



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

February 15, 2018

Addendum No. 2

Contract No.: C204088
TIP No.: U-2579D, E & F
Counties: Forsyth
Project Description: Future I-74 - Winston-Salem Northern Beltway from west of NC 66 / SR 4000 (University Parkway) to US 311 (New Walkertown Road)

RE: Addendum No. 2 to Final RFP

March 20, 2018 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated January 26, 2018 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 2 for your information. Please note that all revisions have been highlighted in gray and are as follows:

The second page of the *Table of Contents* has been revised. Please void the second page in your proposal and staple the revised second page thereto.

Page No. 147 of the *Roadway Scope of Work* has been revised. Please void Page No. 147 in your proposal and staple the revised Page No. 147 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 / kbc

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the aforementioned ten-foot taper, the handrail shall be installed in accordance with the 10-30-2013 Proposed Pedestrian Safety Rail Detail provided by the Department.

- The curves approaching / departing the crossovers shall slope from the median to the outside at a 0.02 cross slope.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct -Y- Lines, ramps, service roads, and cul-de-sacs / turnarounds providing the same or better access, widening, improvements and traffic measures of effectiveness, in the Department's sole discretion, included in the Preliminary Roadway Plans provided by the Department. The limits of -Y- Line construction shall be 1) of sufficient length to tie to existing based upon the current NCDOT guidelines and standards or 2) to the construction limits shown on the 02-13-2018 *Additional Y-Line Overlay Map* provided by the Department, whichever is greater.
- The Design-Build Team will not be required to design and construct a cul-de-sac at the Tickle Road western terminus.
- Unless noted otherwise elsewhere in this RFP, throughout the NC 66 / SR 4000 (University Parkway) proposed curb and gutter limits, the Design-Build Team shall design and construction NC 66 / SR 4000 (University Parkway) in accordance with the *Future NC 66 - SR 4000 (University Parkway) Typical Section Revised* document provided by the Department. Excluding the proposed bridge on NC 66 / SR 4000 (University Parkway), the Design-Build Team will not be required to design or construct sidewalks along NC 66 / SR 4000 (University Parkway). (Reference the Structures Scope of Work found elsewhere in this RFP)
- The Design-Build Team shall design and construct SR 1928 (Stanleyville Drive) with minimum eight-foot shoulders, five-foot of which shall be full-depth paved shoulders.
- The Design-Build Team shall connect Old Rural Hall Road to the realigned NC 66 (Old Hollow Road). Within the NC 66 (Old Hollow Road) realignment limits, in proximity to the proposed bridge at NC 66 (Old Hollow Road) and Future I-74, the Design-Build Team shall 1) remove and dispose of the existing NC 66 (Old Hollow Road) pavement structure, 2) re-grade the existing roadbed, including but not limited to the pavement area, embankments, and / or roadway ditches and 3) return the area to a condition similar to its surroundings.
- Excluding areas of construction that consist solely of uniformly overlaying the existing pavement structure, the Design-Build Team shall design and construction minimum 12-foot lanes and six-foot shoulders throughout the SR 1929 (Merry Dale Drive), SR 2216 (Davis Road) and SR 2219 (Dippen Road) construction limits.
- In lieu of removing the portions of SR 2348 (North Hampton Drive) and SR 2349 (Hammock Farm Road) as shown on the Preliminary Roadway Plans provided by the Department, the Design-Build Team shall retain the aforementioned roadways, including but not limited to