



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

November 2, 2004

**Addendum No. 3**

RE: TIP U-3101C & D  
Contract ID: C200912  
WBS # 34897.3.4  
Federal Aid No.: STPNHF-0001 (106)  
Wake County  
Cary-US I-64/SR 1009 (Tryon Road) Interchange to South of I-40

**November 18, 2004 Letting**

To Whom It May Concern:

Reference is made to the Request for Proposal recently furnished to you on the above project. The following revisions have been made to the Request for Proposal:

On page 5, *Other Liquidated Damages and Incentives* has been revised. Please void Page 5 in your proposal and staple the revised Page 5 thereto.

On page 45, the *Design Build Scope of Work* has been revised. Please void Page No. 45 in your proposal and staple the revised Page 45 thereto.

On pages 54 and 55, the *Traffic Control Scope of Work* has been revised. Please void Pages No. 54 and 55 in your proposal and staple the revised Pages 54 and 55 thereto.

Sincerely,

A handwritten signature in black ink, appearing to read "R.A. Garris".

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

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT SERVICES UNIT  
1591 MAIL SERVICE CENTER  
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4128  
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**WEBSITE:** [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

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

c: Ms. Deborah Barbour, P.E.  
Mr. Steve Dewitt, PE (w/attachment)  
Mr. Victor Barbour, PE (w/attachment)  
Mr. Art McMillan, P.E.  
Mr. Rodger Rochelle, PE (w/attachment)  
Ms. Emily Lawton, FHWA (w/attachment)  
Mr. Jay Bennett, PE (w/attachment)  
Mr. Andy Gay, PE (w/attachment)  
Mr. Ron Davenport, PE (w/attachment)  
Ms. Marsha Sample (w/attachment)  
Mr. Mitch Hendee, PE (w/attachment)  
Mr. Njorge W. Wainaina, PE (w/attachment)  
Mr. K. J. Kim, PE (w/attachment)  
Mr. Neal Strickland (w/attachment)  
Mr. Barney Blackburn, PE (w/attachment)  
Mr. Ayman Alqudwah, PE (w/attachment)  
Mr. Marshall Clawson, PE (w/attachment)  
Ms. Betsy Cox, P.E.  
Mr. Lonnie Brooks, PE (w/attachment)  
Mr. Clark Morrison, PE (w/attachment)  
Mr. Roger Worthington, PE (w/attachment)  
Mr. Jay Stancil (w/attachment)  
Ms. Sherry Yow (w/attachment)  
Mr. Richy Narron (w/attachment)  
Tim Williams, PE (w/attachment)  
Mr. Phillip Todd (w/attachment)  
Mr. Tracy Parrott, PE (w/attachment)  
Mr. Jimmy Goodnight, PE (w/attachment)  
Ms. Michelle Long, PE (w/attachment)  
Town of Cary (Attn: Kyle Hubert) (w/attachment)  
Technical Review Committee Members (w/attachment)  
File (w/attachment)

- Liquidated Damages for lane closure, narrowing of lane, holidays and special events time restriction for Cary Parkway and Walnut Street and ramps/loops, is **\$5,000** per hour for this Intermediate Contract Time.
- Liquidated Damages for road closure time restriction for US 1/US 64 and ramps/loops, is **\$2,500.00** per 15 minute period or any portion thereof for this Intermediate Contract Time for the following operations: Installation of overhead sign assemblies, DMS sign assemblies, installation of girders for Cary Parkway structure widening, pedestrian structure, high mast lighting, completing work for traffic shifts, to perform necessary demolition of existing Cary Parkway Structure and Installation of temporary Structures.
- Liquidated Damages for exceeding the proposed duration committed by the contractor for US 1/US 64 ramps and loops at either the Cary Parkway or Crossroads/Walnut/I40E interchanges, is **\$1,500.00** per hour for this Intermediate Contract Time.
- Liquidated Damages for the road closure time restriction for Cary Parkway and Walnut Street, is **\$1,500.00** per 15 minute period or any portion thereof for this Intermediate Contract Time for traffic shifts, including pavement marking tie-in work.
- Liquidated Damages for exceeding the 56 consecutive hour closure time restriction for any ramp or loop and/or thru lane closure at the US 1/US 64 and Tryon Rd interchange, is **\$1,500.00** per hour for this Intermediate Contract Time.

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### **PROGRESS SCHEDULE**

The Design Build Team shall be responsible for planning, scheduling and reporting the progress of the work to ensure timely completion of the contract.

The Design Build Team shall submit a schedule in accordance with the following:

### **CRITICAL PATH METHOD PROJECT SCHEDULE (CPM)**

#### **DESCRIPTION**

The work of this provision consists of the Design Build Team planning, scheduling, designing, and constructing this project using a Critical Path Method Project Schedule (CPM). Use the CPM for coordinating and monitoring all the work specified in this contract including all activities of subcontractors, vendors, suppliers, utilities, railroads, NCDOT, and all other parties associated with the design or construction of this project. The work covered by this section includes but is not limited to submittals, major procurement, delivery, construction activities, submitting an initial CPM, and providing monthly updates to the CPM. The schedule shall have considered the time requirement for ordering articles of special manufacture to meet specific requirements of the work and for any inspection requirements of the various sections of the specifications, such as Section 1072 when structural steel fabrication inspection is required. Make sure that all activities quantified in the contract are included in the CPM.

**DESIGN BUILD SCOPE OF WORK**

- The Design Build Team is responsible for the development of the Traffic Control Plans and Pavement Marking Plans. Reference the Traffic Control and SmartZone Scopes of Work. The Design Build Team is also responsible for Construction Engineering and Inspection (CEI), Public Involvement activities, and Utility Coordination efforts. Reference the respective scopes contained in this Request for Proposals. The Design Build Team is also responsible for the design of all sign supports and foundations for overhead sign assemblies. The DMS assembly shall be full span (minimum of two vertical supports) with a boxed truss unless shown otherwise on the signing plans.
- The Department will provide signed and sealed plans for all other major work items, including roadway design, structure design, hydraulic design, erosion and sedimentation control, lighting, noise and decorative walls, utility construction, signing, and signals. **The Department is responsible for the accuracy and completeness of all signed and sealed plans provided and shall be fully liable for any additional costs due to errors in these plans.** The Design Build Team is encouraged to construct according to these plans. The Design Build Team may choose to modify these designs, in such case, the Design Build Team shall assume full responsibility for the design of that work item and submit signed and sealed plans for Department review and approval. Intentions to do so must also be clearly noted in the Technical Proposal. Submittals for such design changes will be as expected for other current Design Build projects.
- Changes to the design that require a permit modification will not be allowed. The project shall be constructed in strict compliance with the conditions of the permits and commitments made in the planning documents and during the NEPA process.
- Changes to the designs provided by the Department that affect other design issues including but not limited to, noise wall envelopes and details, culvert lengths, bridge lengths, sign structures, stream relocation, etc. shall render the Design Build Team responsible for all re-design of the affected items. Changes to any designs provided by the Department that are necessitated by the Design Build Team's Traffic Control Plan will also be the responsibility of the Design Build Team. In all cases, the Technical Proposal shall clearly address the proposed resolution of affected designs.
- The Department has checked on the status of the current flood study and determined that the project is in a part of Wake County that is still in the "hydraulics and hydrology" phase and that the new flood map has not yet been adopted. The current flood study ends just downstream of this project. The Department will be responsible for the current drainage design provided to the Design Build Teams. However, if the Design Build Team revises the drainage design, then it becomes the Design-Build Team's responsibility to investigate how these modifications affect the roadway drainage or the flood plain. In addition, the Design Build Team shall be responsible for all FEMA coordination and requirements imposed as a result of these changes.
- A pavement design alternate to that shown in the Department's Roadway plans is provided herein. Reference Alternate Pavement Design Scope of Work. If including this alternate pavement design in the final typical section, the Design Build Team shall

- b) For operations on any US 64/US 1 ramp that requires more than 30 minutes, the Contractor may close ramps for the following interchanges and no more than the maximum consecutive calendar day duration shown below. Closures can not be scheduled during any Holiday or Special events shown above in section A.:

<b>Interchange Access</b>	<b>Maximum Duration</b>
Cary Parkway	7 days
Crossroads/Walnut St. including I-40 East on ramp	7 days

The Technical Proposal shall address the ramps that require closures, the number of closures per ramp, the maximum duration for each closure and a traffic control concept on how traffic will be maintained. A percentage of the Technical proposal evaluation will be dependent on this information.

The Contractor will need to address the ramp or loop closure in the Traffic Control Staging plans and be subject for approval by the State Alternate Delivery Systems Engineer. If accepted, the appropriate Traffic Control Phase submittal will need to provide more detailed information.

**Liquidated Damages for exceeding the proposed duration committed by the contractor for US 1/US 64 ramps and loops at any of the interchanges listed above, is \$1,500.00 per hour for this Intermediate Contract Time.**

- c) The Contractor may close Cary Parkway or Walnut Street for a maximum of 30 minutes, but not during the following times:

5:30am to 12:00am (midnight)                      Monday – Sunday

The Contractor can only close the road for Traffic Shifts, including pavement marking and tie in work.

**Liquidated Damages for the above road closure time restriction for Cary Parkway and Walnut Street, is \$1,500 per 15 minute period or any portion thereof for this Intermediate Contract Time.**

- d) For completing pavement construction on –L- US 64/US 1 from –L- station 10+15 to 13+20, the Contractor may close any US 64/US 1 ramp or loop and/or thru lane in the same direction of travel at the Tryon Rd interchange no more than two times on a non Holiday/Special Event listed in section A above from 9:00pm Friday to 5:00am Monday morning, which is 56 consecutive hours.

The Technical Proposal shall address the ramps that require closures, the number of closures per ramp, the maximum duration for each closure and a traffic control concept on how traffic will be maintained. A percentage of the Technical proposal evaluation will be dependent on this information.

The Contractor will need to address the ramp or loop closure in the Traffic Control Staging plans and be subject for approval by the State Alternate Delivery Systems Engineer. If accepted, the appropriate Traffic Control Phase submittal will need to provide more detailed information.

**Liquidated Damages for exceeding the 56 consecutive hour ramp closure time restriction for any ramp or loop and/or thru lane closure at the US 1/US 64 and Tryon Rd interchange, is \$1,500.00 per hour for this Intermediate Contract Time.**

**3. Hauling restrictions**

Do not conduct multi-vehicle hauling as follows; ingress and egress from ramps will not be allowed during the time restrictions listed below: See *2002 NCDOT Standard Specifications for Roads and Structures* for other specific hauling restrictions requirements.

<b>Road Name</b>	<b>Day and Time Restrictions</b>	
US 1/US 64 and ramps/ loops	5:30am to 7:00pm	Monday thru Friday
	8:00am to 8:00pm	Saturday thru Sunday
Cary Parkway	5:30am to 7:00pm	Monday thru Friday
Walnut Street	5:30am to 7:00pm	Monday thru Friday

Do not conduct any hauling operations against the flow of traffic of an open travelway unless the work area is protected by barrier or guardrail.

**B. Lane and Shoulder closure requirements**

Remove lane closure devices from the lane when work is not being performed behind the lane closure or when a lane closure is no longer needed.

When personnel and/or equipment are working within 40 ft (12m) of an open travel lane, close the nearest open shoulder using NCDOT 2002 *Roadway Standard Drawings* no. 1101.04 unless the work area is protected by barrier or guardrail.

When personnel and/or equipment are working on the shoulder adjacent to an undivided facility and within 5 ft (1.5m) of an open travel lane, close the nearest open