



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 6, 2018

Addendum No. 3

Contract No.: C204157
TIP No.: U-2719 / U-4437
County: Wake
Project Description: I-440 / US 1 from south of SR 1313 (Walnut Street) to north of SR 1728 (Wade Avenue); and Grade Separations on Beryl Road, Norfolk Southern Railway / North Carolina Railroad / CSX Transportation and NC 54 (Hillsborough Street) at SR 1664 (Blue Ridge Road)

RE: Addendum No. 3 to Final RFP

September 18, 2018 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated May 29, 2018 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 3 for your information. Please note that all revisions have been highlighted in gray and are as follows:

The first, second and third pages of the *Table of Contents* have been revised. Please void the first, second and third pages in your proposal and staple the revised first, second and third pages thereto.

Page No. 8 of the *Submittal of Quantities, Fuel Base Index Price and Opt-Out Option Project Special Provision* has been revised. Please void Page No. 8 in your proposal and staple the revised Page No. 8 thereto.

Page No. 87 of the *Price Adjustments for Asphalt Binder Project Special Provision* has been revised. Please void Page No. 87 in your proposal and staple the revised Page No. 87 thereto.

Page Nos. 245 and 246 of the *Roadway Scope of Work* have been revised. Please void Page Nos. 245 and 246 in your proposal and staple the revised Page Nos. 245 and 246 thereto.

Page No. 315 of the *Pavement Management Scope of Work* has been revised. Please void Page No. 315 in your proposal and staple the revised Page No. 315 thereto.

Page No. 332 of the *Railroad Coordination Scope of Work* has been revised. Please void Page No. 332 in your proposal and staple the revised Page No. 332 thereto.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
CONTRACT STANDARDS AND
DEVELOPMENT UNIT
1591 MAIL SERVICE CENTER
RALEIGH, NC 27699-1591

Telephone: (919) 707-6900
Fax: (919) 250-4119
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

Page No. 341 of the *Right of Way Scope of Work* has been revised. Please void Page No. 341 in your proposal and staple the revised Page No. 341 thereto.

Page No. 356 of the *Structures Scope of Work* has been revised. Please void Page No. 356 in your proposal and staple the revised Page No. 356 thereto.

Page No. 421 of the *Utilities Coordination Scope of Work* has been revised. Please void Page No. 421 in your proposal and staple the revised Page No. 421 thereto.

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6900.

Sincerely,



Ronald E. Davenport, Jr., PE
State Contract Officer

RED/btk

cc: Ron Hancock, PE
Joey Hopkins, PE
Teresa Bruton, PE
David Hering, PE
File

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PROPOSAL FORMS - ITEMIZED SHEET, ETC.

- Itemized Proposal Sheet (TAN SHEET)
- Fuel Usage Factor Chart and Estimate of Quantities
- Listing of DBE Subcontractors
- Execution of Bid, Non-Collusion Affidavit, Debarment Certification and Gift Ban Certification
- Signature Sheet

same time and location as the Technical and Price Proposal. The originals shall be submitted in the Price Proposal.

Trade Secret Information submitted on the *Fuel Usage Factor Chart and Estimate of Quantities* sheets will be considered “Trade Secret” in accordance with the requirements of G.S. 66-152(3) until such time as the Price Proposal is opened.

(B) **Base Index Price**

The Design-Build Team’s Estimate of Quantities will be used on the various partial payment estimates to determine fuel price adjustments. The Design-Build Team shall submit a payment request for quantities of work completed based on the work completed for that estimate period. The quantities requested for partial payment shall be reflective of the work actually accomplished for the specified period. The Design-Build Team shall certify that the quantities are reasonable for the specified period. The base index price for DIESEL #2 FUEL is **\$2.2375** per gallon.

(C) **Opt Out of Fuel Price Adjustment**

If the Design-Build Team elects not to pursue reimbursement for Fuel Price Adjustments for the lump sum items on the Itemized Proposal Sheet, a quantity of zero shall be entered for all quantities in the *Fuel Usage Factor Chart and Estimate of Quantities* and the declination box shall be checked on both *Fuel Usage Factor Chart and Estimate of Quantities* sheets. Failure to complete both of these forms will mean that the Design-Build Team is declining the Fuel Price Adjustments for this project.

(D) **Change Option**

The proposer will not be permitted to change the option after the Price Proposal and the copy of the *Fuel Usage Factor Chart and Estimate of Quantities* sheets are submitted.

(E) **Failure to Submit**

Failure to submit both of the completed *Fuel Usage Factor Chart and Estimate of Quantities* sheets in a separate sealed package and in the Price Proposal will result in the Technical and Price Proposal being considered irregular by the Department and the Technical and Price Proposal may be rejected.

INDIVIDUAL MEETINGS WITH PROPOSERS

(9-1-11)

DB1 G048

The Department will provide at least two Question and Answer Sessions to meet with each proposer individually to specifically address questions regarding the draft Requests for Proposals.

The Department will attempt to arrange a meeting between each individual proposer and North Carolina Railroad Company, Norfolk Southern Railway and CSX Transportation.

Unconfined Compressive Strength

For Cement Treated Base Course, the Design-Build Team shall make field specimens, cure them for seven days and test them in the laboratory. The minimum and maximum acceptable unconfined compressive strength for soil cement shall be 450 psi and 850 psi, respectively. One test shall be required for every 400 feet per lane width at random locations selected using random number tables.

Submittals for Review During Construction

The Design-Build Team shall submit the unconfined compressive strength test results for review and acceptance.

PRICE ADJUSTMENTS FOR ASPHALT BINDER

(9-1-11) (Rev. 9-8-17)

DB6 R25

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the 2018 *Standard Specifications for Roads and Structures*.

When it is determined that the monthly 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 asphalt binder for plant mix is **\$553.33 per ton**.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on **August 1, 2018**.

PRICE ADJUSTMENTS - ASPHALT CONCRETE PLANT MIX

(9-1-11) (Rev. 9-8-17)

DB6 R26

Revise the 2018 *Standard Specifications for Roads and Structures* as follows:

Page 6-15, Article 609-11 and Page 6-31, Article 610-14

Add the following paragraph before the first paragraph:

The "Asphalt Price" used to calculate any price adjustments set forth in this section shall be \$40.00 per theoretical ton. This price shall apply for all mix types.

The proposed design revisions noted above shall be subject to the Department's review and acceptance.

- Design exceptions will not be allowed for the mainline, including all ramps and loops. NCDOT prefers not to have design exceptions for the -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 into the Final Plans, the Design-Build Team must obtain prior conceptual approval from the Design-Build Unit. If conceptual approval is obtained, the Design-Build Team shall be responsible for the development and approval of all design exceptions.
- Prior to recording the Right of Way Plans, the Design-Build Team shall locate and install right of way markers that delineate the proposed right of way for all parcels within the project limits. The Design-Build Team will be allowed to temporarily delineate the aforementioned proposed right of way with temporary metal caps and fiberglass markers prior to recording the Right of Way Plans. However, prior to final project acceptance, the Design-Build Team shall locate and install permanent concrete right of way markers to delineate the aforementioned proposed right of way. The Design-Build Team shall remove and dispose of all metal caps and fiberglass markers used to temporarily delineate the proposed right of way. For all parcels, the Design-Build Team shall locate and install metal caps with fiberglass markers that delineate all proposed permanent easements within the project limits. The Design-Build Team shall replace all existing right of way and permanent easement markers / monuments damaged and / or relocated during construction. In accordance with NCDOT Policy, the Department will furnish the metal caps with fiberglass markers.
- The Department will provide an approved Traffic Noise Report (TNR) and associated Preliminary Noise Wall Recommendation Memorandum that is based on the Department's preliminary design. The Design-Build Team shall evaluate the **entire** U-2719 and U-4437 Projects (including all existing sound barrier walls) and develop the Design Noise Reports (DNR) based on the plans developed by the Design-Build Team, regardless of changes to the Department's preliminary design. The U-2719 DNR shall be developed in accordance with the NCDOT 2016 Traffic Noise Policy and the NCDOT 2016 Traffic Noise Manual, and the U-4437 DNR shall be developed in accordance with the NCDOT 2011 Traffic Noise Abatement Policy and the NCDOT 2011 Traffic Noise Analysis and Abatement Manual; both DNRs will be reviewed and accepted by NCDOT. Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall include all design and construction costs for all sound barrier walls required by the accepted DNRs, as well as all costs associated with performing any additional geotechnical investigations necessary to design the foundations, in the lump sum price bid for the entire project. The Design-Build Team shall also include all design and construction costs for the three sound barrier wall extensions identified in the August 6, 2018 Sound Barrier Wall Extensions table provided by the Department in the lump sum price bid for the entire project, regardless of the requirements of the accepted DNRs developed by the Design-Build Team. However, the Design-Build Team will not be required to include any designs associated with the proposed sound barrier walls in the Technical Proposal. Prequalification under Discipline Code 441 shall be required for the firm developing the DNR.

In accordance with the Federal Highway Administration (FHWA) Guidelines located on the website noted below, the Design-Build Team shall evaluate all existing sound barrier walls within the project limits, and design and construct the resulting required noise abatement, including but not limited to retrofitting and / or replacing existing sound barrier walls. The Design-Build Team shall include all design and construction costs to lengthen existing sound barrier walls in the lump sum price bid for the entire project. In accordance with Subarticle 104-8(A) of the 2018 *Standard Specifications for Roads and Structures*, the design and construction costs to raise and / or replace an existing sound barrier wall will be paid for as extra work at the unit price of \$40.00 per square foot. All work tasks required to design and construct the additional sound barrier wall height and / or replacement sound barrier wall(s), including but not limited to traffic control, pavement, drainage, concrete barrier, geotechnical investigation and earthwork shall be considered inclusive in the aforementioned unit

price. The amount of extra work shall be determined by deducting all additional sound barrier wall height and / or sound barrier wall replacement square footage required as a result of horizontal and / or vertical alignment changes to the Preliminary Roadway Plans provided by the Department from the additional sound barrier wall height and / or sound barrier wall replacement square footage required by the Department's preliminary design.

https://www.fhwa.dot.gov/environment/noise/noise_barriers/abatement/existing.cfm

The Design-Build Team is cautioned that the TNR and Preliminary Noise Wall Recommendation Memorandum are provided to show the general location of potential walls. Thus, as with all information provided by the Department, the TNR and Preliminary Noise Wall Recommendation Memorandum are provided for informational purposes only and; the Department will not honor any requests for additional contract time or compensation for any variations between the approved TNR and the approved DNR.

The Department will ballot all benefited receptors to determine which sound barrier walls recommended in the accepted DNR will be constructed. The Design-Build Team shall (1) develop and provide the information required by the Department to complete the balloting process, and (2) attend and / or speak at all balloting meetings and workshops. The Department will require four months to complete the balloting process. The Department will not honor any requests for additional contract time or compensation for the sound barrier wall construction unless the aforementioned four-month timeframe is exceeded. If time were granted, it would only be for that time exceeding the four-month period, which shall begin on the date the Department accepts the DNR developed by the Design-Build Team. The Design-Build Team shall not construct any sound barrier walls until the balloting process has been completed by the Department.

In accordance with Subarticle 104-8(A) of the 2018 *Standard Specifications for Roads and Structures*, if the accepted DNR and balloting process require more than 240,000 square feet (sf) of sound barrier wall, the amount over 240,000 sf will be paid for as extra work at the unit price of \$40.00 per square foot. All work tasks required to design and construct the additional sound barrier walls, including but not limited to traffic control, pavement, drainage, concrete barrier, geotechnical investigation and earthwork shall be considered inclusive in the aforementioned unit price. The amount of extra work shall be determined by deducting 1) all additional sound barrier wall square footage required as a result of horizontal and / or vertical alignment changes to the Preliminary Roadway Plans provided by the Department, 2) all sound barrier wall square footage required to raise an existing sound barrier wall, and 3) all sound barrier wall square footage required to replace an existing sound barrier wall from the accepted DNR and balloting process sound barrier wall total square footage.

The Design-Build Team shall only credit the Department the construction cost of all sound barrier walls eliminated by the balloting process. The construction costs of all sound barrier walls eliminated solely by the balloting process shall be deducted from the lump sum amount bid for the entire project.

At all sound barrier walls, the Design-Build Team shall provide 1) a four-foot berm between the wall and fill / cut slopes steeper than 6:1 and 2) a parallel concrete ditch at locations where the final grade slopes toward the wall.

**** NOTE **** Removed duplicate paragraph

The Design-Build Team shall design and construct all sound barrier walls a minimum of ten feet inside the right of way.

To satisfy the FHWA's Abatement Measure Reporting requirements, the Design-Build Team shall prepare and concurrently submit a summary of the sound barrier walls to be constructed on the project with the final sound barrier wall working drawings submittal. The Design-Build Team shall submit the sound barrier wall summary directly to the NCDOT Traffic Noise and Air Quality Group and include the information noted in Title 23 Code of Federal Regulations Part 772 Section 772.13(f), including but not limited to overall cost and unit cost per square foot.

Table 1

Line	Surface	Intermediate	Base	ABC	Stab
Melbourne Road Ramps (-Y20ARA- and -Y20ARD-)	3.0" S9.5C	----	4.0" B25.0C	----	Yes
Western Boulevard Interchange (-Y25-, -Y25E-, -Y25W-, -25RDW-, -25RDE-, -25RCE-, -25RCW-, -25RBE-, -25RBW-, -25RAE-, -25RAW-, -25RD-, -25RA-, -25RB- and -25RC-)	3.0" S9.5C	4.0" I19.0C	4.0" B25.0C	----	Yes
Jones Franklin Road Ramps (-10LA-, -101RC-, -10RD- and -10RA-)	3.0" S9.5C	4.0" I19.0C	4.0" B25.0C	----	Yes
Lake Boone Trail Ramp Widening (-40RA-)	3.0" S9.5C	4.0" I19.0C	4.0" B25.0C	----	Yes
Wade Avenue Widening (-Y35EB- and -Y35WB-)	3.0" S9.5C	3.0" I19.0C	5.5" B25.0C	8.0"	Yes
Wade Avenue Ramp (-353RD-)	3.0" S9.5C	4.0" I19.0C	4.5" B25.0C	----	Yes
Hillsborough Street and Wade Avenue Ramps (-30LA-, -30RA-, -35CDB-, -303LD-, -303RD-, -353CDC-, -353RBD-, -35RBA-, -35RA-, -35LA- and -353LD-)	3.0" S9.5C	4.0" I19.0C	4.0" B25.0C	----	Yes
Barringer Drive, Water's Edge Drive, Fort Sumter Road, Denise Drive / Capital Center Drive, Jones Franklin Road, Athens Drive, Melbourne Road, Powell Drive, Ligon Street and Vick Charles Drive (-Y06-, -Y07-, -Y08-, -Y09-, -Y10-, -Y15A-, -Y20A- and -Y29C-)	3.0" S9.5B	4.0" I19.0C	4.0" B25.0C	----	No
Chaney Drive (-Y37-)	2.5" S9.5B	----	4.0" B25.0C	----	No
-SR3-	3.0" S9.5B	2.5" I19.0C	4.0" B25.0C	----	No
-SR6- and -SR7-	3.0" S9.5B	----	4.0" B25.0C	----	No

II. Below is the normal operating frequency and maximum allowable train speeds through the corridor at the proposed project locations. The Design-Build Team shall verify this information with the Railroads. The Design-Build Team shall have no claims whatsoever against either the Railroads or NCDOT for any delays and / or additional costs incurred based on changes to the following information:

Number of trains per day	18-20
Type of trains per day	10-12 Passenger / 8 Freight
Maximum train speed	79 mph Passenger / 60 mph Freight

Railroad inspection and maintenance requirements, in addition to normal train operations, will occur that may also impact construction activities.

III. This Project includes two locations that are in the same Railroad corridor vicinity.

Project U-4437 includes track work and a grade separation of Blue Ridge Road on the NCRR / NSR H-line Corridor between approximate Milepost H-76.0 and H-78.0 and on the CSXT S-line Corridor between approximate Milepost S-160.0 and S-162.0. The NCRR-owned rail corridor is considered oriented east / west with mileposts increasing from west to east. The H-line track is leased and operated by NSR. The S-line track is owned by CSXT and is oriented as a north / south railroad with mileposts increasing from north to south. At this location, the corridor contains two main tracks and two locations with a third siding track (on either sides of Blue Ridge Road.) The railroad right of way width for this area is 200 feet wide, centered 100 feet on each side of the common existing main track centerline. The Design-Build Team shall design and construct new bridges and new track alignments to carry the existing two (2) tracks (one NCRR / NSR and one CSXT) plus one (1) future track on the NSR side and substructure for (1) future track on the CSXT side. (Reference the Structures Scope of Work found elsewhere in this RFP) Tracks shall be designed with 14-foot minimum track centers in accordance with NSR and NCRR standards, plus any additional separation required for curvature in accordance with NSR and CSXT track design standards. The Design Build Team shall design and construct the temporary detour tracks in order to maintain existing levels of train service. The Design-Build Team shall design and construct the roadbed grade, structures, slopes and drainage required for the two temporary and permanent tracks. Trainman’s walkways with handrails shall be provided on each side of the proposed underpass bridges. Within the project limits, any permanent track realignment shall accommodate a maximum operating speed of 90 mph passenger / 60 mph freight with any detour track alignments accommodating a maximum operating speed of 79 mph passenger / 60 mph freight.

NCDOT has coordinated the proposed temporary and permanent railroad track geometry with the Railroads and the coordinated alignments will be provided to the

RIGHT OF WAY SCOPE OF WORK (8-6-18)

**** NOTE ** Prior to negotiating property acquisition with property owners, the Design-Build Team shall meet with the appropriate NCDOT Location and Surveys, Right of Way and Design-Build personnel.**

The Design-Build Team shall employ qualified, competent personnel who are currently **approved by the NCDOT Right of Way Unit**, herein after referred to as the Department, to provide all services necessary to perform all appraisal (except appraisal reviews and updated appraisals required solely for condemned parcels), negotiation and relocation services required for all right of way, control of access and easements, including but not limited to permanent utility easements, necessary for completion of the project in accordance with G.S. 136-28.1 of the General Statutes of North Carolina, as amended, and in accordance with the requirements set forth in the *Uniform Appraisal Standards and General Legal Principles for Highway Right of Way*, the *North Carolina Department of Transportation's Right of Way Manual*, the *North Carolina Department of Transportation's Rules and Regulations for the Use of Right of Way Consultants*, the *Code of Federal Regulations*, and Chapter 133 of the *General Statutes of North Carolina* from Section 133-5 through 133-18, hereby incorporated by reference, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Design-Build Team shall also field stake all right of way, control of access and easements, including but not limited to utility easements, in accordance with the requirements noted above. For a list of firms currently approved, the Design-Build Team should contact Mr. Neal Strickland, in the NCDOT Right of Way Unit, at 919-707-4364. The Design-Build Team shall perform the services as set forth herein and furnish and deliver to the Department reports accompanied by all documents, **including but not limited to all revisions and electronic design files**, necessary for the settlement of claims and the recordation of deeds, or necessary for condemnation proceedings covering said properties. The Design-Build Team, acting as an agent on behalf of the State of North Carolina, shall provide right of way acquisition services for TIP U-2719 / U-4437 in Wake County.

Acquisition services required outside of the project construction limits due solely to a rise in the floodplain water elevation on insurable structures will be considered extra work and paid for in accordance with Article 104-7 of the 2018 NCDOT *Standard Specifications for Roads and Structures*.

The Design-Build Team shall carry out the responsibilities as follows:

- With respect to the payments, costs and fees associated with the acquisition of right of way, easements and / or control of access, the Department will be responsible for only direct payments to property owners for negotiated settlements, recording fees, any relocation benefits, and deposits and fees involved in the filing of condemnation claims. The Department will assume responsibility for all costs associated with the litigation of condemned claims, including testimony by the appraiser(s). The Design-Build Team shall be responsible for all other acquisition services related to payments, costs and fees, including but not limited to attorney fees required for all non-condemnation acquisitions.

The minimum horizontal setbacks from the closest edge of travel lane to face of barrier in front of walls shall be 14'-0" for bridges over interstates, freeways, and arterials. The minimum horizontal setback from the closest face of curb and gutter to the face of barrier in front of walls shall be 12' 0" for bridges over all curb and gutter facilities.

Unless noted otherwise elsewhere in this RFP, the minimum vertical clearance for bridges constructed over all interstates, freeways and arterials shall be 17'-0". The minimum vertical clearance for bridges constructed over all local roads and collector roads shall be 15'-6". The minimum vertical clearance for bridges constructed over all sidewalks, multiuse paths, and greenways shall be 10'-0". For minimum horizontal and vertical clearance requirements for bridges constructed over the railroads reference the Railroad Coordination Scope of Work found elsewhere in this RFP.

The minimum vertical clearance for roadway bridges constructed over the mainline shall be 17'-6".

Unless noted otherwise elsewhere in this RFP, all proposed bridge barrier rails shall be per Standard Drawing BMR34.

Unless noted otherwise elsewhere in this RFP, proposed bridge barrier rails shall be per Standard Drawing CBR1 for all bridges on the mainline, ramps, flyovers, and collector-distributors.

Proposed bridge barrier rails on the -353RBD- flyover shall include an additional two inches of cover on the back face of rail for architectural window insets. The additional cover may encroach on the 1 1/2" deck extension shown on Standard Drawing CBR1.

Dual bridges constructed on the mainline shall have safety fencing installed along the top of the median parapet of both bridges. The safety fencing shall match the existing safety fencing found elsewhere on the I-440 corridor.

Proposed bridge rails on the Athens Drive Bridge over the mainline shall be per Standard Drawing CBR2. A four-foot high black ornamental fence with metal pickets, and three rails with a smooth top rail, shall be provided and installed along the top of the parapet. The ornamental fence shall be one of the following types:

SPECRAIL	AMERISTAR	Ultra Aluminum Mfg., Inc.
Saybrook	AEGIS Plus Majestic 3-Rail	UAF 200 Flat Top

Proposed bridge rails on the Ligon Street Bridge over the mainline shall consist of a 42-inch tall and 14-inch wide parapet with recessed panels. A 3.5-foot high black ornamental fence with metal pickets, and three rails with a smooth top rail, shall be provided and installed along the top of the parapet. The ornamental fence shall be one of the following types:

SPECRAIL	AMERISTAR	Ultra Aluminum Mfg., Inc.
Saybrook	AEGIS Plus Majestic 3-Rail	UAF 200 Flat Top

Proposed bridge rails on the NC 54 (Hillsborough Street) Bridge over SR 1664 (Blue Ridge Road) shall consist of a 36-inch tall and 14-inch wide parapet. A four-foot high black ornamental fence with metal pickets, and three rails with a smooth top rail, shall be provided and installed along the top of the parapet. The ornamental fence shall be one of the following types:

UTILITIES COORDINATION SCOPE OF WORK (8-3-18)

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 affected utility owners. After the aforementioned meetings and during the project duration, 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) within existing or proposed full control of access and only accessible from a freeway through lane and / or a directional ramp, 2) in physical conflict with construction, 3) within the existing or proposed right of way and structurally inadequate, and / or 4) within the existing or proposed right of way and consist of unacceptable material. (Reference the NCDOT Policies and Procedures for Accommodating Utilities on Highway Rights of Way – January 1, 1975, Revised April 1, 1993) 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: