



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

August 2, 2010

**Addendum No. 3**

Contract No.: C 202523  
TIP No.: R-2123CE  
County: Mecklenburg/Cabarrus  
Project Description: I-485 (Charlotte Outer Loop) / I-85  
  
RE: Addendum No. 3 to Final RFP

**September 10, 2010 Letting**

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated July 19, 2010 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 3 for your information. Please note that all revisions have been highlighted in gray and are as follows:

On the COVER SHEET, change the dates for the Technical and Price Proposal submission to **August 24, 2010** and for the Price Proposal opening to **September 10, 2010**. Please mark through dates shown on the July 19, 2010 (Labeled) RFP and insert the new dates. This correction must be done in ink and initialed and dated by your Team's primary contractor (reference the attached example). The corrected Final RFP, must be used to submit the Price Proposal for return to this office.

Page 94 of the *General Section* has been revised. Please void Page No. 94 in your proposal and staple the revised Page No. 94 thereto.

On page 109, *Roadway Scope of Work* has been revised. Please void Page No. 109 in your proposal and staple the revised Page No. 109 thereto.

On page 116, *Pavement Management Scope of Work* has been revised. Please void Page No. 116 in your proposal and staple the revised Page No. 116 thereto.

Page Nos. 152, 153 of the *Signing Scope of Work* has been revised. Please void Page Nos. 152 and 153 in your proposal and staple the revised Page Nos. 152 and 153 thereto.

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

TELEPHONE: 919-250-4234  
FAX: 919-212-5711

**WEBSITE:**  
[WWW.NCDOT.GOV](http://WWW.NCDOT.GOV)

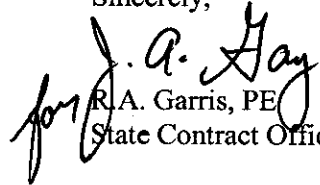
**LOCATION:**  
CENTURY CENTER COMPLEX  
ENTRANCE B-1  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC

TIP R-2123CE  
Distribution of Addendum 3  
Page 2

Page Nos. 131, 133, 134, 145 of the *Traffic Management Scope of Work* has been revised. Please void Page Nos. 131, 133, 134, 145 in your proposal and staple the revised Page Nos. 131, 133, 134, 145 thereto.

If you have any questions or need additional information, I can be reached by telephone at (919) 250-4128.

Sincerely,

  
for J. A. Garris, PE  
State Contract Officer

RAG/VM

cc: Mr. Victor Barbour, PE  
Mr. Rodger Rochelle, PE  
Ms. Teresa Bruton, PE  
Mr. Barry Moose, PE

Ms. Virginia Mabry  
TRC Members  
File

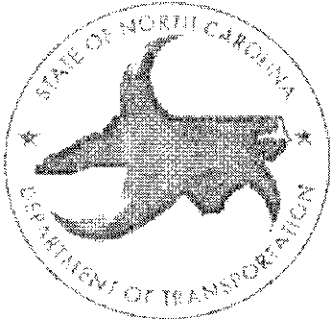
-- STATE OF NORTH CAROLINA--  
DEPARTMENT OF TRANSPORTATION  
RALEIGH, N.C.

**FINAL RFP**

includes

**Addendum No. 1 dated July 1, 2010**

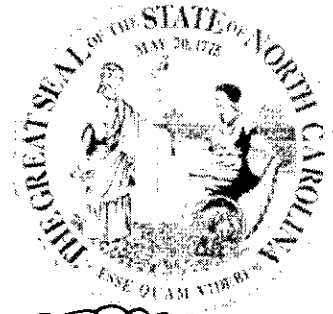
**Addendum No. 2 dated July 19, 2010**



**DESIGN-BUILD PROJECT**

**TIP R-2123CE**

**July 19, 2010**



*Example*

*VOID FOR BIDDING*

DATE AND TIME OF TECHNICAL AND PRICE PROPOSAL SUBMISSION: ~~August 10, 2010~~ BY 4:00 PM

DATE AND TIME OF PRICE PROPOSAL OPENING: ~~August 25, 2010~~ AT 2:00 PM

CONTRACT ID: C202523

WBS ELEMENT NO. 34379.3.GV2

FEDERAL-AID NO. NHF-0485(26)

COUNTY: Mecklenburg/Cabarrus

ROUTE NO. I-85/I-485

MILES: 1.444 Miles

LOCATION: I-485 (Charlotte Eastern Outer Loop) / I-85

TYPE OF WORK: DESIGN-BUILD AS SPECIFIED IN THE SCOPE OF WORK  
CONTAINED IN THE REQUEST FOR PROPOSALS

NOTICE:

ALL PROPOSERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE PROPOSER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE BID IS \$30,000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. PROPOSERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA. NOT WITHSTANDING THESE LIMITATIONS ON BIDDING, THE PROPOSER WHO IS AWARDED ANY PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF BID OPENING, REGARDLESS OF FUNDING SOURCES.

5% BID BOND OR BID DEPOSIT REQUIRED

**APPROVAL OF PERSONNEL**

The Department will have the right to approve or reject any personnel, assigned to a project by the Design-Build Team.

The Design-Build Team or any subcontractor for the Design-Build Team which are employed to provide services for this project shall not discuss employment opportunities or engage the services of any person or persons, now in the employment of the State during the time of this contract, without written consent of the State.

In the event of engagement, the Design-Build Team or their subcontractors shall restrict such person or persons from working on any of the Design-Build Team's contracted projects in which the person or persons were "formerly involved" while employed by the State. The restriction period shall be for the duration of the contracted project with which the person was involved. *Former Involvement* shall be defined as active participation in any of the following activities:

- Drafting the contract
- Defining the contract scope of the contract
- Design-Build Team selection
- Negotiation of the contract cost (including calculating manhours or fees); and
- Contract administration

An exception to these terms may be granted when recommended by the Secretary and approved by the Board of Transportation.

Failure to comply with the terms stated above in this section shall be grounds for termination of this contract and / or not being considered for selection of work on future contracts for a period of one year.

**SUBMITTAL OF TECHNICAL AND PRICE PROPOSALS**

**Technical and / or Price Proposals that do not adhere to all the requirements noted below may be considered non-responsive and may result in the Department not considering the Design-Build Team for award of the contract or reading their Price Proposal publicly.**

**GENERAL**

Technical Proposals, Price Proposals, and the Finance Plan will be accepted until **4:00 p.m. Local Time on Tuesday August 24, 2010**, at the office of the State Contract Officer:

Mr. Randy A. Garris, PE  
Contract Standards and Development  
1020 Birch Ridge Drive  
Century Center Complex - Building B  
Raleigh, NC 27610

**No Proposals will be accepted after the time specified.**

from property line to property line in front of the apartment complex located in the North East quadrant of the interchange. The Design-Build Team shall be responsible for installation of the woven wire fence and chain link fence.

- Excluding the I-85 travel lanes and shoulders, the Design-Build Team shall resurface all lanes and shoulders within the outermost construction limits of all proposed widening and construction, including all areas where existing pavement markings are obliterated or replaced.
- Unless noted otherwise elsewhere in this RFP, all guardrail and high tension cable guiderail placement shall be in accordance with the July 2006 NCDOT *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 that are 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 Design-Build Team shall design and construct bridge rail offsets that are equal to the approach roadway paved shoulders. The Design-Build Team shall design and construct all directional ramps to provide a 10 foot bridge rail offset to the inside of the curve and a 4 foot bridge rail offset to the outside of the curve, additional widening for sight distance will not be required.
- The Department has followed a modified Merger 01 Process agreed to by the environmental agencies and the Department to obtain concurrence points 2A and 4A. Any variations in the Department's proposed design and / or construction methods that nullify any concurrence points obtained or decisions reached between the Department and the environmental agencies; and / or require additional coordination with the Environmental Agencies shall be the sole responsibility of the Design-Build Team. The Department will not allow any contract time extensions or additional compensation associated with any coordination or approval process resulting from design and / or construction modifications.
- The Design-Build Team shall not further impact any cultural, historical, or otherwise protected landmark beyond that shown on the R-2123CE Design Public Meeting Map. Specifically, the Design-Build Team shall minimize impacts to the Schweintz Sunflower located along Mallard Creek Road. The Design-Build Team shall not acquire right of way or easements from the aforementioned features unless shown on the R-2123CE Design Public Meeting Map.
- The Design-Build Team shall be responsible for the sound barrier wall design and construction listed in the Final Design Noise Report dated January 2010, including any geotechnical investigations necessary to design the foundations. The Design-Build Team shall be responsible for the wall envelope details. If the Design-Build Team revises the

**PAVEMENT MANAGEMENT SCOPE OF WORK** (7-30-10)

The Design-Build Team shall choose one of the following alternates for the construction of the I-485, including inside and outside shoulders, from the eastern project limits to I-85:

<u>Alternate 1</u>	<u>Alternate 2</u>	<u>Alternate 3</u>
3.0" S9.5D	3.0" S9.5D	3.0" S9.5D
3.5" I19.0D	3.5" I19.0D	3.5" I19.0D
12.5" B25.0C	8.0" B25.0C	6.5" B25.0C
Subgrade Stabilization	10.0" ABC Subgrade Stabilization	8.0" CTABC Subgrade Stabilization

For the above alternates, the inside and outside paved shoulders may incorporate a 3.0" S9.5C mix in lieu of the 3.0" S9.5D mix, and 3.5" I19.0C mix in lieu of the 3.5" I19.0D mix.

For the remainder of I-485, including the inside shoulders, the Design-Build Team shall use the following design:

13.0" doweled jointed concrete with 15 ft. uniform joint spacing  
3.0" PADC  
1.25" SF9.5A  
Subgrade Stabilization

The pavement design for the outside shoulders for the remainder of I-485 shall consist of a minimum thickness of 10.5" jointed concrete without dowels, with a joint spacing matching the adjacent mainline pavement, and anchored to the mainline pavement with tie bars.

The pavement design for the outside and inside paved shoulders for I-85 shall consist of:

3.0" S9.5C or S9.5D  
3.0" I19.0C or I19.0D  
8.0" minimum B25.0C

Subgrade Stabilization shall be to a minimum depth of 8 inches for lime and 7 inches for cement. The type of subgrade stabilization and the 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:

<b>LINE</b>					<b>Stabilization</b>
I-85	14.0" concrete	4.0" PADC	1.25" SF9.5A		Yes
All Proposed Ramps *	13.0" concrete	3.0" B25.0B	1.25" SF9.5A		Yes
All Proposed Concrete Ramp Shoulders (full width)	3.0" S9.5C or S9.5D	3.0" I19.0C or I19.0D	7.0" minimum B25.0C		No
Y1 (Mallard Creek Road)	3.0" S9.5B	3.0" I19.0B	-	10.0" ABC	No

**TRAFFIC MANAGEMENT SCOPE OF WORK****I. Traffic Management Plans****A. Design Parameters**

The Design-Build Team shall prepare the Traffic Management Plans for this project following the parameters listed below:

1. Median crossovers will not be allowed on this project.
2. Except during a lane closure permitted by Intermediate Contract Time #1, or a road closure permitted by Intermediate Contract Time #3, maintain the existing traffic lanes using a minimum 11-foot wide lanes in each direction on I-85 and I-485, as well as all existing auxiliary lanes, ramps and loops. Maintain 4-foot wide paved inside and outside shoulders in each direction of I-85 and I-485 unless temporary barrier is placed on the paved shoulder. Maintain existing lane and shoulder widths on all other roadways. Refer to Section III of this Scope of Work for an exception to maintaining the existing number of travel lanes for the I-85 southbound to I-485 eastbound movement.
3. All traffic control devices shall be placed a minimum 2-foot offset (shy distance) from the edge of travel lane.
4. Show temporary barrier system on the Traffic Control Staging Concept. Temporary barrier systems shall be designed in accordance with the following requirements:
  - Perform an Engineering Study to determine the need for temporary barrier that considers clear zone distances, roadway geometry, anticipated construction year traffic volumes, traffic speeds, roadside geometry, workers safety, pedestrian safety, etc. in accordance with FHWA Final Rule on Temporary Traffic Control Devices (23 CFR 630 Subpart K). Reference the NCDOT Work Zone Traffic Control website noted below for examples and Guidelines on the use of positive protection in work zones.  
<http://ncdot.org/doh/preconstruct/wztc/DesRes/English/DesResEng.html>
  - Unless the outside useable shoulder width is eight feet or greater, provide a motorist breakdown area on the right side of the travel way along I-85 or I-485 when temporary barrier is used on both sides of a direction of travel for a distance longer than 1000 feet. Thereafter, a breakdown area every one (1) mile shall be provided. All breakdown areas shall be 1000 feet long and 14 feet wide.
  - The Design-Build Team shall determine, and adhere to, the length of need, flare rate, clear zone and possible deflection of the proposed temporary barrier system in accordance with NCHRP-350 deflections from crash testing.
  - The Design-Build Team shall not place temporary barrier systems utilized for traffic control on soil surfaces.
5. The design speed for temporary alignments of NC, US and interstate routes (including all existing ramps and loops) shall not be lower than the current posted speed limit or advisory speed.

12. On all roadways within the project limits, the Design-Build Team shall provide safe access for wide-loads and oversized permitted vehicles through the work zone. Safe access shall entail, but is not limited to, a sufficient pavement structure (Reference the Pavement Management Scope of Work found elsewhere in this RFP), required vertical clearance and minimum clear zone widths as follows:

<b>Roadway</b>	<b>Minimum Clear Width</b>
I-85 and I-485	20 feet
All other roadways	<b>Existing</b>

13. The Design-Build Team shall utilize Changeable Message Signs (CMS) as follows:

- As part of this project, the Design-Build Team shall provide a minimum of eight (8) CMS's and operate when needed to display pertinent traffic information relevant to work zone conditions (ie. road closures, traffic detours, public information, traffic management, access management etc). The location of these CMS's will be determined by the operations requiring the advance warning. These CMS's shall be in addition to any other devices provided by the Department and operated by the Traffic Management Center (TMC). The Design-Build Team shall coordinate with the TMC if and when alternate route or detour information needs to be displayed.
  - All CMSs shall have the functionality to be controlled remotely by the TMC and operated in the field by the Design-Build Team
  - For Alternate and/or detour routes, CMS locations and CMS messages shall be reviewed and approved by the Department prior to incorporation
- These CMSs shall be in addition to any other CMSs required by the Roadway Standard Drawings.
- The Design-Build Team shall show approximate CMS locations, along with the respective messages that have been coordinated with the TMC, in the Traffic Control Plans.

14. The Design-Build Team shall provide a smooth pavement surface for traffic at all times. The Design-Build Team shall not place traffic on lanes containing rumble strips. (Reference the Pavement Management Scope of Work found elsewhere in this RFP)

**B. Traffic Management Plan Requirements:**

The Design-Build Team shall select a Private Engineering Firm (PEF) that has experience designing and sealing Traffic Management Plans for the North Carolina Department of Transportation (NCDOT) on comparable projects. The Design-Build Team shall list projects in the Technical Proposal, including description and similarity to the subject project that the PEF developed.



The Design-Build Team shall develop Traffic Management Plans that maintain all types of traffic (motorists, bicyclists, and pedestrians within the highway, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) as defined by the *Manual for Uniform Traffic Control Devices (MUTCD)*.

The Traffic Management Plans shall adhere to the “Design-Build Submittal Guidelines” and the “Guidelines for Preparation of Traffic Control and Pavement Marking Plans for Design-Build Projects”, which by reference are incorporated herein and are a part of the contract. These documents are available on the Design-Build website.

The Work Zone Traffic Control web site contains useful information that may be needed for the design of the Traffic Control Plans.

<http://www.ncdot.org/doh/preconstruct/wztc/>

**II. Project Operations Requirements**

The following are Time Restrictions and notes that shall be included with the Traffic Management Plans General Notes, unless noted otherwise elsewhere in this RFP:

**A. Time Restrictions**

**1. Intermediate Contract Time #1 and #2 for Lane Narrowing, Closure, Holiday and Special Event Restrictions.**

As a minimum, the Design-Build Team shall maintain existing traffic patterns and shall not close or narrow a lane during the times below, unless otherwise noted in this **Scope of Work**. At all times, a minimum of 2 traffic lanes on I-85 and I-485 (a minimum of 11 ft wide) shall be maintained in each direction of travel. When traffic is placed into the final pattern for any roadway, that will become the minimal traffic pattern and the following time restrictions shall still apply.

<b>Road Name</b>	<b>Time Restrictions</b>
I-85, I-485 I-85 ramps, I-485 ramps	Monday to Sunday 6:00 a.m. to 9:00 p.m.
SR 2467 Mallard Cr. Rd.	Monday through Friday 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.

The Design-Build Team shall not install, reset, and / or remove any traffic control device during the times listed above.

- (B) Be certified by responsible party (contractor or NCDOT) to have the required experience and training and is qualified to perform the duties of this position. If certified by the Contractor, a notarized certification letter shall be furnished to the Engineer at the preconstruction meeting. The letter shall state the Traffic Control Supervisor is qualified, and state that the Traffic Control Supervisor has the authority to ensure traffic is maintained in accordance with the contract documents.

The Traffic Control Supervisor for the project shall be capable of performing the following:

- (1) Be available and on call at all times to direct / make any necessary changes in the traffic control operations in a timely and safe manner.
- (2) Coordinate and cooperate with traffic control supervisors of adjacent, and overlapping construction projects, as well as construction projects in proximity to the subject project, to ensure safe and adequate traffic control setup is maintained throughout the project at all times, including periods of construction inactivity.
- (3) Coordinate and cooperate with Department Traffic Management Center personnel in Mecklenburg County to ensure proper messages are displayed on the CMSs and DMSs.
- (4) Provide traffic control setup that ensures safe traffic operations and workers' safety throughout the construction area.
- (6) Attend all scheduled traffic control coordination meetings, as required by the Engineer.
- (7) Monitor traffic delays and backups within the work zone. Coordinate with the TMC as required by this Scope of Work. (Reference Design Parameter #13)

### **III. Exception to Design Parameter #2 for Maintaining the Existing Number of Travel Lanes for the Southbound I-85 to Eastbound I-485 Movement**

The exit from I-85 Southbound to I-485 Eastbound is currently a one lane exit that develops into two lanes beyond the gore. The Department prefers to maintain these two lanes as existing during the construction of this project. However, the Department will allow a reduction to one travel lane from I-85 Southbound to I-485 Eastbound during construction provided that the Design Build Team provides design features to ensure the safety of this temporary movement. The Design Build Team is required to describe the purpose and duration of this traffic pattern in the Technical Proposal. The Technical Proposal shall address the additional design features including, but are not limited to:

- Sight distance enhancements
- Capacity analysis
- Typical sections including lane widths, shoulders widths, and any barrier and breakdown areas.
- Other safety provisions

The design features shall be included in the appropriate design submittals for review and acceptance by the Department. Upon acceptance, the one travel lane will be considered the existing traffic pattern when applying other requirements in this Scope of Work.

above the interstate shield, the Design-Build Team shall provide the INNER / OUTER designation directly below the interstate shield. If the cardinal direction is placed beside the interstate shield, the Design-Build Team shall provide the INNER / OUTER designation directly below the cardinal direction.

The posted speed limit for this facility shall be 65 MPH.

### **Sign Design**

The Design-Build Team shall be responsible for all Type A, B, and D sign designs, fabrication and installation for ground mounted signs. The Design-Build Team shall be responsible for sizing, fabricating, locating and installing all Type E (warning and regulatory signs), Type F signs (route marker assemblies) and milemarkers.

The Design-Build Team shall design, fabricate and install milemarkers every 0.2 mile on both I-85 and I-485. Each milemarker location shall have milemarkers mounted back to back in the median for each direction of travel on the mainline. The milemarker designs shall be in accordance with the Intermediate Enhanced Reference Location Signs (D10-5) referenced in the *Standard Highway Signs* (2004 Edition).

The Design-Build Team shall design, fabricate and install Thru Bolts for Type "A" Signs in accordance with the revised NCDOT Roadway Standard Drawing No. 901.10 dated January 2008. The revised Roadway Standard Drawing is located at the following website:

**<http://www.ncdot.org/doh/preconstruct/traffic/congestion/SIGN/signstd/>**

All sign designs shall be included in the Signing Plans. All sign designs shall be prepared using the latest version of GuideSign software. The latest GuideSign updates are located at the following website:

**<http://www.ncdot.org/doh/preconstruct/traffic/congestion/SIGN/default.html>**

The Design-Build Team shall design, fabricate and install Overhead Arrow-per Lane Guide signs as shown in Section 2E.21 of the 2009 MUTCD for the advance guide signs for the interchange.

### **Logo and Incidental Signs**

The Design-Build Team is not responsible for designing, locating, or installing any new Logo signs (blue service signs with specific business panels included on signs). The Design-Build Team shall be responsible for relocating existing Logo Signs and any other incidental signs upon completion of the widening, realignment or other construction operations.

### **Sign Maintenance**

The Design-Build Team shall maintain all existing signs during construction, including temporary installations of Guide and Logo Signs on supports to ensure signs are properly maintained and visible during project construction. If damage occurs to the Logo Signs or the business panels during construction or installation, notify the Division Logo Coordinator as soon as possible. The Design-Build Team shall be responsible for replacement of Logo Signs or Logo business panels should damage occurs. If the Logo Signs are removed and disposed of per the RFC signing plans, the business panels on the signs shall be removed and returned to the Division Logo Coordinator.

The order of preference for Logo Signs shall be maintained during project construction (see MUTCD section 2F.02).

### **Temporary Signs**

The Design-Build Team shall be responsible for designing, fabricating, and installing temporary signs and supports. Reference the Signing Section of the Traffic Management Scope of Work found elsewhere in this RFP for additional temporary signing requirements.

### **Sign Locations**

The Design-Build Team shall be responsible for determining the station locations for all signs. To avoid sign placement in locations where their usefulness will be short-lived, the Design-Build Team shall coordinate the proposed sign designs and locations with existing and future projects through the Department.

### **Ground Mounted Support Designs**

The Design-Build Team is responsible for all design, fabrication, and installation of ground mounted supports and signs. The latest version of the support program is located at the following website:

**<http://www.ncdot.org/doh/preconstruct/traffic/congestion/SIGN/default.html>**

### **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.