

**OTHER LIQUIDATED DAMAGES AND INCENTIVES**

(3-22-7) (Rev. 2-14-8)

DB1 G11

**Reference the Transportation Management Scope of Work found elsewhere in this RFP for more information on the following time restrictions and liquidated damages:**

Liquidated Damages for Intermediate Contract Time #1 for lane narrowing, lane closure, holiday, and special event time restrictions for I-95, I-95 Ramps and Loops, and I-95 Collector-Distributor Roads are \$1,250.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #2 for lane narrowing, lane closure, holiday, and special event time restrictions for I-95, I-95 Ramps and Loops, and I-95 Collector-Distributor Roads are \$1,250.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #3 for lane narrowing, lane closures, holiday, and special event time restrictions for all other roads in Intermediate Contract Time #3 are \$500.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #4 for road closure time restrictions on I-95 and Ramps and Loops are \$5,000.00 per 15-minute period or any portion thereof.

Liquidated Damages for Intermediate Contract Time #5 for the road closure time restrictions for - Y- Line tie-in is \$2,000.00 per calendar day or any portion thereof.

Liquidated Damages for Intermediate Contract Time #6 for lane narrowing and lane closure time restrictions for I-95 are \$1,250.00 per 15 minute period or any portion thereof.

**Damages for Erosion and Sedimentation Control efforts apply to this project.**

Reference the Erosion and Sedimentation Control Scope of Work found elsewhere in this RFP for additional information under the Erosion Control Damages Section.

**PAYOUT SCHEDULE**

(11-16-09)

DB1 G13

No later than 12:00 o'clock noon on the sixth day after the opening of the Price Proposal, the responsive proposer with the lowest adjusted price shall submit a proposed Anticipated Monthly Payout Schedule to the office of the State Contract Officer. The information shall be submitted in a sealed package with the outer wrapping clearly marked "Anticipated Monthly Payout Schedule" along with the Design-Build Team name and the contract number. The Anticipated Monthly Payout Schedule will be used by the Department to establish the monthly funding levels for this project. The Anticipated Monthly Payout Schedule shall parallel, and agree with, the project schedule the Design-Build Team submits as a part of their Technical Proposal. The schedule shall include a monthly percentage breakdown (in terms of the total contract amount percentages) of the work anticipated to be completed. The schedule shall begin with the Date of Availability and end with the Actual Completion Date proposed by the Design-Build Team. If the Payout Schedule is not submitted as stated herein, the Technical and Price Proposals will be considered irregular by the Department, and the bid may be rejected.

The Department will afford each proposer two additional meetings with the Department (maximum two-hour time limit per each meeting) to discuss project specifics and address the proposer's concerns and questions. These meetings may occur at any time after the first Question and Answer Session with the proposers and before two weeks prior to the Price Proposals submittal date. The proposer shall request these meetings in writing to the State Contract Officer, providing the Department a minimum of one week advance notice of the requested date. The proposer shall also state in the request those disciplines within the Department that are requested to be in attendance. The Department makes no assurance that the request may be honored on that specific date or that all disciplines requested can be in attendance.

**EXECUTION OF BID, NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION**

(1/24/13)

DB1 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:

**<https://connect.ncdot.gov/letting/Pages/Design-Build-Resources.aspx>**

or by contacting the Records and Documents office at 919-707-6900.

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 statements have been made on the "Debarment Certification", constitutes the Proposer's certification of "status" under penalty of perjury under the laws of the United States.

## 6.0 Working Drawings

In accordance with Article 1077-2 of the 2018 *Standard Specifications for Roads and Structures*, submit casting drawings for the precast face panels for approval prior to casting. Show the inserts, method of handling, and support details used for transportation on casting drawings. Submit metalwork fabrication drawings for approval prior to fabrication of steel wall components. Submit an erection plan and concrete face panel placing plan, including location of various heights of panels, for review and acceptance prior to fabrication of metalwork. Submit five sets of detail drawings for review and acceptance.

## ARCHITECTURAL CONCRETE SURFACE TREATMENT

(1-28-15) (Rev. 11-16-17)

### 1.0 GENERAL

The work covered by this Project Special Provision shall consist of constructing a stained, simulated stone masonry textured surface on both faces of pre-cast concrete panels used in sound barrier walls and retaining walls as indicated on the plans developed by the Design-Build Team and herein. The Design-Build Team shall furnish all materials, labor, equipment and incidentals necessary for the construction of architectural concrete surface treatment using simulated ashlar stone masonry form liners (molds) and a compatible concrete coloring system.

The Design-Build Team shall use the same source of form liner and color stains for all sound barrier wall panels and retaining walls. The architectural concrete surface treatment shall be applied to walls that are 4 feet or taller and match the appearance (stone size, stone shape, stone texture, pattern and relief) of natural stone to resemble an ashlar stone pattern with panel staining **on both sides or on any side that is visible to the public** to match the Brown Palette Color # FS 30450 found in the *Federal Standard 595B – Colors Used in Government Procurement*. All texture shall be in addition to the nominal thickness of the wall panels of four inches  $\pm$  ¼ inch. Maximum relief of the textured surface shall be 1¼ inch or less. The top 1'-0" of the top panel within each sound barrier wall segment shall have a smooth, non-textured and non-stained finish to resemble faux coping. Concrete columns shall remain unstained in their natural concrete color. There shall be an appreciable contrast between the colors of the unstained concrete columns and the stained panels. For information purposes only, sources of form liners in the ashlar stone pattern include, but are not limited to:

Scott System, Inc.  
10777 E. 45th Avenue  
Denver, Colorado 80239  
<http://www.scottssystem.com/>

The Technical Proposal will be evaluated in each of the following major categories:

<b>EVALUATION FACTORS</b>	<b>POINTS</b>
1. Management	6
2. Responsiveness to Request for Proposal	30
3. Long Term Maintenance	4
4. Schedule and Milestones	25
5. Innovation	5
6. Maintenance of Traffic and Safety Plan	25
7. Oral Interview	5

**TECHNICAL PROPOSAL EVALUATION CRITERIA**

**1. Management – 6 points**

Provide a comprehensive Organizational Chart that identifies the design, quality and construction management, and the relationships with subconsultants / subcontractors. The Chart shall identify all firms and personnel changes (additions, substitutions, deletions) to the Design-Build Team since submittal of the Statement of Qualifications.

***Design-Build Team Management***

- Describe the Design-Build Team’s concept of design management, and identify key positions and subordinate organizational units.
- Describe how the various design disciplines will be coordinated, including how designs developed by different firms and offices will be integrated / consistent.
- Describe how design personnel will interface with the construction personnel.
- List projects, including description and similarity to the subject project that the Design-Build Team’s designer(s) have developed Transportation Management Plans; Pavement Marking Plans; ITS, Traffic Signal, and Signal System Timing Plans; and Signing Plans.
- List projects, including description and similarity to the subject project, that the Design-Build Team’s right of way firm has performed right of way acquisition services.

***Quality Management***

- Describe how the Design-Build Team will comply with the design and construction quality control requirements. Specifically, include a narrative that describes the Design-Build Team’s understanding of the Department’s quality control philosophy and how the Design-Build Team will implement it for this project.

- Excluding crushed concrete, debris shall not be buried within the NCDOT right of way or property.
- Normal grading operations shall occur, including but not limited to, grading to drain all existing embankments supporting removed roadway sections.
- Unless noted otherwise elsewhere in this RFP, all guardrail placement shall be in accordance with the NCDOT 2018 *Roadway 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. Throughout the project limits, and to meet the most current design standards, the Design-Build Team shall remove and replace all existing guardrail in accordance with the aforementioned requirements, regardless of whether the Design-Build Team's design and / or construction methods impact such existing guardrail. This requirement shall also apply to -L2SB- / -L2NB- (I-95) from bridges No. 630192 and 630190 on -L2SB- and -L2NB- (I-95) over the Carolina Coastal Railway right of way to bridges No. 630201 and 630202 on -L2SB- and -L2NB- (I-95) over Stoney Creek, including all CD lanes, US 64 ramps and loops and these bridges. Any guardrail impacted by the Design-Build Team's design and / or construction methods, whether inside or outside of the project limits, shall be replaced. The guardrail design shall be submitted for review with the Preliminary Roadway Plans submittal.
- At all locations where back to back single face concrete barrier is provided, including but not limited to bridge piers and sign supports, the Design-Build Team shall fill the area between the single face concrete barriers with gravel and cap with four inches of concrete. At all locations where there is a void between single-faced concrete barrier and the protected structure, the Design-Build Team shall fill the void with gravel and cap with four (4) inches of concrete.
- 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.
- The NCDOT shall review and accept the Design-Build Team's Design Criteria prior to the Preliminary Roadway Plans submittal.
- In accordance with the March 19, 2019 memorandum from Ms. Brenda Moore, PE, State Roadway Design Engineer, and Mr. Brian Hanks, PE, State Structures Engineer, the Design-Build Team will not be required to submit separate Structure Recommendations. Instead, in accordance with the aforementioned memorandum, the Design-Build Team shall submit the roadway design information required to develop the Structure General Drawings with the Preliminary Roadway Plans submittal. Such memorandum can be found at the following link:

**<https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Cessation%20of%20Structure%20Recommendations.pdf>**

- For all driveways, the Design-Build Team shall design and construct a landing area that shall extend 20 feet from the edge of pavement or back of curb of the roadway to which it is connecting. Such landing area shall have a maximum grade of 2.5%.
- For shoulder sections, the minimum driveway turnout for residential and commercial properties shall be 16'-0" and 24'-0", respectively, or the existing width, whichever is greater.
- For curb and gutter sections, the minimum driveway turnout for residential and commercial properties shall be 20'-0" and 28'-0", respectively, or the existing width, whichever is greater.
- The Design-Build Team shall contact Mr. Gary W. Thompson, North Carolina Geodetic Survey Director, prior to disturbing any geodetic monument.
- The Design-Build Team shall identify the need for any special roadway design details (i.e. any special drainage structures, rock embankment, rock plating, special guardrail, retaining walls, concrete barrier designs, etc.) and shall provide special design drawings. The Contract Standards and Development Unit may have special details available that can be provided to the Design-Build Team upon request.
- A 4:1 or flatter slope (i.e. a recoverable slope) shall extend from the back of the expressway gutter to the clear zone limit. Beyond that, a maximum 3:1 cut slope will be acceptable. The expressway gutter centerline shall be located at the hinge / shoulder point. Expressway gutter shall not be installed in fill sections. Expressway gutter shall only be used to minimize impacts to existing structures, and / or cultural, historical or otherwise protected landmark or topographic features.
- At all locations with paved shoulders that extend beyond the typical width (i.e. to the face of single face barrier and guardrail, edge of expressway / shoulder berm gutter, etc.), the Design-Build Team shall taper the wider paved shoulder width to the typical paved shoulder width using an 8:1 taper. (Reference the Pavement Management Scope of Work found elsewhere in this RFP).
- Shoulder berm gutter shall not be installed in cut sections.
- Cut and fill slope transitions shall not exceed one increment (i.e. 3:1 to 4:1) per 50 feet.
- The Design-Build Team shall design and construct horizontal and vertical curves at all Points of Intersections (PIs) on the horizontal and vertical alignments, respectively.
- All paved shoulders shall be tapered at 8:1 to the existing pavement at tie-in points.

- Analyze drilled pier and pile bent foundations using either LPile or FB-Pier. Design drilled piers and vertical piles in pile bents with a sufficient embedment in soil and / or rock to achieve “fixity”.
- For box culverts, the Design-Build Team shall submit details for undercut of unsuitable material or recommendations for use of more than one foot of conditioning material to the NCDOT Geotechnical Engineering Unit, via the Division, for review and acceptance.
- Retaining walls or taller headwalls / end walls shall not be used to reduce the length of proposed culverts and or the length of culvert extensions.

## **B. Roadway Foundations**

- Unless noted otherwise herein, all unreinforced proposed fill and cut slopes, shall be 3:1 (H:V) or flatter. Unless the slopes are designed with adequate reinforcement to provide the required stability, all proposed soil cut slopes shall be 3:1 (H:V) or flatter. Reinforced soil slopes shall only be used if 1) the NCDOT Geotechnical Standard Details 1803.1 and / or 1803.2 are applicable, or 2) detailed design calculations and a slope stability analysis are submitted for review and acceptance prior to construction.
- Use the Coastal Area Criteria described in Table 1018-2 of the Standard Specifications for acceptance of borrow for this project.
- Reinforced soil fill slopes shall only be used to minimize impacts to existing structures, and / or cultural, historical or otherwise protected landmark or topographic features.
- Design and construct bridge approach fills such that no more than 1 inch of settlement occurs, measured at the back of the approach slab, from the time the approach slab is cast until the end of the warranty period. Design and construct roadway embankments such that no more than 2” of settlement occurs from the time the final pavement surface is placed until the warranty period ends. Soil improvement techniques to mitigate long term settlement problems or to transfer the embankment load to a deeper bearing stratum are acceptable means to accelerate construction. All soil improvement techniques shall follow the current industry standard practices and the guidelines of Geotechnical Engineering Circular No. 13 Ground Modification Methods Reference Manual FHWA publication FHWA-NHI-16-027 and FHWA-NHI-16-028 or Geosynthetic Design and Construction Guidelines FHWA-HI-95-038. Submit settlement analysis with recommendations for settlement mitigation, monitoring, and acceptance criteria to the NCDOT Geotechnical Engineering Unit for acceptance 30 days prior to beginning embankment construction. These recommendations shall include minimum widths and lengths of embankments / surcharges to be used, estimated waiting periods, and instrumentation (piezometers, settlement gages, inclinometers, etc.) deemed necessary to construct the embankment / surcharge fills safely and to monitor settlement accurately. Please note, survey hubs placed after fill operations are complete will not be accepted to monitor settlement when waiting periods are estimated greater than one month.
- Mitigate all unsuitable soils to the extent required to improve the stability of the proposed embankment, walls and subgrade. Use any suitable material to backfill undercut areas except when employing shallow undercut in accordance with Section 505 of the NCDOT

- 2018 Standard Specifications for Roads and Structures which requires the use of Select Material, Class IV. For undercut backfilling in water, use Select Material, Class III.
- For new alignments and full width typical sections, undercut subgrade soils with a plasticity index greater than 20 or with greater than 50% passing a #200 sieve to a depth of 3 feet below subgrade. For widenings undercut soils with a plasticity index greater than 20 or with greater than 50% passing a #200 sieve 12 inches and use aggregate subgrade in accordance with section 505 of the Standard Specifications.
- A geotextile for pavement stabilization is not required.

### **C. Permanent Retaining Wall Structures**

- Retaining walls or abutment walls will not be allowed at stream crossings.
- For design and construction of mechanically stabilized earth (MSE) retaining walls, refer to the NCDOT *Policy for Mechanically Stabilized Earth Retaining Walls* which can be found at the NCDOT Geotechnical Engineering Unit's website at:

<https://connect.ncdot.gov/resources/Geological/Pages/Products.aspx>

- With the exception of walls covered by a Geotechnical Engineering Unit Standard Detail, design and construct permanent retaining walls in accordance with the applicable NCDOT Geotechnical Engineering Unit Project Special Provisions, which can be provided upon request by the Design Build Team. Geotechnical Provisions and Notes can be found at the NCDOT Geotechnical Engineering Unit's website at:

[https://connect.ncdot.gov/resources/Geological/Pages/Geotech\\_Provisions\\_Notes.aspx](https://connect.ncdot.gov/resources/Geological/Pages/Geotech_Provisions_Notes.aspx)

- Submit a wall layout and design for each retaining wall. The wall layout submittal shall include at least the following:
  - Wall envelope with top of wall, bottom of wall, existing ground, and finished grade elevations at incremental stations
  - Wall alignment with stations and offsets
  - Typical sections showing top and bottom of wall, drainage, embedment, slopes, barriers, fences, etc.
  - Roadway plan sheets showing the wall (half size)
  - Roadway cross sections sheets showing the wall (half size)
  - Traffic Control Plans showing the wall (half size)
- For project retaining walls requiring a design not covered by a Geotechnical Engineering Unit Standard Detail, the wall layout submittal shall also include the following:
  - Calculations for sliding, overturning, bearing capacity, global stability, and settlement

The Design-Build Team shall coordinate with the Transportation Management Plans for necessary traffic control devices that will remain at the completion of the project.

The Design-Build Team shall use pavement marking and marker products that conform to all NCDOT requirements and are listed on the NCDOT's Approved Products List. The use of any devices that are not shown on the Approved Products List shall require written approval from the NCDOT Signing and Delineation Unit prior to incorporation.

The Design-Build Team shall install pavement markings and markers in accordance with the 2018 NCDOT *Standard Specifications for Roads and Structures*, and in accordance with the manufacturer's procedures and specifications.

In accordance with the NCDOT Roadway Standard Drawing No. 1205.08, Sheet 1 of 8, and guidance found on the Signing and Delineation Unit's webpage, the Design-Build Team shall install wrong-way ramp arrow pavement markings and markers on all exit ramps / loops.

The Design-Build Team shall install pavement markings and pavement markers on the final surface as follows:

<b>Road</b>	<b>Marking</b>	<b>Marker</b>
-L-, and -Y- Lines	6" Thermoplastic	Snowplowable (Match existing on -Y- lines and service roads)
Concrete on -L2SB, -L2NB-, Ramps, Loops, CD Roads	6" Polyurea (Wide Markings)	Snowplowable
Asphalt on -L2SB, -L2NB-, Ramps, Loops, CD Roads	6" Thermoplastic (Wide Markings)	Snowplowable
Concrete Bridge Decks, PPC	6" Polyurea	Raised Markers

On concrete surfaces, the Design-Build Team shall install Heated-in-Place Thermoplastic or Cold Applied Plastic (Type II or III) markings for stop bars, symbols, characters, crosswalks, and diagonals.

On asphalt surfaces, the Design-Build Team shall install Heated-in-Place Thermoplastic or Extruded Thermoplastic markings for stop bars, symbols, characters, crosswalks, and diagonals.

Prior to placing pavement marking material on concrete surfaces that are diamond ground, the Design-Build Team shall use an acceptable method to grind ridges smooth only where pavement markings will be installed.

On all facilities the Design-Build Team shall install wide pavement markings (i.e. six-inch wide pavement markings, (i.e., lane line, edge line and skips), 12" gores, etc.) where applicable for the final pavement marking. The Design-Build Team shall install gore lines that are twice the edge line width.

temporary changes are no longer needed.

- 3.5.3 In areas outside the project limits where pavement markings have been altered for interim traffic patterns, these areas shall be milled and paved so as to have a new surface for the final pavement markings to be installed.
- 3.5.4 All on-site detours shall meet the minimum number of existing lanes per direction and shall adhere to all temporary alignment requirements noted elsewhere in the RFP. A pavement transition, suitable for the posted speed limit shall be provided at all on-site detour interfaces.
- 3.5.5 The Design-Build Team shall not place traffic on lanes containing rumble strips.
- 3.5.6 The Design-Build Team shall take steps to minimize disruptions to existing roadway facilities during construction and shall demonstrate how the traffic control phasing minimizes inconvenience to motorists on all roads.
- 3.5.7 The Design-Build Team shall not place traffic on lanes containing milled surfaces. This does not apply to milled butt joints or incidental milling adjacent to curbing, at the discretion of the Engineer.

#### **4 LANE AND ROAD CLOSURE NOTIFICATION**

##### **4.1.1 Lane Closure Notice (LCN)**

- 4.1.2 The Design-Build Team shall issue a Lane Closure Notice (LCN) to NCDOT and affected government entities a minimum of thirty (30) calendar days prior to the publication of any notices or placement of any traffic control devices associated with lane closures, detour routing or other change in traffic control requiring lane closures. The Design-Build Team will be allowed to issue a single LCN for multiple/consecutive lane closures that occur in the same location.
- 4.1.3 For a LCN utilizing a non-NCDOT controlled facility, the Design-Build Team shall secure concurrence in writing from the controlling government entity. A LCN shall contain the estimated date, time, duration and location of the proposed work. The Design-Build Team shall keep NCDOT informed of any and all changes or cancellations of proposed lane closures prior to the date of their implementation.
- 4.1.4 If an emergency condition should occur, a LCN shall be provided to NCDOT within two (2) days after the event. For non-NCDOT controlled facilities, the Design-Build Team shall immediately notify the controlling government entity.

##### **4.2 Road Closure Notice (RCN)**

- 4.2.1 Proposed road closures on any road shall be approved by the Engineer prior to incorporation in the TMP.
- 4.2.2 The Design-Build Team shall issue a Road Closure Notice (RCN) to NCDOT and affected government entities a minimum of thirty (30) calendar days prior to the publication of any notices or placement of any traffic control devices associated with road closures, detour routing or other change in traffic control requiring road closures.

<b>Intermediate Contract Time #</b>	<b>Road Name</b>	<b>Day</b>	<b>Time Restrictions</b>
#1	For all operations excluding PPC Overlay		
	I-95 I-95 Ramps and Loops I-95 C-D Road	Monday through Thursday	7:00 a.m. to 8:00 p.m.
		Starting on Friday at 7:00 a.m. and ending on Sunday at 10:00 p.m.	
#2	For PPC operations only		
	I-95 I-95 Ramps and Loops I-95 C-D Road	April 1 <sup>st</sup> through September 30 <sup>th</sup> – Refer to ICT #1 Restrictions	
		October 1 <sup>st</sup> through March 31 <sup>st</sup> – See Below	
Starting on Friday at 7:00 a.m. and ending on Sunday at 10:00 p.m.			
#3	All Other Roads	Monday through Friday	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

5.1.2. The Design-Build Team shall not install, reset and/or remove any traffic control device during the times listed in ICT #1, ICT #2, and ICT #3.

5.1.3. In addition, the Design-Build Team shall not close or narrow a lane of traffic on the aforementioned facilities, detain the traffic flow or alter the traffic flow on or during holidays, holiday weekends, special events, or any other time when traffic is unusually

For -Y7-, -Y11-, and -Y15-, the date of availability shall be the date the Design-Build Team elects to close the -Y- Lines. For -Y9-, the date of availability shall be between June 1 and August 1 of the year the Design-Build team elects to close the -Y- Line. The Design-Build Team shall provide the Engineer a minimum of 30 days written notice prior to the date of availability. The date of completion shall be the number of consecutive calendar days proposed by the Design-Build Team in the Technical Proposal, and such number of consecutive calendar days proposed shall not be greater than the days noted above.

**5.2.7 Liquidated Damages for Intermediate Contract Time #5 for the above road closure time restrictions for -Y- Line tie-in is \$2,000.00 per calendar day or any portion thereof.**

**5.3 Intermediate Contract Time #6 for Lane Narrowing and Lane Closure for Specific Operations**

Unless permitted otherwise elsewhere in this RFP, maintain the existing number of travel lanes on all roads. The Design-Build Team shall adhere to the minimum lane width requirements noted below that will not be considered lane narrowing:

- 1) Existing travel lanes that are 11-foot wide or wider, maintain minimum 11-foot travel lanes.
- 2) Existing travel lanes that are narrower than 11 feet, maintain the existing travel lane widths.

Intermediate Contract Time #	Road Name	Time Restrictions
#6	I-95	<p><b>April 1<sup>st</sup> through September 30<sup>th</sup>:</b> Refer to ICT # 1.</p> <p><b>October 1<sup>st</sup> through March 31<sup>st</sup>:</b> Starting Friday at 7:00 a.m. and ending on Sunday at 10:00 p.m. Holiday restrictions as noted in ICT # 1 still apply.</p>

**5.3.1 Lanes may be narrowed or closed in accordance with the time restrictions listed in ICT #6 for the operations listed below:**

- Bridge Deck Rehabilitation on Structures 630190, 630192, 630201, and 630202

**5.3.2 Liquidated Damages for Intermediate Contract Time #6 for the above lane narrowing and lane closure time restrictions for I-95 are \$1,250.00 per 15-minute period or any portion thereof.**

**5.4 Other Intermediate Contract Times**

In the event any self-imposed liquidated damages are included in the Technical Proposal, an Intermediate Contract Time(s) shall be established and shall become part of the contract.

**6 PROJECT OPERATIONS REQUIREMENTS – HAULING RESTRICTIONS**

**6.1 General**

6.1.1 The Design-Build Team shall adhere to the hauling restrictions noted in the NCDOT *Standard Specifications for Roads and Structures*.

6.1.2 The Design-Build Team shall address how hauling will be conducted in the Technical Proposal, including but not limited to, hauling of any materials to and from the site and hauling material within the NCDOT right of way.

## **6.1 Hauling Limitations**

The Design-Build Team shall conduct all hauling operations as follows:

- 6.1.1 The Design-Build Team shall not conduct any hauling operations against the flow of traffic of an open travelway unless an approved temporary traffic barrier or guardrail separates the traffic from the hauling operation.
- 6.1.2 Unless hauling during allowable lane closure hours, all median entrances and exits into and out of I-95 shall be installed according to the Median Access Special Provision and Median Access Detail Drawing supplied by NCDOT. For all other roadways, they shall be in accordance with the NCDOT Roadway Standard Drawings.
- 6.1.3 Haul vehicles shall not enter and/or exit an open travel lane on I-95 at speeds less than 10 mph below the posted speed limit and acceleration shall be made on a paved surface.
- 6.1.4 Hauling operations that perpendicularly cross a roadway shall require approved Traffic Control Plans and shall be subject to the holiday and special event time restrictions listed in Subsection 5.1.3. Hauling operations shall not perpendicularly cross any multi-lane facility, including, but not limited to, I-95.
- 6.1.5 Excluding hauling operations that are conducted entirely behind a temporary traffic barrier or guardrail, hauling shall not be allowed ingress and egress from any open travel lane during the lane narrowing, lane closure and holiday time restrictions listed in ICT #1 and ICT #2.

## **7 ADDITIONAL PROJECT OPERATIONS REQUIREMENTS**

### **7.1 Lane and Shoulder Closure Requirements**

- 7.1.1 On two-lane, two-way facilities, the Design-Build Team shall not install more than one (1) mile of lane closure in any one direction on any roadway within the project limits or in conjunction with this project, measured from the beginning of the merge taper to the end of the lane closure.
- 7.1.2 The Design-Build Team shall not install more than one simultaneous lane closures in any one direction on any roadway within the project limits or in conjunction with this project.
- 7.1.3 The Design-Build Team shall remove lane closure devices from the lane when work is not being performed behind the lane closure or when a lane closure is no longer needed.
- 7.1.4 When barrier is placed on the roadway shoulder, the Design-Build Team shall install shoulder closure signs and devices in advance of the barrier using the NCDOT Roadway Standard Drawings.
- 7.1.5 Work in a median shall require lane closures on both adjacent lanes, unless there is positive protection or adequate clear distance from both lanes of travel. This includes survey work.
- 7.1.6 When personnel and/or equipment are working within 15 feet of an open travel lane, the Design-Build Team shall close the nearest open shoulder using the NCDOT *Roadway Standard Drawings*, unless the work area is protected by an approved temporary traffic barrier or guardrail.
- 7.1.7 When personnel and/or equipment are working on the shoulder adjacent to an undivided facility and within five feet of an open travel lane, the Design-Build Team shall, at a minimum, close the nearest open travel lane using the NCDOT *Roadway Standard Drawings*, unless the work area is protected by an approved temporary traffic barrier or guardrail.

**UTILITIES COORDINATION SCOPE OF WORK**

The Design-Build Team shall obtain the services of a Professional Services Firm (PSF) knowledgeable in the NCDOT Utility Coordination Process involved with utility relocation / installation and highway construction. The aforementioned PSF shall be responsible for coordinating all utility relocations, removals and / or adjustments where the Design-Build Team and utility owner, with concurrence from the Department, determine that such work is essential for highway safety and performance of the required highway construction. Coordination shall be for all utilities whether or not they are specifically identified in this Scope of Work and shall include any necessary utility agreements when applicable. NCDOT will be the approving authority for all utility agreements and approval of plans.

During the procurement phase, the Department will allow no direct contact, either by phone, e-mail or in person, between the Design-Build Team and utility owners until after the meetings between each individual proposer and the affect utility owners. After the aforementioned meetings, the Design-Build Team will only be allowed direct contact with the utility owners when the aforementioned PSF is present. (Reference the *Individual Meeting with Proposers* Project Special Provision found elsewhere in this RFP.)

In accordance with the requirements herein, the Design-Build Team shall relocate / coordinate the relocation of all existing facilities that are 1) parallel to a roadway in full control of access, 2) in physical conflict with the construction, 3) beneath the existing or proposed pavement structure and structurally inadequate, and / or 4) beneath the existing or proposed pavement structure and consist of unacceptable material. Proposed / relocated underground facilities that are located beneath the pavement structure shall only be allowed to cross the roadway as close to perpendicular as possible.

**Project Details**

The Design-Build Team shall be responsible for verifying the utility locations, type of facilities, and identifying the utility owners in order to coordinate the relocation of any utilities, known and unknown, in conflict with the project. The following utilities are known to be located within the project construction limits:

<b>Utility Owner</b>	<b>Utility Type</b>	<b>Cost Responsibility</b>
City of Rocky Mount	Communications	City of Rocky Mount
CenturyLink	Communications	CenturyLink
City of Rocky Mount	Water and Sewer	Design Build Team
City of Rocky Mount	Gas	City of Rocky Mount
MCNC	Communications	MCNC
AT&T	Communications	AT&T
Conterra Broadband	Communications	Conterra Broadband
Suddenlink	Communications	Suddenlink
Crystal Broadband (CB)	Communications	Crystal Broadband (CB)
Duke Energy Progress	Electric	NCDOT (usually)
Town of Nashville	Water and Sewer	Design Build Team
NCDOT	Signalization and Camera	Design Build Team

- (B) Entities covered under General Statute 136-27.1 (including amendment made in Session Law 2019-197 Senate Bill 68), and 136-27.2. Statute requires the NCDOT to pay the non-betterment cost for certain water, sewer and gas relocations.
- (C) Utilities that have a joint-use agreement that constitutes a compensable interest with entities that have existing or prior easements rights within the project limits.

### **Work Performed by Design-Build Team for Utility Owners**

If the Design-Build Team elects to make arrangements with a utility owner for proposed utility construction not required herein, in which the utility owner shall be responsible for the costs of work to be performed by the Design-Build Team, the Design-Build Team shall be responsible for negotiating all costs associated with the proposed construction. Once the Design-Build Team and the utility owner agree on a plan and a lump sum estimated cost for the utility construction, the Design-Build Team shall electronically submit one half-size set and one full size set of the utility construction drawings, in .pdf format, to the Division Utility Engineer or designee, via the Division, for further handling. Each set shall include a title sheet, plan sheets, profiles and special provisions, if required. Also, a letter from the utility owner agreeing to the plans and lump sum cost must accompany this package. The NCDOT will reimburse the Design-Build Team the estimated lump sum cost under a Supplemental Agreement. The necessary Utility Construction Agreement (UCA) to the utility owner for reimbursement shall be a two-party agreement between the NCDOT and the utility owner; and will be developed and executed by the Department.

If the Design-Build Team is requested, in writing, by a utility owner to relocate facilities not impacted by the project's construction, and / or upgrade or incorporate new facilities as part of the highway construction, designs shall be coordinated with the utility owner and Division Utility Engineer or designee. The associated design and construction costs shall be negotiated and agreed upon between the Design-Build Team and the utility owner. The Design-Build Team shall develop designs; prepare all plans for needed agreements and permits; submit permits directly to the agencies and obtain approval from the agencies. The Design-Build Team shall be responsible for all permit fees.

### **Cable TV**

The cost in relocating CATV due to highway construction shall be the responsibility of the CATV Company; however, 1) if the CATV Company can validate a recorded easement for facilities outside the maintained NCDOT right of way, the Department will bear the relocation expense; and 2) if the adjustment is needed on existing utility poles to accommodate a proposed NCDOT Signals and Intelligent Transportation Systems (ITS) Fiber Optic Communication Cable Project, the Design-Build Team shall be responsible for the relocation cost.

The NCDOT will not permit CATV to place poles within the highway right of way but will allow down guys for their facilities within the highway right of way. Under most circumstances, the CATV Company will continue a joint-use attachment with the local power and telephone company. If the CATV proposed relocation places buried facilities within the highway right of way, then plans and encroachment agreements shall be required by the NCDOT.