STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

November 24, 2010

Addendum No. 1

Contract No.:	C 202382
TIP No.:	I-2304AD
County:	Davidson
Project Description:	Reconstruction of I-85 from North of NC 150 to just North of I-85 Business

RE: Addendum No. 1 to Final RFP

January 18, 2011 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated November 10, 2010 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 1 for your information. Please note that all revisions have been highlighted in gray and are as follows:

The Table of Contents has been revised. Please void the Table of Contents in your proposal and staple the revised Table of Contents thereto.

Page No. 7 of the *Partnering Project Special Provision* has been revised. Please void Page No. 7 in your proposal and staple the revised Page No. 7 thereto.

Page Nos. 126 and 128 of the *General Section* has been revised. Please void Page Nos. 126 and 128 in your proposal and staple the revised Page Nos. 126 and 128 thereto.

Page No. 135 of the *Roadway Scope of Work* has been revised. Please void Page No. 135 in your proposal and staple the revised Page No. 135 thereto.

Page Nos. 141 and 142 of the *Pavement Management Scope of Work* has been revised. Please void Page Nos. 141 and 142 in your proposal and staple the revised Page Nos. 141 and 142 thereto.

Page No. 147 of the *Structures Scope of Work* has been revised. Please void Page No. 147 in your proposal and staple the revised Page No. 147 thereto.

Page No. 158 of the *Traffic Management Scope of Work* has been revised. Please void Page No. 158 in your proposal and staple the revised Page No. 158 thereto.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROGRAM MANAGEMENT
1595 MAIL SERVICE CENTER
RALEIGH NC 27699-1595

TELEPHONE: 919-250-4234
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WEBSITE:
WWW.NCDOT.GOV

LOCATION:
CENTURY CENTER COMPLEX
ENTRANCE B-1
1020 BIRCH RIDGE DRIVE
RALEIGH NC

Page No. 179 of the *Signing Scope of Work* have been revised. Please void Page No. 179 in your proposal and staple the revised Page No. 179 thereto.

Page No. 193 of the *Right of Way Scope of Work* have been revised. Please void Page No. 193 in your proposal and staple the revised Page No. 193 thereto.

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

cc: Mr. Victor Barbour, PE
Mr. Rodger Rochelle, PE
Ms. Teresa Bruton, PE
Pat Ivey, PE
Mr. Tim McFadden
File

TABLE OF CONTENTS

This relationship will be bilateral in makeup and participation will be totally voluntary. The Department will provide the location for the partnering workshop(s). The Design-Build Team shall include in their lump sum price bid for the entire project all other costs required for one partnering workshop, including but not limited to expenses for a professional facilitator.

To implement this initiative prior to starting work in accordance with the requirements of Section 108 of the Standard Specifications and the Standard Special Provision for Division One (found elsewhere in this RFP), and prior to the preconstruction conference, the Design-Build Team's management personnel and Division Construction Engineer will initiate a partnering development seminar/team building workshop. Project personnel working with the assistance of the Construction Unit will make arrangements to determine a maximum of 60 attendees at the workshop, agenda of the workshop, duration, and location. Persons required to be in attendance will be the NCDOT Resident Engineer, the NCDOT Division Construction Engineer, and key project personnel; the Design-Build Team's senior management personnel, the Design-Build Team's on-site project manager, and key project supervisory personnel for both the Design-Build Team and principal subcontractors and suppliers. The project design engineers, FHWA, and key local government personnel will also be invited to attend as necessary.

Follow-up workshops may be held periodically throughout the duration of the contract as agreed by the Design-Build Team and the North Carolina Department of Transportation. In the event that additional workshops are held, compensation for the follow-up partnering workshops will be by Supplemental Agreement.

The establishment of the partnering charter on a project will not change the legal relationship to the contract nor relieve either party from any of the terms of the contract.

EXECUTION OF SIGNATURE SHEETS AND DEBARMENT CERTIFICATION

(03-24-10) DBI G52

The Proposer's attention is directed to the various sheets in the Request for Proposals which are to be signed by the Proposer. A list of these sheets is shown below. The signature sheets are located behind the Itemized Proposal Sheet in this Request for Proposal. The NCDOT bid bond form is available on-line at:

http://www.ncdot.org/doh/preconstruct/altern/design_build/DesignbuildBidBond.pdf

or by contacting the Records and Documents office at 919-250-4124.

1. Applicable Signature Sheets: 1, 2, 3, 4, 5, or 6 (Bid)

2. Bid Bond dated the day of Technical and Price Proposal submission

The Proposer shall certify to the best of his knowledge all subcontractors, material suppliers and vendors utilized herein current status concerning suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency, in accordance with the "Debarment Certification" located behind the *Execution of Bid Non-Collusion Affidavit, Debarment Certification and Gift Ban Certification* signature sheets in this RFP. Execution of the bid signature sheets in conjunction with any applicable statements concerning exceptions, when such

- Describe the overall strengths of the construction team and their ability to fulfill the construction and construction management requirements of this project.
- Describe the Design-Build Team's approach to site access and material staging.

2. Responsiveness to RFP – 20 points

Natural Environmental Responsibility

- Describe the Design-Build Team's approach to addressing environmental concerns within the project boundaries.
- Identify efforts to minimize impacts on wetlands, streams, riparian buffers, and other environmentally sensitive areas.
- Describe any Notice of Violations (NOV's) or Immediate Corrective Actions (ICA's) the Design-Build Team members have received and the disposition of any NOV's or ICA's.
- Describe the Design-Build Teams approach to Sedimentation and Erosion Control for the project.
- Describe efforts to minimize or avoid any contaminated sites.

Design Features

- Show plan view of design concepts with key elements noted.
- Identify preliminary horizontal and vertical alignments of all roadway elements.
- Show typical sections for the mainline of the project.
- Identify drainage modifications and designs to be implemented.
- Identify the appropriate design criteria for each feature if not provided.
- Identify all bridge types to be constructed, including any special design features or construction techniques needed.
- Identify any deviations, including proposed design exceptions, from the established design criteria that will be utilized. Explain why the deviation is necessary.
- Describe any geotechnical investigations to be performed by the Design-Build Team.
- Identify any special aesthetics considerations that will be part of the design.
- Describe how any utility conflicts will be addressed and any special utility design considerations. Describe how the Design-Build Team's design and construction methods minimize the Department's utility relocation costs.
- Describe if the design will require any additional right-of-way or easements beyond that already acquired by the Department, and if so, to what extent.
- Identify types of any retaining walls and / or sound barrier walls if applicable.
- Identify the pavement base option chosen, ABC or asphalt, for all -Y- Lines.
- Indicate the lane configuration for Belmont Road between Ramps -B- and -C-.
- Indicate the design speed of all Belmont Road design elements.

3. Long Term Maintenance – 5 points

- Describe any special materials, not referenced elsewhere in the contract, incorporated into the project that would result in long term reduction in maintenance.

- Address the I-85 Business ramps continuous weekend road closures, providing the proposed off-site detour details and the maximum number of weekend road closures that will occur.
- Indicate the intended laneage to be maintained on I-85 northbound lanes from the Belmont Road northbound on-ramp to the I-85 Business northbound off-ramp, providing design details. Specifically, at a minimum, indicate the maximum duration the I-85 northbound traffic will be in a two-lane pattern, the Belmont Road northbound on-ramp acceleration length, the I-85 Business northbound off-ramp deceleration length, the justification for and benefits of the lane reduction, and any self-imposed liquidated damages.

Safety Plan

- Describe the safety considerations specific to the project.
- Discuss the Design-Build Team's overall approach to safety.
- Describe any proposed improvements that will be made prior to or during construction that will enhance the safety of the work force and/or travelling public both during and after the construction of the project.

7. Oral Interview – 3 points

- The Design-Build Team's Project Management Team shall present a brief introduction of the project team and design / construction approach.
- Introductory comments shall be held to no more than 25 minutes.
- The Department will use this interview to ask specific questions about the Team's Technical Proposal, background, philosophies, and approach to the project.
- Presentation, questions, and answers shall not exceed 75 minutes. No more than 10 people from the Design-Build Team may attend.

The Department will use the information presented in the oral interview to assist in the evaluation of the Technical Proposal.

Additional Warranty and / or Guarantee

- **The Extra Credit for this project shall be a Maximum of 5 Points.**

A twelve-month guarantee as outlined in the *Twelve-Month Guarantee* Project Special Provision is required for this project. However, the Design-Build Team may provide additional warranties and / or guarantees at their discretion. The Design-Build Team may be awarded additional points as "extra credit" to be added to the Technical Score.

The Design-Build Team may provide warranties and / or guarantees for major components of the project. Examples of major components are pavements, bridge components, and sign structures. If additional warranties and / or guarantees are offered, the Design-Build Team shall indicate in the Technical Proposal the general terms of the warranties and / or guarantees, a list of the items covered, performance parameters, notification and response parameters for corrective action, and evaluation periods. The Department will be responsible for annual inspections of the components covered by all warranties and / or guarantees offered by the Design-Build Team that extend beyond the required Twelve-Month Guarantee. The warranties and / or guarantees shall also define how disputes will be handled. Prior to the first partial payment, the Design-Build Team shall submit a document that

- On the east side of I-85, the Design-Build Team may substitute the I-85 / Belmont Road partial cloverleaf interchange configuration with a compressed diamond configuration provided the requirements noted below are adhered to. The Department will not honor any requests for additional contract time or compensation for any efforts required in order to obtain approval of the compressed diamond configuration, including but not limited to public involvement, additional design effort, additional construction effort and or additional environmental agency coordination and approvals.
  - The Design-Build Team shall develop a traffic analysis that demonstrates that traffic operations with a compressed diamond interchange are equivalent or better than traffic operations with a partial cloverleaf interchange in the 2035 design year. This analysis shall include, but not be limited to, traffic operation of the Belmont Road interchange, the Business I-85 interchange and the section of I-85 between the two aforementioned interchanges.
  - The Belmont Road / Service Road -DETSRD2- intersection and control of access terminus shall be located a minimum of 1000 feet east of the Belmont Road / Ramp D intersection.
  - The Design-Build Team shall be responsible for both the acquisition services and the actual cost of all additional right of way, easement and / or control of access. (Reference the Right of Way Scope of Work found elsewhere in this RFP)
  - The Design-Build Team shall be required to provide an interchange configuration that can be substantiated by an approved Interchange Modification Report (IMR) As such, the cost of all design and construction revisions required to obtain NCDOT and FHWA approval of an IMR shall be the sole responsibility of the Design-Build Team.
- Continuously between the Belmont Road Ramps -B- and -C-, the Design-Build Team shall design and construct a facility than can accommodate a five-lane typical section. The Belmont Road structure width over I-85 shall be in accordance with the Revised Structure Recommendations approved on July 13, 2004. The Design-Build Team shall indicate the lane configuration for this section of Belmont Road in the Technical Proposal.
- The operation of the truck scales on the Walser Enterprises property (Bill's Truck Stop - Parcel No. 21) shall not be impacted by the Design-Build Team's construction at any time.
- In accordance with Congestion Management's guidelines, the Design-Build Team shall be responsible for capacity analysis for turn lanes lengths and lane configurations at intersections and ramp / loop terminals using 2035 traffic volumes provided by the Department. All intersection turn lane lengths shall meet the current NCDOT standards where vehicle storage does not govern or the aforementioned capacity analysis, whichever is greater. This determination shall be made by calculating the recommended treatment for turn lanes, incorporating the minimum deceleration lengths as defined in the NCDOT Roadway Design Manual (Reference Section 9-1, Figure F-4A), and comparing the calculated values with the NCDOT minimum turn lane lengths.
- Roundabouts will not be allowed. At all ramp and loop intersections with -Y- Lines, the design vehicle for all turning movements shall be a WB-65. Unless noted otherwise elsewhere in this RFP, the design vehicle for all other turning movements shall be a WB-50.
- The Design-Build Team shall provide turn arounds on all roads that are dead-ended. Along Wayne Gobble Road (SR 1288), the Design-Build Team shall provide a T-type turnaround north of the most northern property line of Parcel No. 40. From this turnaround southward, the Design-Build Team shall provide a minimum ten-foot paved facility that ties to the existing ten-foot gravel facility located at approximately Station 1125+00 -L-, LT.
- With the exception of the I-85 northbound lane drop required to tie to existing, the Design-Build Team shall design and construct all lane drops from the outside roadway.
- Unless noted otherwise elsewhere in this scope of work, the Design-Build Team shall design and construct -Y- Lines, ramps and service roads providing the same or better access, widening and improvements included in the I-2304AB Right of Way 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.
- Functional classifications that have a defined usable shoulder width shall have the appropriately wider overall shoulder width.

PAVEMENT MANAGEMENT SCOPE OF WORK (11-23-10)

The plans referred to herein as the I-2304AB Right of Way Plans provided [or developed] by the Department are the hard copy of the Right of Way Plans distributed on October 21, 2010.

The pavement design for the mainline and mainline shoulders shall consist of the following:

14.0" doweled jointed concrete with 15' uniform joint spacing
3.0" B25.0B
1.25" SF9.5A
Subgrade Stabilization

Subgrade stabilization shall be to a minimum depth of 8 inches for lime and 7 inches for cement. The type of subgrade stabilization and amount of stabilizing agent shall be determined in accordance with the Cement and Lime Stabilization of Subgrade Soils Project Special Provision found elsewhere in this RFP.

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

Line	Surface	Intermediate	Base	ABC
I-85 – Outside the reconstruction limits	1.5" S9.5D			
-Y3REV-	3.0" S9.5B	3.0" I19.0B	-----	10.0"
-RPB33- and -RPC33- @ -Y3REV-	3.0" S9.5B	3.0" I19.0B	-----	10.0"
-LPB33- and -LPC33- @ -Y3REV-	3.0" S9.5B	4.0" I19.0B	-----	6.0"
-RP85B- and -RP85C-	3.0" S9.5B	3.0" I19.0B	3.5" B25.0B	8.0"
-SRD1-, -SRA-, -SR3- and –SRD-	3.0" S9.5B	2.5" I19.0B	-----	6.0"
-Y7- (SR 1293)	3.0" S9.5B	-----	-----	*10.0"
-DETSRD2- and -SR4-	3.0" S9.5B	-----	-----	*8.0"
-D1-, -D2- and -D3-	1.5" S9.5B	-----	-----	*6.0"

* Prime coat required over ABC

Warm mix asphalt shall not be allowed.

For use as ABC on -Y- Lines and service roads, the Design-Build Team may use crushed concrete aggregate if the required specifications can be met. The crushed material shall meet all source approval requirements such as LA Abrasion and Deleterious Substances with the exception of the Sodium Sulfate test requirement, which is waived. For approval as a source, the Producer must have a stockpile containing at least 300 tons of material meeting a NCDOT standard gradation before samples will be obtained by the Materials Inspector for evaluation. For use as ABC, the material must meet the ABC gradation. The Liquid Limit of the material is raised 5 points to a maximum of 35. Material that is transported to a project from an offsite crushing facility shall be subject to the requirements of the Aggregate Quality Control / Quality Assurance Program.

Unless noted otherwise elsewhere in this RFP, the minimum depth for overlaying the existing pavement on -Y- Lines shall be the full thickness of surface course as provided in the table above. The minimum depth for overlaying the existing pavement on Service Road -SRD- may be 1.5" S9.5B. For the -Y- Lines noted in the table above, the Design-Build Team may substitute an asphalt base course layer for an ABC layer. If such an alternative is proposed, the Design-Build Team shall use an 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. (Reference the Roadway Scope of Work found elsewhere in this RFP)

On all ramps and loops, the adjacent through lane pavement design shall extend to the back of the gore (12-foot width).

The Design-Build Team shall be responsible for the design of all temporary pavements and for the evaluation of existing shoulders and roadways regarding their suitability for carrying traffic during construction, if necessary. In the event that the existing shoulders and roadways are found to be inadequate for the proposed temporary traffic volumes and durations, based on the Department's review of the aforementioned evaluation, the Design-Build Team shall be responsible for upgrading the pavement to an acceptable level. Temporary pavements shall be designed in accordance with the most recent version of the North Carolina DOT *Pavement Design Procedure*. Temporary pavement designs and associated calculations shall be submitted for review and comment using the contract submittal process. The expected duration for traffic on temporary pavement must be included as part of the submittal. (Reference the Roadway Scope of Work)

All driveways, up to the radius point, shall be constructed with the full-depth pavement design of the intersecting roadway. The entire impacted length of all non-concrete driveways with a 10% or steeper grade shall be constructed with 1.5" S9.5B and 8" ABC. Unless otherwise noted above, the Design-Build Team shall adhere to the following for all driveway construction:

For existing gravel and soil driveways, use 8" ABC.
For existing asphalt driveways, use 1.5" S9.5B and 8" ABC.
For existing concrete driveways, use 6" jointed concrete reinforced with woven wire mesh.

The Design-Build Team shall completely remove and dispose of the entire pavement structure, including shoulders, within the reconstruction limits of I-85. In areas where the existing -Y- Line paved shoulders are proposed to be incorporated into a permanent travel lane, the Design-Build Team shall be responsible for evaluating the existing paved shoulder regarding its suitability for carrying the projected traffic volumes. In the event that the existing paved shoulder is found to be inadequate, the Design-Build Team shall be responsible for upgrading the existing paved shoulder to an acceptable level or replacing the existing paved shoulder. The Design-Build Team shall submit their evaluation and proposed use of existing paved shoulders to the Transportation Program Management Director for review and acceptance or rejection.

Structure Removal

The Design-Build Team shall be responsible for the removal and disposal of the following structures:

- Davidson County Bridge #001 (SR 1133 [Belmont Boulevard] over I-85)
- Davidson County Bridge #111 (SR1295 [Clark Rd] over I-85)
- Reinforced Concrete Box Culvert (Station 1036+25 -L-)

General

The Design-Build Team's primary design firm shall be on the Highway Design Branch list of firms qualified for Structure Design and maintain an office in North Carolina.

Design shall be in accordance with the latest edition of the *AASHTO LRFD Bridge Design Specifications* (with exceptions noted in the NCDOT Structure Design Manual), NCDOT LRFD Driven Pile Foundation Design Policy, NCDOT Structure Design Manual (including policy memos), and NCDOT Bridge Policy Manual. The provisions of *AASHTO LRFD Bridge Design Specifications Articles 3.6.5.1 and 3.6.5.2* need not be considered for structure elements that are protected in accordance with Roadway Standard Drawings 857.01, Sheet 1 of 8 and 862.01, Sheet 1 of 11. Culverts and culvert extensions shall be designed in accordance with *AASHTO Standard Specifications for Highway Bridges, 16th Edition* with 1998 Interim revisions, NCDOT Structure Design Manual (including policy memos), and NCDOT Bridge Policy Manual.

Construction and materials shall be in accordance with the 2006 *NCDOT Standard Specifications for Roads and Structures,* NCDOT Structure Design Unit Project Special Provisions, and NCDOT Structure Design Unit Standard Drawings.

Attachment of sign structures to bridges shall not be allowed. Monotube sign supports shall not be allowed. Monotube or cantilever DMS support structures shall not be allowed.

Stay-in-Place Forms for interior and end bent diaphragm construction shall not be allowed.

Alternate designs, details, or construction practices (such as those employed by other states, but not standard practice in NC) are subject to Department review and shall be evaluated on a case by case basis. The Design-Build Team may use non-standard pre-stressed concrete girder shapes provided they have been previously used in North Carolina or other states; and they are detailed with a concrete cover consistent with that used on the North Carolina standard shapes.

TRAFFIC MANAGEMENT SCOPE OF WORK (11/24/10)

I. Traffic Management Plans

A. Design Parameters

The Design-Build Team shall prepare the Traffic Management Plans which includes the Temporary Traffic Control Plan, the Traffic Operations Plan, the Public Information Plan as it relates to the Traffic Control Devices and temporary pavement markings for this project following the parameters listed below:

1. For additional information regarding the components of the Traffic Management Plan, review the Work Zone Safety and Mobility Policy found on the Work Zone Traffic Control Website at:
   http://www.ncdot.gov/doh/preconstruct/wztc/
2. Except as permitted outside time restrictions noted elsewhere in this RFP the Design-Build Team shall adhere to the following requirements:
   - Maintain a minimum of two lanes in each direction of I-85.
   - From the Belmont Road northbound on-ramp to the I-85 Business northbound off-ramp, it is the Department's preference to maintain a minimum of three I-85 northbound lanes from the Belmont Road northbound on-ramp to the I-85 Business northbound off-ramp at all times. However, the Design-Build Team may reduce the laneage to two northbound lanes within the aforementioned limits for a long term operation. The Design-Build Team shall indicate their intent to implement this lane reduction in the Technical Proposal, providing specific design details. Specifically, at a minimum, the Design-Build Team shall indicate the maximum duration the northbound traffic will be in a two-lane pattern, the Belmont Road northbound on-ramp acceleration length, the I-85 Business northbound off-ramp deceleration length, the justification for and benefits of the lane reduction, and any self-imposed liquidated damages.

Maintain a minimum 11-foot width for all I-85 lanes.

Maintain a minimum of 4' wide paved inside and outside shoulders on I-85 and I-85 Business unless temporary barrier is placed on the paved shoulder.

Maintain existing lane and shoulder widths on all other roadways.

The Design-Build Team may shift the I-85 Business southbound on-ramp lane drop northward outside the limits of ramp reconstruction. Prior to incorporation of this shift, the Design-Build Team shall submit the design to the Department for review and acceptance. The Design-Build Team shall indicate their intent to shift the I-85 Business southbound on-ramp lane drop in their Technical Proposal, providing specific design details and duration.

The Design-Build Team may temporarily reduce the dual lane I-85 northbound off-ramp to I-85 Business to one lane. The Design-Build Team shall indicate their intent to reduce the aforementioned I-85 northbound off-ramp to one lane in their Technical Proposal, providing specific design details and duration.

Ground Mounted Supports

Unless otherwise approved by the Engineer, ground mounted signs on a freeway or expressway, with breakaway or yielding supports, shall be located a minimum of 30 feet from the edge of the outside travel lane to the nearest edge of the sign.

NCDOT will provide the software for ground mounted sign support designs. The Design-Build Team shall be responsible for all design, fabrication and installation of ground mounted supports and signs. Instructions for loading support design software will be made available upon request.

Exit Gore signs shall be erected on omni-directional breakaway supports.

Overhead Sign Assemblies

The Design-Build Team shall design, fabricate and install overhead sign assemblies that meet all Department requirements. The windspeed for the overhead sign assembly designs shall be 90 mph. The Design-Build Team shall be responsible for calculating the windload area for the overhead sign assembly. The windload area shall be flush with the sign height and width. When calculating the windload area, the Design-Build Team shall include exit panels as part of the sign height. The coordination with future projects and sign messages shall be considered when designing and fabricating overhead sign assemblies.

The minimum vertical clearance beneath all overhead sign assemblies shall be 17 feet. The Design-Build Team shall submit written verification of the actual vertical clearance of overhead sign structures.

The Design-Build Team shall design, fabricate, and install overhead and pedestal sign supports and foundations in accordance with the Overhead Sign Supports and Overhead Sign Foundations Project Special Provisions found elsewhere in this RFP.

When applicable, the Design-Build Team has the option to mount signs vertically centered on the horizontal member of the overhead structure or to locate the bottom edge of all signs on each assembly in a horizontal plane.

Lighting will not be required on overhead sign assemblies.

At a minimum, the Design-Build Team shall provide the following I-85 northbound Overhead Sign Assemblies:

Belmont Road – One mile Advance Guide Sign
Belmont Road – Exit Directional
I-85 Business – A series of three Lane Control Signs

At a minimum, the Design-Build Team shall provide the following I-85 southbound Overhead Sign Assemblies:

NC 150 – Two Advance Guide Signs
Belmont Road – Two Advance Guide Signs
Belmont Road – Exit Directional

way acquisition process is completed within the timeframe noted above, or if the Design-Build Team cannot adequately demonstrate that this additional right-of-way is on the project's critical path, the Department will not honor any requests for additional contract time or compensation, including idle equipment or mobilization or demobilization costs, associated with completion of this acquisition process. The cost associated with the acquisition process, as well as the right of way and easement costs, will be borne by the Department. (Reference the Roadway Scope of Work found elsewhere in this RFP)

As shown on the I-2304AB Right of Way Plans provided by the Department, the NCDOT will be responsible for the removal and disposal of all buildings and appurtenances, including billboards for the project. The Design-Build Team shall be responsible for all costs associated with the removal and disposal of all additional buildings and appurtenances required by the Design-Build Teams design or construction methods, beyond that shown on the Right of Way Plans developed by the Deparment.

For all additional right of way, easements and / or control of access required by the Design-Build Team's design or contsrution methods, beyond that shown on the I-2304AB Right of Way Plans provided by the Department, the Design-Build Team shall carry out the following responsibilities:

- The Design-Build Team shall employ qualified, competent personnel who are currently **approved by the NCDOT Right of Way Branch** to provide all services necessary to perform all appraisal, appraisal review, negotiation and relocation services required for completion of the project in accordance with G.S. 136-28.1 of the General Statutes of North Carolina, as amended, and in accordance with the requirements set forth in the *Uniform Appraisal Standards and General Legal Principles for Highway Right of Way*, the *North Carolina Department of Transportation's Right of Way Manual*, the *North Carolina Department of Transportation's Rules and Regulations for the Use of Right of Way Consultants*, the *Code of Federal Regulations*, and *Chapter 133 of the General Statutes of North Carolina from Section 133-5 through 133-18*, hereby incorporated by reference, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Design-Build Team shall perform the services as set forth herein and furnish and deliver to the Department reports accompanied by all documents necessary for the settlement of claims and the recordation of deeds, or necessary for condemnation proceedings covering said properties.

- A Department representative will be available to provide technical guidance on right of way acquisition procedures and to make timely decisions on approving relocation benefits and approving administrative adjustment settlements on behalf of the Department over and above the authority granted to the Department Right of Way Consultant Project Managers.

- The Design-Build Team shall submit a right of way project tracking report and right of way quality control plan to the Department. The Department standard forms and documents will be used to the extent possible.