provide the safe and convenient use of the facility by the public.
2. The final layers of pavement for all lanes and shoulders along the project or along the work required by an intermediate contract time are complete.
3. Excluding signs on intersecting roadways, all signs are complete and accepted.
4. In all areas that will be open to traffic at the project completion, all guardrail, drainage devices, ditches, excavation and embankment are complete.
5. Remaining work along the project consists of permanent pavement markings, permanent pavement markers or incidental construction that is away from the paved portion of the roadway.

Upon apparent substantial completion of the entire project or the work required by an intermediate contract time, the Engineer will make an inspection of the work. If the inspection discloses the entire project or the work required by an intermediate contract time is substantially complete; the Engineer will notify the Design-Build Team in writing that the work is substantially complete. If the inspection discloses the entire project or the work required by an intermediate contract time is not substantially complete, the Engineer will notify the Design-Build Team in writing of the work that is not substantially complete. The entire project or the work required by an intermediate contract time will not be considered substantially complete until all of the recommendations made at the time of the inspection have been satisfactorily completed.

SUBMITTAL OF QUANTITIES, FUEL BASE INDEX PRICE AND OPT-OUT OPTION

1/23/14

DB1 G43

(A) Submittal of Quantities

Submit quantities on the *Fuel Usage Factor Chart and Estimate of Quantities* sheet, located in the back of this RFP, following the Itemized Proposal Sheet.

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.

The Design-Build Team shall design and construct dual bridges on -L- over A&R, Bones Creek, including adjacent wetlands as required herein, and US 401 that adhere to the Future I-295 / US 401 SPUI functional design requirements noted in the Roadway Scope of Work found elsewhere in this RFP.

Unless noted otherwise elsewhere in this RFP, all proposed bridge barrier rails shall be per Standard Drawing CBR1.

All vertical abutment walls and / or retaining walls required for the Future I-295 / US 401 interchange, and all retaining walls located adjacent to and / or visible from historic properties shall be designed and constructed without the use of visible columns or piles; and shall have an Ashlar Stone façade that is consistent with the sound barrier walls. (Reference the *Architectural Concrete Surface Treatment Project Special Provision* found elsewhere in this RFP) For the aforementioned abutment walls and / or retaining walls, the caps or coping shall be consistent with the appearance of the face of the wall, and sharp changes in top of wall elevations shall be avoided to the greatest extent possible.

Vertical abutment walls and / or retaining walls shall not be allowed in lieu of spill through slopes adjacent to waterways or wetlands.

The number of expansion joints for each structure shall be kept to a minimum. Structures shall be integral if the criteria listed in the NCDOT *Structures Management Unit Manual* is met. When required by the criteria in Section 6.2.3.2 of the NCDOT *Structures Management Unit Manual*, the Design-Build Team shall use expansion joints, except Bullets 3 and 4 in the aforementioned Section shall apply to all roadways.

A live load rating chart for proposed girders shall be included with the bridge plans and shall state design assumptions and methodology used in the load rating calculations. The load rating shall be in accordance with the NCDOT *Structures Management Unit Manual*, including Policy Memos, and the latest edition of the AASHTO's *Manual for Bridge Evaluation*.

The Design-Build Team shall design and construct all proposed reinforced concrete box culverts and lengthen or replace all existing reinforced concrete box culverts required by the Design-Build Team's design. Reinforced concrete box culvert designs shall be in accordance with the latest edition of the AASHTO *LRFD Bridge Design Specifications* and the Hydraulic Culvert Survey Reports prepared by the Design-Build Team and accepted by the Department. (Reference the Hydraulics Scope of Work found elsewhere in the RFP)

A live load rating chart for reinforced concrete box culverts and reinforced concrete box culvert extensions shall be included in the culvert plans. A live load rating chart will not be required for the existing section of reinforced concrete box culverts that are extended.

Regardless of wall height, sound barrier walls shall be designed in accordance with the latest edition of the AASHTO *LRFD Bridge Design Specifications* with a minimum base wind pressure of 40 psf. All ground-mounted sound barrier walls shall be detailed in accordance with Structure Standard Drawings SBW1 and SBW2, and concrete piles shall be used. (Reference the *Sound Barrier Wall* and *Architectural Concrete Surface Treatment Project Special Provisions*, and the Roadway Scope of Work found elsewhere in this RFP)

Use of Florida Department of Transportation Prestressed Florida I-Beams (FIB), the Prestressed Concrete Committee for Economic Fabrication (PCEF) prestressed concrete girders, and Modified Bulb Tee girders will be allowed. However, the structural details associated with the

Proposed Signals (2)		
Signal Inventory Number	Intersection Description	Work Requirements
06-1331	SR 1400 (Cliffdale Road) at Future I-295 (Fayetteville Outer Loop) NB Ramps	<p>At these locations, the Design-Build Team shall design and install new, fully actuated traffic signals with 2070E controllers and Ethernet compatible conflict monitors. The cabinets shall include an auxiliary output file, system detectors and system interconnection equipment fully compatible with the Fayetteville Signal System.</p> <p>Unless the Department provides written approval otherwise, all final signal designs shall utilize inductive loop detection. Vehicle detection, as noted above, shall be maintained for all movements throughout construction.</p> <p>The Design-Build Team shall use Flashing Yellow Arrow signal heads at all protected / permissive left turns. The Design-Build Team shall coordinate all Flashing Yellow Arrow signal recommendations with the NCDOT Division Traffic Engineer and the NCDOT Regional Traffic Engineer prior to final design and installation.</p> <p>The Design-Build Team shall design and install pedestrian signals at Signal Inventory No. 06-1331.</p>
06-1355	* US 401 at Fayetteville Outer Loop NB and SB Ramps	<p>The Design-Build Team shall use NCDOT galvanized metal strain poles as signal supports for the final traffic patterns. The Design-Build Team may use wood poles as the signal supports for temporary construction phases, if needed.</p> <p>Upon placing these signals in operation (including all temporary operations), the Design-Build Team shall install the required system communication equipment as described in Section III.</p>

* The Design-Build Team shall design the proposed Signal Inventory Number 06-1355 (US 401 at the Fayetteville Outer Loop NB and SB Ramps), including but not limited to the signal pole foundations, for the ultimate intersection configuration, but shall only install the portions of the signal necessary for the U-2519CA final traffic pattern.

III. SIGNAL COMMUNICATIONS

The Design-Build Team shall design, install, and maintain a fiber optic communications system to connect the two (2) new signals and two (2) existing signals into the existing Fayetteville Signal System.

All underground sections of communications conduits shall be designed with a minimum of two 2-inch conduits (1 conduit for spare). Install splice enclosures with drop cables to each field