

- The Design-Build Team will be responsible for furnishing and placing concrete monuments for all proposed right of way acquired as part of this project.
- The Department has met on-site with the agencies or obtained their comments at all bridge sites in this RFP. Any variations in the Design-Build Team's proposed design and/or construction methods that nullify the decisions reached between the Department and the environmental agencies, and/or will require additional coordination with the environmental agencies shall be the sole responsibility of the Design-Build Team. The Department will not allow any contract time extensions or additional compensation associated with any coordination or approval process resulting from design and/or construction modifications.
- Reductions in design speeds in order to retain existing horizontal and vertical alignments will be allowed per the NCDOT *Sub Regional Tier Guidelines* dated February 2008; any further reductions will require a design exception. Other design exceptions will only be considered if the proposed criteria meet or exceed existing conditions.
- Existing driveway access shall be maintained and/or relocated if necessary to accommodate construction.
- Bridge approach slabs are required at all bridge ends. The minimum bridge approach slab length shall be 12 feet for the subregional tier sites and the length specified in the Structures Management Unit Manual for regional tier sites; however, the bridge approach slab and pavement intersection shall be constructed perpendicular to the roadway centerline regardless of the bridge skew. The bridge approach fill shall extend to fully support the approach slab.
- At Bridge No. 230013, the Design-Build Team shall avoid impacts to the Columbus County property located in the northeast quadrant. This property is a FEMA buyout and has restrictive covenants.
- At Bridge No. 230118, **regardless of final alignment**, the Design-Build Team will be fully responsible for all coordination efforts and costs related to railroad coordination, including but not limited to those required to obtain railroad agreement, engineering review by the railroad, flagging operations and insurance. The railroad is currently owned by Carolina Southern Railroad and the line is out of service but has not been abandoned. **In the event that the railroad or the Department require a shift in the centerline alignment to minimize additional impacts to the railroad right of way, the Department will compensate the Design-Build Team for the additional construction efforts as Extra Work in accordance with Article 104-8(a) of the Standard Specifications.**
- At Bridge No. 230308, the Design-Build Team shall avoid impacts to the power transmission line on the upstream (west) side and the force main sewer on the downstream (east) side **to the greatest extent practicable**. Access to the Drainage District Canal at this location shall be maintained on both sides of road.

## General

- Unless otherwise noted herein, the design shall be in accordance with the NCDOT *Sub Regional Tier Design Guidelines for Bridge Projects* dated February 2008, the 2011 AASHTO *A Policy on Geometric Design of Highways and Streets, Roadway Design Policy*