



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

August 22, 2006

Addendum No. 5

RE: Contract ID: C201279
TIP Number: R-4463B
Craven County
Project Description: NC 43 Connector from US 70 to NC 43 / NC 55

October 12, 2006 Letting

To Whom It May Concern:

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

The Cover Page for the Final RFP has been revised. Please void the Cover Page on your proposal and staple the revised Cover Page thereto.

Page 1 in the *PROJECT SPECIAL PROVISIONS* has been revised. Please void Page 1 in your proposal and staple the revised Page 1 thereto.

Page 6 in the *PROJECT SPECIAL PROVISIONS* has been revised. Please void Page 6 in your proposal and staple revised Page 6 thereto.

Page 8 in the *PROJECT SPECIAL PROVISIONS* has been revised. Please void Page 8 in your proposal and staple revised Page 8 thereto.

Page 12 in the *PROJECT SPECIAL PROVISIONS* has been revised. Please void Page 12 in your proposal and staple revised Page 12 thereto.

Page 31 in the *PROJECT SPECIAL PROVISIONS* has been revised. Please void Page 31 in your proposal and staple revised Page 31 thereto.

Page 35 in the *GENERAL SECTION* has been revised. Please void Page No. 35 in your proposal and staple revised Page 35 thereto.

Page 52 in the *STRUCTURES SCOPE OF WORK* has been revised. Please void Page 52 in your proposal and staple revised Page 52 thereto.

Page 58 in the *HYDRAULICS SCOPE OF WORK* has been revised. Please void Page 58 in your proposal and staple the revised Page 58 thereto.

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

TELEPHONE: 919-250-4128
FAX: 919-250-4119
WEBSITE: WWW.DOH.DOT.STATE.NC.US

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

Page 66 in the *ENVIRONMENTAL PERMITS SCOPE OF WORK* has been revised. Please void Page 66 in your proposal and staple revised Page 66 thereto.

Page 94 in the *SIGNALS SCOPE OF WORK* has been revised. Please void Page 94 in your proposal and staple the revised Page 94 thereto.

Sincerely,

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

c: Mr. Steve DeWitt, PE (w/)
Mr. Steve Varnedoe, PE
Ms. Deborah Barbour, PE
Mr. Victor Barbour, PE (w/)
Mr. Art McMillan, PE
Mr. Clarence Coleman, PE FHWA (w/)
Mr. Phillip Harris, PE
Mr. Rodger Rochelle, PE (w/)
Ms. Teresa Bruton, PE (w/)
Mr. Carl Goode
Mr. Shannon Sweitzer, PE (w/)
Mr. Ron Hancock, PE (w/)
Mr. David Harris, PE
Mr. Ron Davenport, PE (w/)
Mr. Ray McIntyre, PE
Ms. Stacy Baldwin, PE
Mr. Ed Eatmon, PE (w/)
Mr. Tony Wyatt, PE (w/)
Mr. Haywood Daughtry, PE (w/)
Mr. Steve Hamilton, PE (w/)
Mr. Andy Gay (w/)
Mr. Don Parker (w/)
Mr. Brian Mayhew, PE (w/)
Mr. John Emerson, PE (w/)
Ms. Jennifer Brandenburg, PE (w/)
Mr. Allen Raynor, PE (w/)
Mr. Khaled Al-Ahkdar (w/)
Mr. Marshall Clawson, PE (w/)
Mr. Nathan Phillips, PE (w/)
Mr. Roger Worthington, PE (w/)
Mr. Ayman Alqudwah, PE
Mr. Steve Walker
Mr. Wayne Johnson, PE (w/)
Ms. Marsha Sample (w/)
Mr. Robert Memory (w/)
File (w/)

Mr. Greg Brew, PE - Roadway (w/)
Dr. Clark Morrison, PE - Pavement Design (w/)
Dr. K.J. Kim, PE - Geotechnical (w/)
Mr. Lonnie Brooks - Structures (w/)
Ms. Elizabeth Lusk - Environmental Permits (w/)
Ms. Michelle Long, PE - Public Information (w/)
Mr. Neal Strickland - Right-of-Way (w/)
Mr. Greg Smith, PE - Geo-Environmental (w/)
Ms. Betty Rawls (w/)
Mr. Barney Blackburn, PE - Erosion & Sed. Cont.w/)
Mr. Murray Howell - Utility Coordination (w/)
Mr. Stephen Worthy - Utility Coordination (w/)
Mr. Tim Williams, PE - Signals (w/)
Mr. Neil Avery - Signal Communications (w/)
Mr. David Hinnant - Railroad Coordination (w/)
Mr. Mitch Hendee, PE - Traffic Control (w/)
Mr. Tim McFadden - Signing (w/)
Ms. Anne Gamber, PE - Hydraulics (w/)
Ms. Virginia Mabry (w/)
Mr. John Wadsworth, PE (w/)
Mr. Njoroge Wainaina, PE
Technical Review Committee Members (w/)
Dr. Greg Thorpe, Ph.D.
Mr. John Williamson
Mr. Neil Lassiter, PE
Mr. Jay Bennett, PE
Mr. Stuart Bourne, PE
Dr. Judith Corley-Lay, Ph.D., PE
Mr. Dave Henderson, PE
Mr. Ron King, PE
Mr. Don Lee
Mr. Calvin Leggett, PE
Mr. Richard Mullinax, PE
Mr. Greg Perfetti, PE
Mr. Ellis Powell, PE

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

FINAL RFP

Includes

Addendum No. 1 March 16, 2006

Addendum No. 2 April 10, 2006

Addendum No. 3 May 1, 2006



DESIGN-BUILD PROJECT

TIP R-4463B

May 1, 2006



VOID FOR BIDDING

DATE AND TIME OF TECHNICAL AND PRICE PROPOSAL SUBMISSION: **September 20, 2006** AT 4:00 PM

DATE AND TIME OF PRICE PROPOSAL OPENING: **October 12, 2006** AT 10:00 AM

CONTRACT ID: C 201279

WBS ELEMENT NO. 35601.3.2

COUNTY: Craven

ROUTE NO. NC 43 Connector

MILES: 2.5 miles

LOCATION: NC 43 Connector from US 70 to NC 43 / NC 55

TYPE OF WORK: DESIGN-BUILD AS SPECIFIED IN THE SCOPE OF WORK
CONTAINED IN THE DESIGN-BUILD PACKAGE

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

***** PROJECT SPECIAL PROVISIONS *****

CONTRACT TIME AND LIQUIDATED DAMAGES (Projects with Permits, DBT Acquiring)

The date of availability for this contract is **November 27, 2006**, except that work in jurisdictional waters and wetlands shall not begin until a meeting between the DOT, Regulatory Agencies, and the Design-Build Team is held, and the permits acquired, as stipulated in the Environmental Permits Scope of Work contained elsewhere in this proposal. The Design-Build Team shall consider this factor in determining the proposed completion date for this project.

The completion date for this contract is defined as the date proposed in the Technical Proposal by the proposer who is awarded the project. The completion date thus proposed shall not be later than **July 1, 2010**. The Department has included 30 additional calendar days to the maximum allowed contract time for anticipated delays to the Contractor’s controlling operations for Department testing of sinkholes. No extensions of contract time or claims for additional compensation will be allowed for these delays which total less than 30 total calendar days.

The actual completion date proposed by the Design-Build Team is *(to be filled in by NCDOT after award)*.

When observation periods are required by the special provisions, they are not a part of the work to be completed by the completion date and/or intermediate contract times. Should an observation period extend beyond the final completion date, the acceptable completion of the observation period shall be a part of the work covered by the performance and payment bonds.

The liquidated damages for this contract are **Four Thousand Dollars (\$4,000.00)** per calendar day. As an exception to this amount, where the contract has been determined to be substantially complete as defined in Section 105-18 contained elsewhere in this proposal, the liquidated damages will be reduced to **One Thousand Dollars (\$1,000.00)** per calendar day.

Where the Design-Build Team who is awarded the contract has proposed a completion date for the contract as required above, but also has proposed an earlier date for substantial completion, then both of these proposed dates will become contract requirements.

Liquidated damages of **Four Thousand Dollars (\$4,000.00)** per calendar day will be applicable to the early date for substantial completion proposed by the bidder. Liquidated damages of **One Thousand Dollars (\$1,000.00)** per calendar day will be applicable to the final completion date proposed by the bidder where the Design-Build Team has proposed an earlier date for substantial completion.

DB1 G04

OTHER LIQUIDATED DAMAGES AND INCENTIVES (7/13/04)

Refer to the Traffic Control Scope of Work for more information on the following time restrictions and liquidated damages:

Liquidated Damages for lane narrowing, lane closure, holiday and special event time restrictions for US 70 are \$1,500.00 per hour for this Intermediate Contract Time.

Liquidated Damages for lane narrowing, lane closure, holiday and special event time restrictions for NC 43 and NC 55 are \$500.00 per hour for this Intermediate Contract Time.

Liquidated Damages for the road closure time restrictions on US 70 are \$500.00 per 15 minute period or any portion thereof for this Intermediate Contract Time.

If the Design-Build Team elects **not** to pursue reimbursement for Fuel Price Adjustments, a quantity of zero should be entered for all quantities in the Fuel Usage Factor Chart (found immediately after the Item Proposal Sheet) and the declination box checked. Failure to complete this form will be taken as declining Fuel Price Adjustments for this project.

The base index price for DIESEL #2 FUEL is **\$ 2.0767 per gallon.**

DB1 G43

PARTNERING

As a part of its quality management program, the North Carolina Department of Transportation intends to encourage the formation of a cohesive relationship with the Design-Build Team and its principal subcontractors and suppliers. This relationship will be structured to draw on the strengths of each organization to identify and achieve reciprocal goals. The objectives are safe, effective, and efficient contract performance; and completion within budget, on schedule, and in accordance with the plans and specifications.

This relationship will be bilateral in makeup and participation will be totally voluntary. The cost associated with effectuating this relationship will be agreed to by both parties and shall be shared equally.

To implement this initiative prior to starting work in accordance with the requirements of Section 108 of the Standard Special Provisions, Division 1 (found elsewhere in this proposal), 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 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.

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.

DB1 G49

EXECUTION OF SIGNATURE SHEETS AND DEBARMENT CERTIFICATION (9-7-05)

The Proposer's attention is directed to the various sheets contained herein which are to be signed by the Proposer. A list of these sheets is shown below. The signature sheets are located behind the item sheet(s) contained herein. The NCDOT bid bond form is available on-line at: <http://ncdot.org/doh/forms/files/bidbond.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)

The Department will answer the confidential question verbally at the meeting if possible. If not answered verbally during the meeting, the Department will answer the confidential question by subtle changes in the Final Request for Proposal, which will clarify the scope by either allowing or disallowing the request. The revision will be made in such a manner as to not disclose the confidential question.

- I. After the issuance of the Final Request for Proposal, confidential questions may be asked by requesting a meeting with the Contract Officer. The request shall be in writing and provide sufficient detail to evaluate the magnitude of the request. Questions shall be of such magnitude as to warrant a special meeting. Minor questions will not be acknowledged or answered.

After evaluation, the Contract Officer will respond to the question in writing to the Design-Build Team only. Other teams will not be notified of the question or answer.

If the Design-Build Team includes work based on the confidential questions and answers, the work shall be included and discussed in the technical proposal. The Technical Proposal will be evaluated in accordance with existing policies.

DB1 G56

VALUE ANALYSIS (9-27-05)

Value Engineering Construction Proposals (VECP), as identified in Article 104-12 of the Standard Special Provisions, Division 1 (found elsewhere in this proposal), will be accepted. Only proposals, which alter the requirements of the RFP issued by the Department, will be considered as Value Engineering Construction Proposals.

DB1 G57

SCHEDULE OF ESTIMATED COMPLETION PROGRESS (8-22-06)

The Design-Build Team's attention is directed to the Standard Special Provision entitled "Availability Of Funds - Termination Of Contracts" included elsewhere in this proposal form. The Department of Transportation's schedule of estimated completion progress for this project as required by that Standard Special Provision is as follows:

<u>Fiscal Year</u>	<u>Progress (Dollar Value)</u>
2007 (7/01/06 – 6/30/07)	14 % of Total Amount Bid
2008 (7/01/07 – 6/30/08)	21% of Total Amount Bid
2009 (7/01/08 – 6/30/09)	42 % of Total Amount Bid
2010 (7/01/09 – 6/30/10)	23 % of Total Amount Bid

The Design-Build Team shall also furnish his own progress schedule in accordance with the Project Special Provision entitled PROJECT SCHEDULE (found elsewhere in this proposal). Any acceleration of the progress as shown by the Design-Build Team's progress schedule over the progress as shown above shall be subject to the approval of the Engineer.

DB1 G58

- (8) Whether the bidder made efforts to assist interested MBs and WBs in obtaining any required insurance or bonding that may be required by the bid proposal or by the bidder;
- (9) Whether the bidder specifically negotiated with Subcontractors to assume part of the responsibility to meet the contract MB and WB goal when the work to be sublet includes potential for MB and WB participation.

In the event one bidder is the apparent low bidder on two non-federally funded projects within the same letting located in the same geographic area of the state, as a part of the good faith effort the Department will consider allowing the bidder to combine the MB participation on the two projects so long as the overall MB goal value of both projects is achieved.

In the event one bidder is the apparent low bidder on two non-federally funded projects within the same letting located in the same geographic area of the state, as a part of the good faith effort the Department will consider allowing the bidder to combine the WB participation on the two projects so long as the overall WB goal value of both projects is achieved.

Where the apparent lowest responsible bidder fails to submit sufficient participation by MB firms to meet the contract goal, as part of the good faith effort the Department will consider allowing the bidder to withdraw funds to meet the MB goal so long as there are adequate funds available from the bidders MB bank account.

Where the apparent lowest responsible bidder fails to submit sufficient participation by WB firms to meet the contract goal, as part of the good faith effort the Department will consider allowing the bidder to withdraw funds to meet the WB goal so long as there are adequate funds available from the bidders WB bank account.

Where the apparent lowest responsible bidder fails to submit sufficient participation by MB and WB firms to meet the contract goal and upon a determination by the Goal Compliance Committee based upon the information submitted that the apparent lowest responsible bidder failed to make sufficient reasonable efforts to meet the contract goal, the Department may reject the bid.

In the event that the Department does not award the contract to the apparent lowest responsible bidder, the Department reserves the right to award the contract to the next lowest responsible bidder that can satisfy the Department that the contract goal can be met or that adequate good faith efforts have been made to meet the goal.

DIRECTORY OF CERTIFIED BUSINESSES

A searchable list of Businesses which have been certified by the North Carolina Department of Transportation is available at the following website:

<http://apps.dot.state.nc.us/Vendor/Directory/Cert.aspx>

Only those MB firms with current certification may be used to meet the contract MB goal and only those WB firms with current certification may be used to meet the contract WB goal.

The listing of an individual firm certified by the Department shall not be construed as an endorsement of the firm's capability to perform certain work.

operations resulting from settlement gauge installations. Perform installation operations such that the 2½" (63.5 mm) ø pipe remains plumb.

Provide ASTM A53 type F 2½" (63.5 mm) ø pipe, threaded with a black finish.

MONITORING:

Settlement gauges shall be installed before any fill is placed. Settlement gauge elevations are to be surveyed weekly by the Design-Build Team. The initial elevation of the settlement gauge plate (at the top of the plate) shall be determined at the time of installation along with the embankment elevation. When new sections of pipe are added, elevations shall be recorded at the top of existing pipe and at the top of the new pipe. This is to take into account interim settlement, variable pipe lengths and thread lengths in coupling. Results of settlement gauge readings shall be forwarded to NCDOT Geotechnical Engineering Unit along with the letter by the prequalified geotechnical firm releasing the embankment from the waiting period.

PRICE ADJUSTMENTS FOR ASPHALT BINDER (8-22-06)

Adjustments will be made to the payments due the Design-Build Team for each grade of asphalt binder when it has been determined that the monthly average terminal F.O.B. Selling Price of asphalt binder, Grade PG 64-22, has fluctuated from the Base Price Index for Asphalt Binder included in this Project Special Provision. The methods for calculating a Base Price Index, for calculating the monthly average terminal F.O.B. Selling Price and for determining the terminals used are in accordance with procedures on file with the Department's Construction Unit.

When it is determined that the monthly average terminal F.O.B. Selling Price of asphalt binder on the first business day of the calendar month during which the last day of the partial payment period occurs, varies either upward or downward from the Base Price Index, the partial payment for that period will be adjusted. The partial payment will be adjusted by adding the difference (+ or -) of the base price index subtracted from the monthly selling price multiplied by the total theoretical quantity of asphalt binder authorized for use in the plant mix placed during the partial payment period involved.

The Base Price Index for this project is \$ 408.93 per ton.

PRICE ADJUSTMENTS - ASPHALT CONCRETE PLANT MIX (2-6-06)

Revise the 2002 Standard Specifications as follows:

Page 6-20, Article 609-8 and Page 6-36, Article 610-13

Add the following paragraph before the first paragraph:

The "Asphalt Price" used to calculate any price adjustments set forth in this section shall be \$35 per theoretical ton. This price shall apply for all mix types.

Department's ethics policy. Failure to comply with the ethics policy will result in the employee's removal from the project and may result in removal of the Company from the Department's listing of Registered Qualified Engineering Firms.

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 scope of the contract
- Selection of the Design-Build Team
- Negotiation of the cost of the contract (including calculating manhours or fees); and
- Administration of the contract.

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

GENERAL

Technical and Price Proposals will be accepted until **4:00 P.M. Local Time on Wednesday, September 20, 2006**, at the office of the State Contract Officer:

Mr. Randy A. Garris, PE
Project Services Unit
1020 Birch Ridge Drive
Century Center Complex Bldg. B
Raleigh, NC

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.

STRUCTURES SCOPE OF WORK (8-22-06)**Project Details**

The Design-Build Team shall be responsible for all structures necessary to complete the project.

- Bridge(s) on NC 43 Connector over NSC / NCRB Railroad.
- Bridge(s) on NC 43 Connector over US 70.

The minimum vertical clearance required over US 70 shall be 17'-0". The minimum vertical clearance over the railroad shall be 23'-0".

Only one bent per bridge may be placed in the median of US 70. Median embankment in place of bridge will not be allowed.

Galvanized or metalized pipe piles may be used in pile bents. The Design-Build Team's use of pipe piles on the railroad overhead structure is subject to approval of the Railroad. Appearance painting will be required for exposed galvanized or metalized pipe piles used for the bridges on NC 43 Connector over US 70. Appearance painting will consist of the following:

- Two field applied gray waterborne acrylic finish coats with 3-5 mils of dry film thickness.
- Surface preparation and adhesion of galvanized surfaces shall meet ASTM 6386-99 and ASTM D3359 respectively.

Alternative details for intermediate diaphragms for prestressed concrete girders may be used in accordance with recently revised NCDOT policy. This policy may be extended to other concrete girder shapes or to end diaphragms provided adequate supporting documentation/computations are reviewed and approved by the Department prior to their use.

All structures shall be designed for HS20 loading.

Railroad Overhead Design and Coordination

NCDOT requires a minimum 25'-0" horizontal clearance from the centerline of track to any substructure unit. Crashwalls on interior bents shall not be permitted. Reference Theoretical Section in the Norfolk Southern Corporation "*Guidelines for the Design of Grade Separation Structures*".

The Design-Build Team shall design the railroad overhead structure to accommodate one future track on each side of the existing track for a total of three tracks. A minimum clearance of 14' centerline to centerline is required.

Only NSC or NCRB may grant exceptions to their guidelines or AREMA.

Reference Railroad Coordination Scope of Work.

General

The Design-Build Team's primary structural 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 Seventeenth Edition AASHTO Standard Specifications for Highway Bridges, NCDOT Structure Design Manual (including policy memos), NCDOT Bridge Policy Manual, Norfolk Southern Corporation "*Guidelines for the Design of Grade*

HYDRAULICS SCOPE OF WORK (8-22-06)

- The Design-Build Team shall hold a pre-design meeting with the State Alternative Delivery Systems Engineer upon acceptance of the Preliminary Roadway Plans.
- The Design-Build Team shall develop all designs 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*” and the NCDOT Hydraulic Unit web site.
- The Design-Build Team shall conduct the 4B and 4C Meetings. All work associated with and resulting from the hydraulics and permit reviews shall be the responsibility of the Design-Build Team. The Design-Build Team shall provide hydraulics plans and permit impact sheets to the State Alternative Delivery Systems Engineer a minimum of five weeks prior to the respective meetings. The Design-Build Team shall take minutes of the above referenced meetings and provide them to the Department within three business days.
- The Design-Build Team shall be responsible for obtaining the phased or preliminary permit for R-4463A and the final design permit for R-4463B.
- Ditches shall not be allowed in wetlands.
- The minimum allowable ditch grade shall be 0.3% unless otherwise required by the “*Guidelines for Drainage Studies and Hydraulic Design – 1999.*”
- The Design-Build Team shall design and construct the project such that water is suitably conveyed throughout the roadway project limits, and if necessary, outside the roadway project limits. Include any drainage modifications outside the roadway project limits in the Technical Proposal.
- The Design-Build Team shall provide a Pre and Post Analysis methodology for increases in discharge. The Design-Build Team shall be responsible for taking the appropriate action, in accordance with the above referenced guidelines, to make sure additional drainage is adequately handled.

Additional items required of the Design-Build Team are:

- Storm drainage design and installation
- Stormwater Management Plan
- State Stormwater Permit

ENVIRONMENTAL PERMITS SCOPE OF WORK (8-22-2006)**General**

The Department will allow no direct contact between the Design-Build Team and representatives of the environmental agencies. No contact between the Design-Build Team and the environmental agencies will be allowed either by phone, e-mail or in person, without representatives of the Department's PDEA Branch and / or the DEO present. A representative of the Alternative Delivery Systems shall be included on all correspondence.

The Design-Build Team shall be responsible for preparing all documents necessary for the Department to obtain the environmental permits for this project, including a phased or preliminary permit for R-4463A and a final design permit for R-4463B, to be submitted as one application. An electronic copy of all plans and documents used in the permit application will be provided to NCDOT. Permit applications will be needed for the: US Army Corps of Engineers Section 404 Permit, NC Department of Natural Resources (DENR) Division of Water Quality (DWQ) Section 401 Water Quality Certification, and DWQ State Stormwater Permit, DENR Division of Coastal Management (DCM) Certification for Federal Consistency, and a DENR Division of Water Resources Central Coastal Plain Capacity Use Area Permit (CCPCUA). The Design-Build Team should be aware that this project is subject to the Neuse Riparian Buffer Rules and that the Design-Build Team shall be responsible for acquiring a Riparian Buffer Certification from DWQ for this project. With the exception of location and survey work, the Design-Build Team shall not begin ground-disturbing activities, including utility relocation, until all environmental permits have been issued.

The Department has reached concurrence point 4A in the Merger 01 Process used by the environmental agencies and the Department to obtain environmental permits for projects. The Design-Build Team shall be required to participate and present information in steps 4B and 4C that are necessary to complete the Merger 01 Process. The Design-Build Team shall follow the appropriate details in the document titled "Merger 01 Implementation Team – Merger 01 Process Information" which will be provided to the short-listed teams.

Unless the Design-Build Team proposes earlier dates in their Technical Proposal, the Department will schedule the 4B and 4C meetings for R-4463B for **April 2007** and **July 2007**, respectively. The Design-Build Team will not be responsible for obtaining 4B and 4C concurrence for R-4463A. 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 the dates, as identified in their Technical Proposal, places all responsibility for associated delays solely in the hands of the Design-Build Team.

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 the Design-Build Team deems necessary to provide permit compliance.

SIGNALS SCOPE OF WORK (8-22-2006)**I. TRAFFIC SIGNALS**

The Design-Build Team shall prepare plans for the traffic signal installations and install the required traffic signals. This work shall include, but not be limited to, the preparation of Traffic Signal Plans, Electrical and Programming Details, Utility Make-Ready Plans, Communication Cable & Conduit Routing Plans and Project Special Provisions. These plans shall be prepared in accordance with the "Design-Build Submittal Guidelines" and the "Guidelines for Preparation of Traffic Signal & Intelligent Transportation System Plans on Design-Build Projects", which by reference are incorporated herein and made a part of the contract. These documents are available on the Design-Build website.

A pre-design meeting shall take place between the NCDOT ITS & Signals Unit, the Design-Build Team, and any other pertinent NCDOT personnel before ITS & Signal designs begin. ITS & Signal plan submittals will only be reviewed and approved by NCDOT ITS & Signals Unit after this pre-design meeting.

This work consists of revising two (2) existing traffic signals, installing one (1) new traffic signal and connecting the two Final traffic signals (02-0876 and 02-0498) into a new Closed Loop Signal System along NC 43 / NC 55. The signal locations are listed below:

Signal Inventory Number	Intersection Description	Existing or Proposed	General Comments
02-0876	NC 55 / NC 43 at NC 43 Connector	Proposed	Install a NEW traffic signal at this new intersection using 2070L equipment, LED Signal heads and Metal Poles with straight mast arms. Incorporate this signal into a new Closed Loop Signal System along NC 55 / NC 43 which includes Signal number 02-0498. Fire preemption is not required.
02-0532	NC 43 / NC 55 at NC 55	Existing (to be removed)	Revise the existing traffic signal during construction to accommodate the traffic control staging. The existing signal has Fire preemption phasing. The traffic signal must be fully operational as long as the signal is needed for traffic operations, including Fire preemption . Once the traffic signal is no longer needed, remove the traffic signal from operation, return the signal cabinet, controller, detector units and signal heads to the Division Traffic office, and dispose of all other signal material.
02-0498	NC 43 / NC 55 at SR 1304 (Bosch Blvd.)	Existing	Revise the existing traffic signal during construction to accommodate the traffic control staging. Upgrade the traffic signal using 2070L equipment, LED Signal heads and Metal poles with straight mast arms. Incorporate the Signal into a new Closed Loop Signal System along NC 43 / NC 55 which includes Signal number 02-0876.