



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

May 13, 2011

Addendum No. 2

Contract No.: C202616
TIP No.: R-2507A
Counties: Hertford & Gates
Project Description: US 13 / US 158 Widening from US 158 / NC 45 near Winton to the US 158 Bypass in Tarheel

RE: Addendum No. 2 to Final RFP

July 19, 2011 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated May 4, 2011 recently furnished to you on the above project. 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:

On the COVER SHEET, change the date for the Technical and Price Proposal submission to **June 22, 2011**. Please mark through the date shown on the May 4, 2011 (Labeled) RFP and insert the new date. These corrections 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.

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. 61 of the *General Section* has been revised. Please void Page No. 61 in your proposal and staple the revised Page No. 61 thereto.

Page Nos. 73, 75, and 77 of the *Roadway Scope of Work* have been revised. Please void Page Nos. 73, 75, and 77 in your proposal and staple the revised Page Nos. 73, 75, and 77 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

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

Page No. 84 of the *Structures Scope of Work* has been revised. Please void Page No. 84 in your proposal and staple the revised Page No. 84 thereto.

Page No. 96 of the *Hydraulics Scope of Work* has been revised. Please void Page No. 96 in your proposal and staple the revised Page No. 96 thereto.

Page No. 99 of the *Environmental Permits Scope of Work* has been revised. Please void Page No. 99 in your proposal and staple the revised Page No. 99 thereto.

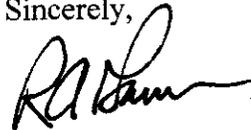
Page No. 134 of the *Signing Scope of Work* has been revised. Please void Page No. 134 in your proposal and staple the revised Page No. 134 thereto.

Please be advised that the project timeline has also been revised and may be accessed from the website noted below:

http://www.ncdot.org/doh/preconstruct/altern/design_build/R2507A/timeline.pdf

If you have any questions or need additional information, I can be reached by telephone at (919) 770-6900.

Sincerely,



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

RAG/apy

Cc: Mr. Victor Barbour, PE
Mr. Jerry Jennings, PE
Mr. Rodger Rochelle, PE
Ms. Teresa Bruton, PE
Ms. Jackie Armstrong, PE
File

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

FINAL REQUEST FOR PROPOSALS

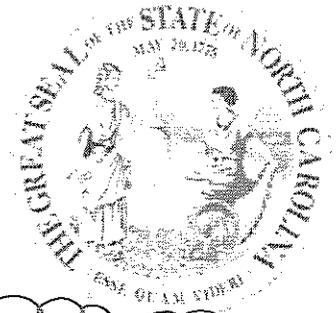
Includes

Addendum No. 1 – May 4, 2011

DESIGN-BUILD PROJECT

TIP R-2507A

May 4, 2011



VOID FOR BIDDING



June 22, 2011 5-10-11
A.B.C

DATE AND TIME OF TECHNICAL AND PRICE PROPOSAL SUBMISSION: ~~June 23, 2011~~ BY 4:00 PM

DATE AND TIME OF PRICE PROPOSAL OPENING: July 19, 2011 AT 2:00 PM

CONTRACT ID: C 202616

WBS ELEMENT NO. 35488.3.1

FEDERAL-AID NO. N/A

COUNTY: Hertford & Gates

ROUTE NO. US-13

MILES: 7.1

LOCATION: US 13 / US 158 widening from US 158 / NC 45 near Winton to the US 158 Bypass in Tarheel

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

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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 and Price Proposals will be accepted until **4:00 p.m. Local Time on Wednesday, June 22, 2011** 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.

Proposals shall be submitted in 2 separate, sealed parcels containing the Technical Proposal in one and the Price Proposal in the other parcel.

and unsafe movements, including but not limited to elongated keyed-in concrete monolithic channelization islands on the -L- Line and -Y- Lines. All mainline exclusive left turn lanes adjacent to the aforementioned elongated islands shall be 14 feet wide.

- At the US 13 / US 158 intersections with NC 137 / San Banks Road (SR 1200) and Corner High Drive (SR 1126) / Tinkham Road (SR 1201), the Design-Build Team shall design and construct a monolithic concrete mountable median that allows emergency vehicles access across US 13 / US 158. The Design-Build Team shall provide 5" keyed-in concrete monolithic channelization islands at all other at-grade intersections with restricted movements.
- Along the -L- Line, the Design-Build Team shall design and construct ten-foot outside shoulders, six-foot of which shall be full depth paved shoulder. Along the -L- Line, the Design-Build Team shall design and construct six-foot inside shoulders, two-foot of which shall be full depth paved shoulders.
- The Design-Build Team shall design and construct one-lane ramps that provide a minimum 16-foot lane width. All ramps shall have 12-foot inside shoulders, four-foot of which shall be full depth paved shoulders. All ramps shall have 14-foot outside shoulders, six-foot of which shall be full depth paved shoulders.
- The Design-Build Team shall design and construct a 24-foot wide loop (18-foot travel lane and six-foot inside bicycle accommodation) that accommodates the US 158 southbound to US 158 / US 13 eastbound movement. All loops shall have 12-foot outside shoulders, four-foot of which shall be full depth paved shoulders. All loops shall have 2'-6" curb and gutter along the inside edge of pavement, with a 14-foot berm. The minimum loop design shall be 30-mph with a minimum 230-foot radius.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct -Y- Lines and service roads providing the same or better access, widening, and improvements included on the R-2507A Preliminary Plans provided by the Department. The limits of -Y- Line construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards.
- The Design-Build Team shall design and construct a four-lane typical section on US 158 (-Y-) that begins at R-2583 Station 397+00 -L2-. The Design-Build Team shall be responsible for removal of the R-2583 eastern temporary tie-in to US 158.
- The Design-Build Team shall coordinate with the R-2583 design and construction to ensure accurate hydrological, horizontal and vertical ties that adhere to design standards. The Design-Build Team shall not make any design or construction changes that affect the design or construction of Project R-2583 without prior written approval from the

and acceptance. All parcels with 2000 feet of frontage, or less, along US 13 / US 158, or US 158, shall be provided only one access point, unless otherwise approved by the Engineer. For those parcels with less than 2000 feet of frontage along US 13/ US 158 or US 158, and access along another roadway, access may be denied along US 13 / US 158 or US 158. For parcels currently without access points, the Design-Build Team shall only be responsible for providing control of access breaks, not for the construction of driveway stub-outs. The Design-Build Team shall be responsible for coordination with and approval by the NCDOT of the woven wire fence placement and access control break locations. The Design-Build Team shall be responsible for installation of the woven wire fence.

- At approximately Station 92+30 -L3-, LT, the Design-Build Team shall design and construct a 30-foot wide driveway that accommodates a low-boy tractor trailer. The Design-Build Team shall pave this driveway to the proposed right of way limits. (Reference the Pavement Management Scope of Work found elsewhere in this RFP)
- The Design-Build Team shall not further impact any cultural, historical or otherwise protected landmark or topographic feature beyond that shown on the R-2507A Preliminary Plans provided by the Department. The Design-Build Team shall not acquire right of way or easements from the aforementioned features unless shown on the R-2507A Preliminary Plans provided by the Department.
- Between the -L- Line and the Story's Crossroads Historic District, the Design-Build Team shall minimize tree removal. Excluding photo-documentation and the Landscape Plan (designing and constructing), the Design-Build Team shall adhere to all requirements of the Story's Crossroads Historic District Memorandum of Agreement (MOA) dated April 27, 2011.
- Unless noted otherwise elsewhere in this RFP, all guardrail 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 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 design shall be submitted for review with the Preliminary Plans submittal.
- The Design-Build Team shall design and construct bridge rail offset as indicated in the NCDOT Roadway Design Manual or that are equal to the approach roadway paved shoulders, whichever is greater. Narrower bridge rail offsets for bridges 200 feet or longer will not be allowed. The NC 45 / US 158 left turn lane(s) accessing US 158 / US 13 shall have a minimum 16-foot width.
- The Department has followed the Merger Process used by the Environmental Agencies and the Department to obtain environmental permits. 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

not limited to, public involvement and NEPA re-evaluation. The Department shall not honor any requests for additional contract time or compensation for completion of the required activities resulting from changes to the NCDOT preliminary design.

- As noted on the Concurrence Point 3 Section 404 / NEPA Interagency Agreement Form, the Least Environmentally Damaging Practicable Alternative (LEDPA) divides US 158 / US 13 into eight sections with specific widening requirements. The Design-Build Team shall adhere to the aforementioned widening requirements through Sections 2 – 8. If the Design-Build Team pursues widening to the opposite side from that specified for Section 1 of the LEDPA, the following shall apply:
 - The environmental agencies will require the Design-Build Team to verify that altering the widening option for Section 1 will not increase jurisdictional impacts. It shall not be sufficient for the Design-Build Team to demonstrate a reduction in jurisdictional impacts from those identified for Section 1 in the Concurrence Point 2 Alternative Comparisons Table. Instead, the Design-Build Team shall prepare preliminary designs for widening on both the east and west side of US 158 / US 13 through Section 1 and compute the corresponding jurisdictional impacts for both preliminary designs.
 - The widening alternative chosen shall reflect the least overall jurisdictional impacts between these two preliminary designs; and the successful demonstration of this minimization to the agencies shall be the sole responsibility of the Design-Build Team.
 - The Department shall not honor any requests for additional contract time or compensation for completion of the activities required to obtain approval for modifying the LEDPA through Section 1.
- Design exceptions shall not be allowed for US 158 / US 13 (-L-), including all ramps and loops, or for US 158 (-Y-). NCDOT prefers not to have design exceptions for all other -Y- Lines and service roads. If the Design-Build Team anticipates any design exceptions, they shall be clearly noted in the Technical Proposal. Prior to requesting / incorporating a design exception, the Design-Build Team shall obtain prior conceptual approval from the Transportation Program Management Director. If approval is obtained, the Design-Build Team shall be responsible for the development and approval of all design exceptions.
- The Design-Build Team shall submit Structure Recommendations and Design Criteria for NCDOT review and acceptance prior to submittal of their Preliminary Plans. The Design-Build Team shall develop Structure Recommendations that adhere to the format noted in the March 25, 2003 and September 1, 2004 memos from Mr. Jay Bennett, PE, State Roadway Design Engineer. Unless noted otherwise elsewhere in this scope of work, the design speed for all roadways shall be the greater of the minimum design speed for the facility type or the anticipated / actual posted speed plus five-mph.
- The Design-Build Team shall be responsible for the evaluation of the algebraic difference in rates of cross slope (roll-over) between existing shoulders and roadways and the associated suitability for carrying traffic during construction, if necessary. In the event that the roll-over is found to be unacceptable for the proposed temporary traffic patterns, the Design-Build Team shall be responsible for providing cross slopes that meet design standards and eliminate roll-over concerns.

6. The Design-Build Team shall provide and install a metallized steel solar array platform (8' x 10' minimum) and a 1" diameter galvanized conduit for connecting the solar array system to the navigational lighting. The Design-Build Team shall coordinate the solar array platform location with the NCDOT Bridge Management Unit. The solar array platforms are typically located within the span over the navigational channel. The Design-Build Team shall metalize the solar array platform with an 8 mil thick 1350 Aluminum (W-AI-1350) thermal sprayed coating with a 0.5 mil thick seal coat in accordance with Section 442 of the Standard Specifications and the Thermal Sprayed Coatings (Metallization) Special Provision available at:

<http://ncdot.gov/doh/preconstruct/highway/structur/psp/newpsp06/PSP013.doc>

The solar array system, navigational lighting, junction box and related wiring will be provided and installed by the Department.

The Design-Build Team shall make the following improvements to the existing Bridge No. 32:

1. Remove the top 1¼ inches of the existing deck and resurface with a minimum 1¼ inch Latex Modified Concrete Overlay. The deck removal shall be performed entirely by hydro-demolition or a combination of milling to a depth not to exceed 1", followed by hydro-demolition for the remainder of the depth.
2. Replace joints with evazote joint seals in elastomeric concrete blockouts. Armoring will not be required for this bridge.
3. Retrofit the outside barrier rail to provide a minimum 54-inch bicycle safe barrier rail. The Design-Build Team shall not utilize fence to satisfy this requirement. If the existing metal rail is removed, the Design-Build Team shall salvage and deliver the rail to the Bridge Maintenance Yard in Ahoskie. The Design-Build Team shall contact Ronald Terry at 252-332-2173 a minimum of two weeks prior to delivery. The Department will provide equipment and manpower necessary to unload the salvaged material at the Bridge Maintenance Yard.
4. Remove and dispose of the existing pile clusters. Install new pile clusters that delineate the navigational channel. The pile clusters shall be placed approximately 15' beyond the substructure and a minimum of 33' from the centerline of the navigational channel.

Reinforced concrete box culverts shall be in accordance with Hydraulic Culvert Survey Reports prepared by the Design-Build Team and accepted by the Department. Precast box culverts will not be allowed.

The empirical method for deck design shall not be allowed.

All proposed bridges on US 13 / US 158 (-L-) shall have a minimum 54-inch bicycle safe barrier rail on the outside, per Standard Drawings BMR2, BMR3 and BMR4, and jersey shaped barrier rail, per Standard Drawing CBR1, on the inside. The bridge at NC 45 (-Y-) and US 13 / US 158 (-L-) shall have a minimum 54-inch bicycle safe barrier rail on both sides of the bridge.

Precast barrier rails shall not be allowed.

- **** NOTE ** Deleted bullet on LOMR package.**
- The Department will be responsible for all fees associated with the CLOMR(s).
- Provide sealed Record Drawings for structures in FEMA regulated floodplains that adhere to the approved FEMA submittal within six months of completion of construction in the FEMA regulated floodplain.
- Not reduce the number of hydraulic crossings in the Chowan River floodplain.
- All drainage pipes, cross pipes and culverts under the mainline required for the final drainage pattern shall be new.
- All existing pipes and culverts not required for the final drainage pattern shall be filled with flowable fill or removed.
- Conduct an interagency hydraulic design review meeting (4B) and an interagency permit impacts meeting (4C) prior to submittal of the environmental permit applications. All work resulting from the hydraulic design and permit reviews shall be the responsibility of the Design-Build Team. The Design-Build Team shall provide hydraulic plans, roadway plans and permit impact sheets to the Transportation Program Management Director a minimum of five weeks prior to the applicable interagency meetings. The Design-Build Team shall take minutes of the interagency meeting and provide them to the Department within three business days of the aforementioned meetings.
- Provide permit drawings, calculations and impact summary sheets for USACE 404 and 10 Permits, NCDWQ Section 401 Certification and NCDWM CAMA Permit.
- Provide a completed application for State Stormwater Permit for submittal to DWQ Regional Office.
- Design bridge drainage without the use of Bridge Scuppers (open-grated inlets). All deck drains shall be six-inch vertical pipes, without elbows, installed through the deck at the flow line; and shall be consistent with that shown in the current NCDOT Stormwater Best Management Practices Toolbox.
- Direct discharge into the water will not be allowed from the proposed Chowan River Bridge or the Buckhorn Creek Bridge.

General

- All designs shall be in accordance with criteria provided in the North Carolina Division of Highways *Guidelines for Drainage Studies and Hydraulics Design-1999* and the addendum *Handbook of Design for Highway Drainage Studies-1973*, North Carolina Department of Transportation “Stormwater Best Management Practices Toolbox – 2008”

Unless otherwise stipulated in the Technical Proposal, the Department will schedule the R-2507A 4B and 4C meetings for **November 2011 and March 2012**, respectively. The Design-Build Team shall clearly identify in their Technical Proposal what months they would like the Department to schedule these meetings. Failure on the part of the Design-Build Team to meet these dates shall place all responsibility for delays resulting from missing these dates on the Design-Build Team.

Unless otherwise noted in this RFP, the Design-Build Team shall be bound by the terms of all signed planning documents and approved minutes and commitments of all concurrence meetings and is held accountable for meeting all permit conditions. The Design-Build Team shall be required to staff any personnel necessary to provide permit compliance.

Major Permit Application Process

It is the Design-Build Team's responsibility to acquire information and prepare permit drawings that reflect the impacts and minimization efforts resulting from the Merger Process and from the project as designed by the Design-Build Team. Further it is the Design-Build Team's responsibility to provide these permit impact sheets (drawings) depicting the design and construction details to the Department as part of the permit application. The Design-Build Team shall be responsible for developing the permit application for all jurisdictional impacts. The permit application shall include all utility relocations within jurisdictional resources, included but not limited to areas of environmental concern. The permit application shall consist, at a minimum, of the following:

Cover Letter

Minutes from the 4B and 4C Meetings

Permit drawings (with and without contours)

Half-size plans

Completed forms (CAMA, Section 404, ENG 4345, etc.) appropriate for impacts

CAMA Adjacent Riparian Landowner Letters

The Department will re-verify and update, as needed, the required environmental data that expires prior to the completion of the activity causing the impact in the jurisdictional areas. These include, but are not limited to, federally protected species, re-verification of wetland jurisdictional areas, historic and archaeological sites, and 303d (impaired) streams.

The Design-Build Team shall submit one permit application for the entire project. The Design-Build Team shall not submit multiple applications to develop a "staged permitting" process to expedite construction activities in a phased fashion.

Direct coordination between the Design-Build Team, the Department's Transportation Program Management Director, Resident Engineer, Division Environmental Officer (DEO) and the Project Development and Environmental Analysis Branch - Natural Environment Unit (PDEA-NEU) shall be necessary to ensure proper permit application and / or modification development. Upon completion of the permit application package, the Design-Build Team shall concurrently forward the package to the Transportation Program Management Director, Resident Engineer,

SIGNING SCOPE OF WORK (5-13-11)**General**

The Signing Plans shall be prepared by the Design-Build Team in accordance with the 2009 edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*, the 2004 NC Supplement to the *MUTCD*, *NCDOT Standard Specifications for Roads and Structures* (July 2006), the NCDOT Roadway Standard Drawings (July 2006) for the design and development of Signing Plans, the latest Standard Specifications for *Structural Supports for Highway Signs, Luminaires, and Traffic Signals* published by AASHTO, “*Guidelines for Preparation of Signing Plans for Design-Build Projects*” and the contract requirements contained herein.

Signing Plan Requirement

The Design-Build Team shall select a Private Engineering Firm (PEF) that has experience in designing and sealing Signing Plans for NCDOT on projects comparable to this project. The Technical Proposal shall list projects, including description and similarity to the subject project, that the PEF developed Signing Plans. The Design-Build Team shall include Preliminary Signing Plans for the US 13 / US 158 interchange in the Technical Proposal.

Signs Furnished by Design-Build Team

The Design-Build Team shall furnish all signs in accordance with the specifications provided by the Department.

Signing Project Limits

The Design-Build Team shall be responsible for the design, fabrication and installation of all signs required through the construction limits of the mainline, all -Y- Lines, all service roads and all cul-de-sacs. The Design-Build Team shall also be responsible for the design, fabrication and installation of all signs required beyond the construction limits of the mainline, all -Y- Lines, all service roads and all cul-de-sacs to ensure adequate advance signage and spacing is provided.

To provide the required interchange signage, the signing project limits shall extend the appropriate distances along all four approaches to the US 13 / US 158 interchange.

The posted speed limits for this facility shall be 55 mph.

Sign Design

The Design-Build Team shall be responsible for the design, fabrication and installation of all signs required for the mainline, as well as all -Y- Lines, all service roads and all cul-de-sacs. The Design-Build Team shall design, fabricate and install **NC Bike Route signing along US 13 / US 158**. The Design-Build Team shall design, fabricate and install signing for directional crossovers and median U-Turn bulb-outs as detailed on the website noted below: