



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 8, 2012

Addendum No. 2

Contract No.: C 202853
TIP No.: U-2800
County: Forsyth
Project Description: SR 2601 (Macy Grove Road) from south of SR 4319 (Industrial Park Drive) to north of SR 1005 (East Mountain Street)

RE: Addendum No. 2 to Final RFP

July 17, 2012 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated May 15, 2012 recently furnished to you. 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 page thereto.

Page No. 114 of the *Roadway Scope of Work* has been revised. Please void Page No. 114 in your proposal and staple the revised Page No. 114 thereto.

Page No. 120 of the *Pavement Management Scope of Work* has been revised. Please void Page No. 120 in your proposal and staple the revised Page No. 120 thereto.

Page No. 217 of the *Temporary Shoring Standard Special Provision* has been revised. Please void Page No. 217 in your proposal and staple the revised Page No. 217 thereto.

Please do not hesitate to contact me at (919) 707-6900 if you have any questions or need additional information.

Sincerely,

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

Cc: Mr. Pat Ivey, PE
Ms. Teresa Bruton, PE

Mr. Victor Barbour, PE
Project File

Mr. Rodger Rochelle, PE

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LOCATION:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH NC

SCOPES OF WORK

Roadway	112
Pavement Management.....	120
Structures	123
Railroad Coordination	126
Geotechnical Engineering.....	129
Hydraulics	137
Environmental Permits	139
GeoEnvironmental.....	144
Traffic Management	146
Right of Way.....	161
Pavement Markings	164
Utilities Coordination	166
Signing.....	173
ITS.....	177
Traffic Signals.....	184
Lighting.....	187
Erosion and Sedimentation Control	188
Public Information.....	198

STANDARD SPECIAL PROVISIONS

Plant and Pest Quarantines	200
Gifts from Vendors and Contractors	200
Bridge Approach Fills	201
Preparation of Subgrade and Base	203
Asphalt Pavements – Superpave	203
Asphalt Binder Content of Asphalt Plant Mixes	204
Asphalt Plant Mixtures	204
Final Surface Testing – Asphalt Pavements	205
Subsurface Drainage.....	205
Guardrail Anchor Units, Type M-350	205
Guardrail Anchor Units, Type 350.....	206
Impact Attenuator Units, Type 350.....	207
Preformed Scour Hole with Level Spreader Apron	209
Detectable Warnings for Proposed Curb Ramps	210
Street Signs and Markers and Route Markers.....	211
Select Material, Class III, Type 3.....	212
Materials	213
Temporary Shoring.....	214
Coordination of Lighting Work	225
On-the-Job Training	225
Availability of Funds – Termination of Contracts	229
NCDOT General Seed Specifications for Seed Quality.....	230
Errata	233

- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct -Y- Lines, ramps, service roads and cul-de-sacs providing the same or better access, widening and improvements included in the U-2800 Preliminary Plans provided by the Department. The limits of -Y- Line and service road construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards.
- The Design-Build Team shall be responsible for all Service Road Studies required by variations to the Department's design. The Design-Build Team shall design and construct all additional service roads required by the aforementioned Service Road Studies.
- Unless otherwise noted in this RFP, the Design-Build Team shall design and construct bridge rail offsets that are the greatest of (1) as indicated in the NCDOT *Roadway Design Manual*, (2) equal to the entire width of the approach roadway paved shoulders, or (3) equal to the width to accommodate the future sidewalk as required elsewhere in this Scope of Work. Narrower bridge rail offsets based on bridge length will not be allowed.
- Unless noted otherwise elsewhere in this RFP, all guardrail / guiderail placement, including but not limited to existing guardrail / guiderail that remains in place, shall be in accordance with the January 2012 NCDOT *Roadway Standard Drawings* and / or approved details in lieu of standards. Along all 3:1 fill slopes, constructed at fill heights that are equal to or greater than 12 feet, the Design-Build Team shall install guardrail. Along all fill slopes steeper than 3:1, constructed at fill heights that are equal to or greater than six feet, the Design-Build Team shall install guardrail. The guardrail / guiderail design shall be submitted for review with the Preliminary Plans submittal.
- Unless noted otherwise elsewhere in this RFP, the maximum allowable cut and fill slope shall be 2:1. The slopes in the interchange area shall follow the requirements set forth in the *Roadway Design Guidelines for Design-Build Projects* located on the Design-Build web site.
- Within the vehicle recovery area, the Design-Build Team shall design and construct single face concrete barrier in front of all sound barrier walls located on the outside shoulder in fill sections, retaining walls and all elements acting as a retaining wall.
- All roundabout(s) shall adhere to the design and operation parameters as detailed in *Roundabouts: An Informational Guide, Second Edition (NCHRP Report 672)*. Prior to incorporation, the Design-Build Team shall provide a traffic analysis of the proposed roundabout(s), utilizing the 2030 projected traffic volumes and SIDRA Intersection 5.1 analysis software, for NCDOT review and approval.
- The Design-Build Team shall design and construct all lane drops from the outside travelway.
- For all disciplines, the Design-Build Team shall include all preconstruction and construction costs required for -Y12- in the lump sum price bid for the entire project. The Design-Build Team is not required to include any designs associated -Y12- in the Technical Proposal.

PAVEMENT MANAGEMENT SCOPE OF WORK (6-8-12)

The pavement design for the mainline new location areas shall consist of one of the following alternates:

Alternate 1

3.0" S9.5B
4.0" I19.0B
4.0" B25.0B

Alternate 2

3.0" S9.5B
4.0" I19.0B
10.0" ABC

The Design-Build Team shall maintain the same pavement design for the mainline new location areas as identified above throughout the project. The Design-Build Team shall specify the pavement alternate to be used in the Technical Proposal.

Other pavement designs for this project are listed in the table below:

Line	Surface	Intermediate	Base	ABC
Mainline narrow widening areas	3.0" S9.5B	4.0" I19.0B	4.0" B25.0B	-----
-Y1- (Industrial Park Dr.),	3.0" S9.5B	4.0" I19.0B	-----	8.0"
-Y2- (US 421 / I-40 BUS) & -Y2LT-	3.0" S9.5D	4.0" I19.0D	13.0" B25.0C	-----
-Y3- (Old Greensboro Rd.)	3.0" S9.5B	4.0" I19.0B	-----	10.0"
Ramp A, Ramp B, Ramp C & Ramp D @ -Y2-, -Y7-, and -Y11-	3.0" S9.5B	4.0" I19.0B	-----	8.0"
-Y5- (East Mountain St.) and Roundabouts @ -Y5-	3.0" S9.5B	4.0" I19.0B	4.0" B25.0B	-----
-Y4A-, -Y6-, -Y9-, -Y12- and -DR1-	3.0" S9.5B	-----	4.0" B25.0B	-----

Warm mix asphalt will be allowed.

For the -Y- Lines noted in the table above, the Design-Build Team may substitute an asphalt base course layer for the ABC layer. If such an alternative is proposed, the Design-Build Team shall use an asphalt base course mix that matches the asphalt base course mix specified for the roadway. If an asphalt base course mix is not specified, the Design-Build Team shall use B25.0B base course. The additional thickness of the asphalt base course, used as a substitute for the ABC layer, shall be equal to half of the proposed ABC thickness specified for the roadway. The Design-Build Team shall maintain the same pavement design throughout the -Y- Line construction limits. In the Technical Proposal, the Design-Build Team shall specify the base option chosen (ABC or asphalt) for all -Y- Lines. The Design-Build Team may substitute an asphalt base course layer for an ABC layer, as described above, for tie-ins and narrow widening.

The -Y2- pavement design shall extend to the back of the gore (12-foot width) at all ramps.

(A) Shoring Backfill

Use Class II, Type 1, Class III, Class V or Class VI select material or material that meets AASHTO M 145 for soil classification A-2-4 with a maximum PI of 6 for shoring backfill except do not use A-2-4 soil for backfill around culverts.

(B) Anchors

Store anchor materials on blocking a minimum of 12" above the ground and protect it at all times from damage; and when placing in the work make sure it is free from dirt, dust, loose mill scale, loose rust, paint, oil or other foreign materials. Load, transport, unload and store anchor materials such that they are kept clean and free of damage. Damaged or deformed materials will be rejected.

(1) Ground Anchors

Use high-strength steel bars that meet AASHTO M 275 or seven-wire strands that meet ASTM A886 or Article 1070-5 of the *Standard Specifications*. Splice bars in accordance with Article 1070-9 of the *Standard Specifications*. Do not splice strands.

Provide bondbreakers, spacers and centralizers that meet Article 6.3.5 of the *AASHTO LRFD Bridge Construction Specifications*.

(2) Helical Anchors

Use helical anchors with an ICC Evaluation Service, Inc. (ICC-ES) report. Helical anchors without an ICC-ES report may be approved at the discretion of the Engineer. Provide couplers, thread bar adapters and bolts recommended by the Anchor Manufacturer to connect helical anchors together and to piles.

(3) Anchorages

Provide steel plates for bearing plates and steel washers, hex nuts, wedge plates and wedges recommended by the Anchor Manufacturer.

(C) Temporary Walls**(1) Welded Wire Facing**

Use welded wire reinforcement for welded wire facing, struts and wires. For temporary wire walls, provide welded wire facing supplied by the Wire Wall Vendor or a manufacturer approved or licensed by the vendor. For temporary wire walls with separate reinforcement and facing components, provide connectors (e.g., bars, clamps, plates, etc.) and fasteners (e.g., bolts, nuts, washers, etc.) required by the Wire Wall Vendor.