



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

November 7, 2012

Addendum No. 1

Contract No.: C 202933
TIP No.: U-2925
County: Forsyth
Project Description: Salem Creek Connector from SR 4326 (Rams Drive) to SR 4325 (Martin Luther King Jr. Drive)

RE: Addendum No. 1 to Final RFP

December 18, 2012 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals dated October 15, 2012 recently furnished to you on the above project. We have since incorporated changes, and have attached a copy of Addendum No. 1 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 Nos. 137 and 138 of the *Roadway Scope of Work* have been revised. Please void Page Nos. 137 and 138 in your proposal and staple the revised Page Nos. 137 and 138 thereto.

Page Nos. 146, 147, and 149 of the *Structures Scope of Work* have been revised. Please void Page Nos. 146, 147, and 149 in your proposal and staple the revised Page Nos. 146, 147, and 149 thereto.

Page No. 151 of the *Railroad Coordination Scope of Work* has been revised. Please void Page No. 151 in your proposal and staple the revised Page No. 151 thereto.

Page Nos. 194, 195 and 196 of the *Right of Way Scope of Work* have been revised. Please void Page Nos. 194, 195 and 196 in your proposal and staple the revised Page Nos. 194, 195 and 196 thereto.

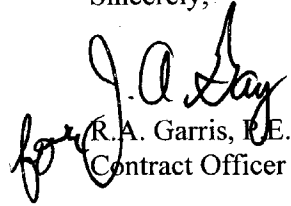
MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
CONTRACT STANDARDS AND DEVELOPMENT UNIT
1591 MAIL SERVICE CENTER
RALEIGH NC 27699-1591

TELEPHONE: 919-707-6900
FAX: 919-250-4119
WEBSITE: WWW.NCDOT.ORG

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

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

Sincerely,



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

RAG/kaa

cc: Ms. Deborah Barbour, PE (w/)
Mr. Victor Barbour, PE (w/)
Mr. Randy Garris, PE (w/)
Mr. Ron Hancock, PE (w/)
Mr. Brad Hibbs, PE (w/one electronic & one hard copy)
Mr. Phillip Harris, III, PE
Mr. Kevin Lacy, PE, CPM
Mr. Ed Lewis
Mr. David Harris, PE
Mr. Ron Davenport, PE (w/)
Mr. Mark Freeman, PE
Mr. Keith Raulston, PE (w/)
Mr. Wright Archer III, PE
Mr. Mike Stanley, PE
Mr. J. P. Couch, PE
Mr. Kent Boyer
Ms. Beverly Robinson
Ms. Lisa Feller, PE
Ms. Vickie Embry, PE
Mr. Lamar Sylvester, PE
Mr. Michael Robinson, PE
Mr. W. David Hinnant
Mr. Robert Memory
Mr. Roger Worthington, PE
Ms. Marsha Sample (w/)
Mr. Jeffery Garland, PE, PMP (w/3)
Mr. James Dunlop, PE
Mr. Marshall Clawson, PE
Mr. Mike Steelman
Ms. Teresa Bruton, PE (w/8)
TRC Members (w/)
File (w/)

Mr. Byron Kyle (Roadway)
Mr. Jay Twisdale, PE (Hydraulics)
Mr. John Pilipchuk, PE (Geotechnical)
Dr. Clark Morrison, PE (Pavement)
Mr. Barney Blackburn, PE (Erosion & Sed. Cont.)

Mr. Joseph Ishak, PE (Traffic Control)
Mr. David Boyd (Utility Coordination)
Mr. Kevin Fischer, PE (Structures)
Ms. Tammy Stewart (Public Information)
Mr. Boniface Maduabuchukwu, PE (Signals)
Mr. Tom Parker, PE (ITS)
Mr. Tim McFadden, CPM (Signing)
Mr. Paul Chan, PE (Lighting)
Mr. Neal Strickland (Right of Way)
Mr. Allen Raynor, PE (Railroad Coordination)
Mr. Cyrus Parker, PE (Geo-Environmental)
Ms. Susan Kunz (Signing and Pavement Markings)
Ms. Rachelle Beauregard (Environmental Permit)
Mr. Kirby Warrick

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extensions or additional compensation associated with any coordination or approval process resulting from design and / or construction modifications.

- Within the project limits, the Design-Build Team shall be responsible for the location and installation of all right of way monuments. The Design-Build Team shall replace all existing right of way monuments damaged and / or relocated during construction. For all parcels, the Design-Build Team shall furnish and place rebar and caps with carsonite posts for right of way monument locations.
- The Design-Build Team shall not further impact any cultural, historical, or otherwise protected landmark or topographic feature beyond that shown on the U-2925 Combined Public Hearing Map provided by the Department. The Design-Build Team shall not acquire right of way or easements from the aforementioned features unless shown on the U-2925 Combined Public Hearing Map provided by the Department.
- The security fence along the Salem Academy and College's property located on Salem Avenue shall be operational at all times. If the aforementioned security fence is impacted during construction, the Design-Build Team shall 1) repair the fence or provide temporary fence and 2) install permanent fence that is similar to the existing fence.
- The Design-Build Team's design, construction and / or right of way acquisition shall not impact the large oak tree located on the east side of Salem Avenue, across from the Winston-Salem City Employees' Credit Union, on the Salem Academy and College property. Prior to construction, the Design-Build Team shall provide tree protection fencing, that completely encompasses the aforementioned oak tree, throughout construction.
- The Design-Build Team's design and / or construction may impact the Diggs Elementary School. However, the school shall remain operational until completion of the 2012 – 2013 school year. The Design-Build Team shall indicate if, and to what extent, the Diggs Elementary School will be impacted in the Technical Proposal.
- The Design-Build Team shall minimize impacts to the Salem Academy and College soccer fields and surrounding landscaping. It is desirable that all construction in proximity to these soccer fields begin after Thanksgiving and finish prior to February 15th of the following year. The Design-Build Team shall indicate the construction timeframe for activities in proximity to the Salem Academy and College soccer fields and any associated self-imposed liquidated damages in the Technical Proposal. The Department will design and plant the landscaping, sod and trees, required for impacts to the landscaping in proximity to the aforementioned soccer fields.
- The Design-Build Team shall provide and install conduit for future pedestrian lighting in the center of the Salem Creek Connector grass median. All conduits shall be 2.0" and adhere to all NCDOT and AASHTO requirements. All conduits shall be installed a minimum of three feet below the finished grade. All conduits shall be installed with stub-outs, including but not limited to elbows, vertical pipe and removable cap located flush with the finished elevation.

The Design-Build Team shall identify all stub-out locations (horizontally and vertically) on the Roadway Release for Construction Plans and permanently in the field.

- Excluding -Y2- and haul roads, the Design-Build Team shall design and construct resurfacing grades for all roadways impacted by construction. All resurfacing grades shall adhere to the design criteria and standards, provide all required pavement wedging (Reference the Pavement Management Scope of Work found elsewhere in this RFP) and adhere to the minimum requirements noted below:
 - The Design-Build Team shall resurface all lanes and shoulders of an undivided facility throughout the limits of proposed widening and construction.
 - The Design-Build Team shall resurface each one-way roadway of a divided facility throughout the limits of the one-way roadway widening and construction allowing varying resurfacing limits for the opposing directions of travel.
 - For both divided and undivided facilities, the Design-Build Team shall resurface all lanes and shoulders within the outermost construction limits of all proposed widening and construction, including any gaps along the facility where construction activities are not required.
 - The Design-Build Team shall resurface all existing facilities to the limits of pavement marking obliterations / revisions.
- Design exceptions will not be allowed for the -L- Line, 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 Transportation Program Management Director and the FHWA. If approval is obtained, the Design-Build Team shall be responsible for the development and approval of all design exceptions.
- Excluding Wall #3, the Design-Build Team shall design and construct the sound barrier walls defined in the June 29, 2012 Design Noise Report, including any geotechnical investigations

STRUCTURES SCOPE OF WORK (10-25-12)**Project Details**

The Design-Build Team shall be responsible for all structures necessary to complete the project, including at the following locations:

- -L- (Salem Creek Connector) over Salem Creek
- Winston-Salem Southbound Railroad at -L- (Salem Creek Connector)
- -Y2- (US 52) at -L- (Salem Creek Connector)
- Winston Salem Southbound Railroad over -Y2- (US 52), -Y3- (Vargrave Street), and Ramps B & C
- -Y2- (US 52) over Salem Creek
- Ramp A over Salem Creek
- Ramp D over Salem Creek
- Rams Drive (formerly Stadium Drive) over -Y2- (US 52)
- Sound barrier walls listed in the June 29, 2012 Design Noise Report, with the exception of Wall #3
- All retaining walls as required by the Design-Build Team's design

All new bridges shall be of sufficient length, width and vertical clearance to accommodate a future outside lane in each direction, in addition to auxiliary lanes constructed as part of this project, and appropriate shoulders, on US 52 (six-lane divided facility with aforementioned auxiliary lanes).

All bridges on Winston Salem Southbound Railroad shall include all new structural components and adhere to the following requirements:

- The design and construction shall be to a width that supports the realigned existing track and one future track centered 15' east or west of the realigned track.
- Inspection walkways shall be provided on both sides.
- MSE Walls will not be permitted in front of railroad bridge end bents/abutments.

The Design-Build Team shall design and construct 5'-6" sidewalk, with 3-bar metal rail, on both sides of the Rams Drive bridge. The Design-Build Team shall design and construct 10'-6" sidewalk and 5'-6" sidewalk, with 3-bar metal rail, on the east and west sides of the Salem Creek Connector bridge over Salem Creek, respectively.

The Design-Build Team shall design and construct 2-bar metal rail on both sides of the US 52 bridge over the Salem Creek Connector.

All metal bridge rails shall be anodized green (PMS 364).

The minimum vertical clearance for all new bridges over US 52 (-Y2-) shall be 17 feet.

All the bridges over Salem Creek shall provide vertical and horizontal clearances for the existing greenway on the south side and a future ten-foot wide greenway on the north side. Minimum vertical clearance over the existing and future greenways shall be 10 feet.

Under bridges crossing pedestrian accommodations, provide conduit for future lighting above or along the accommodations as directed by the Engineer.

For the bridge on Salem Creek Connector over Salem Creek, provide and install conduit for future pedestrian lighting through the median island of the bridge.

The Design-Build Team shall be responsible for all required railroad coordination, including but not limited to securing Railroad Agreements. (Reference the Railroad Coordination Scope of Work found elsewhere in this RFP)

All bridges shall meet approved roadway typical sections and grades. Bridge geometry (width, length, skew, span arrangement, etc.) shall be in accordance with the accepted Structure Recommendations prepared by the Design-Build Team.

A live load rating chart for proposed girders shall be included with the highway bridge plans and shall state design assumptions and methodology used in the load rating calculations. The load rating shall be in accordance with the NCDOT *Structures Management Unit Manual* (including policy memos) and *AASHTO's Manual for Bridge Evaluation*.

Sound barrier walls shall be in accordance with Structure Standards SBW1 and SBW2 and the Sound Barrier Wall and Architectural Concrete Surface Treatment Project Special Provisions. Concrete piles shall be used. To the greatest extent practicable, the top of the noise wall shall be constructed to provide a continuous elevation transition, minimizing the number of steps in top of wall elevation.

To the greatest extent practicable, retaining walls shall be designed and constructed without the use of visible columns or piles and avoid sharp changes in top of wall elevations. The caps or coping of retaining walls shall be consistent with the appearance of the face of the walls. The retaining walls, and supporting foundations, shall be detailed such that a future brick masonry veneer can be constructed or attached to the façade in the future (provide minimum eight-inch allowance). The façade of all retaining walls to be designed and constructed as part of this project is preferred to have a horizontal, running bond, stone masonry appearance.

For the bridges on Rams Drive over US 52 and on US 52 over Salem Creek Connector:

- If a median pier is used, it shall be a solid concrete wall with a red brick masonry veneer on each face. The brick shall be similar to that of the surrounding communities such as Pine Hall, Old Yorktown, oversized brick, or approved equal. The ends of the center pier wall shall be detailed to be similar in color to the bridge beams.
- Abutment walls and turned back wings shall also have a brick masonry veneer as described above.
- For the bridge on Rams Drive over US 52 only, pilasters shall be provided at the ends of the bridge rails with the bridge rails having an integral transition to the pilasters.

components and bridge components shall be provided to ensure ready access for inspection and maintenance of both structures. The vertical clearance of the gateway structure shall be a minimum of 17 feet above the entire bridge deck width. **The gateway structure shall be designed and constructed to minimize the visibility of bolted connections.** The structure shall be in close conformity to the concept provided and be painted as specified below:

- Aluminum Finish: Fluoropolymer standard 2-coat thermocured system (Kynar type) composed of specially formulated inhibitive primer and fluoropolymer color topcoat containing not less than 70% polyvinylidene fluoride resin by weight, complying with AAMA 2605. Color will be Pantone PMS 364.

This gateway structure shall be depicted in the Technical Proposal and bid in accordance with the Project Special Provision entitled “Gateway Structure Add Alternate.”

General

The Design-Build Team’s primary 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 latest edition of the *AASHTO LRFD Bridge Design Specifications* (with exceptions noted in the *NCDOT Structures Management Unit Manual*), *NCDOT LRFD Driven Pile Foundation Design Policy*, *NCDOT Structures Management Unit Manual* (including policy memos) and *NCDOT Bridge Policy Manual* except as noted otherwise elsewhere in this RFP.

Construction and materials shall be in accordance with 2012 *NCDOT Standard Specifications for Roads and Structures*, *NCDOT Structures Management Unit Project Special Provisions* and *NCDOT Structures Management Unit Standard Drawings*.

Alternate designs, details or construction practices (such as those employed by other states, but not standard practice in NC) are subject to Department review and approval, and will be evaluated on a case by case basis.

The Design-Build Team shall be responsible for ensuring that WSS remains capable of providing uninterrupted rail service to all industries currently served by WSS south of the proposed underpass over US 52 and Vargrave Street in a manner commensurate with that which currently exists.

Unless an approved on-site detour track is operational, the existing WSS mainline railroad track shall remain operational at all times.

Arrangements for Protection and Adjustments to Existing and Proposed Railroad Crossing Surface and Roadbeds

The Design-Build Team shall realign the existing mainline Railroad track and accommodate a future Railroad track centered 15' east or west of the realigned track. The re-aligned track shall be aligned within the Railroad right of way so that neither the re-aligned track center nor the future track center are located within 35 feet of the edge of the Railroad right-of-way. Neither the relocated nor future Railroad track will be allowed closer to Humphrey Street than the existing Railroad track. The Design-Build Team will not be required to perform any grading operations for the future Railroad track. However, the Design-Build Team shall grade the area surrounding the realigned track to provide adequate drainage. The Design-Build Team shall identify the horizontal alignments for the realigned Railroad track, future Railroad track and all on-site detour Railroad tracks in the Technical Proposal.

The Railroad requires a minimum of 100 feet of tangent track off ends of bridges. If not provided, the Design-Build Team is solely responsible for obtaining an exception to this requirement from the Railroad.

The Design-Build Team shall construct the realigned Railroad track on a 12-inch ballast with new 136 lb. continuously welded rail with No. 10 turnouts.

Throughout the project duration, the Design-Build Team shall maintain access to all driveways and public streets, constructing temporary Railroad crossings and / or temporary access as necessary. At all grade crossings and / or access roads, the Design-Build Team shall provide cable gates to secure the Railroad right of way.

The Railroad shall maintain ownership of all salvaged rail and track materials.

The Design-Build Team shall make the necessary arrangements with WSS for the installation of permanent and temporary grade crossing surfaces, removal of temporary construction crossings after completion of the project, shoring plans, encroachment agreements, and railroad force account estimates and agreements. All permanent crossing surfaces shall be concrete, both field and gauge. All crossing surfaces shall be procured and installed by the Design-Build Team.

The Design-Build Team shall not commence any work on the Railroad right of way until all agreements have been executed, insurance acquired and approved, and all construction plans have been approved by the Railroad. The Design-Build Team shall make the

RIGHT OF WAY SCOPE OF WORK (11-7-12)

Excluding acquisition services required outside of the project construction limits due solely to a rise in the floodplain water elevation on insurable structures, the Design-Build Team shall employ qualified, competent personnel who are currently **approved by the NCDOT Right of Way Branch**, herein after referred to as the Department, to provide all services necessary to perform all appraisal (except appraisal review), negotiation and relocation services required for all right of way 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. For a list of firms currently approved, the Design-Build Team should contact Mr. Neal Strickland, in the NCDOT Right of Way Branch, 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 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-2925 in Forsyth 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 2012 *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 in this contract, 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 of any 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 related payments, costs and fees, including but not limited to attorney fees required for all non-condemnation acquisitions.
- A Department representative will be available to provide technical guidance on right of way acquisition procedures and to make timely decisions on approving relocation benefits and approving administrative adjustment settlements on behalf of the Department over and above the authority granted to the Department Right of Way Consultant Project Managers.

- The Design-Build Team shall submit a right of way project tracking report and right of way quality control plan to the Department. The Department standard forms and documents shall be used to the extent possible.
- The Design-Build Team shall provide a current title certificate for each parcel as of the date of closing or the date of filing of condemnation, unless required otherwise in the Department's Right of Way Manual.
- The Design-Build Team shall prepare all Final Condemnation Reports.
- The following shall be required:
 - The Design-Build Team shall prepare, execute and record documents conveying title to acquired properties to the Department with the Register of Deeds
 - The Design-Build Team shall deliver all executed and recorded deeds and easements to the Department.
 - For all property purchased in conjunction with the project, title shall be acquired in fee simple or easement and shall be conveyed to "The North Carolina Department of Transportation", free and clear of all liens and encumbrances except permitted encumbrances.
- It is understood and agreed by and between the parties hereto that all reports, surveys, studies, specifications, memoranda, estimates, etc., secured by and for the Design-Build Team shall become and remain the sole property of the Department upon termination or completion of the work, and the Department shall have the right to use same for any public purpose without compensation to the Design-Build Team.
- The Design-Build Team shall prepare appraisals in accordance with the Department's *Uniform Appraisal Standards and General Legal Principles for Highway Right of Way Acquisitions*. The Design-Build Team's appraiser shall be on the Department's approved state certified appraiser list. The Design-Build Team may request its state certified appraiser be added to the approved state certified appraiser list, subject to approval by the Department's State Appraiser.
- The Design-Build Team shall provide two appraisals for all appraisals over \$1,000,000.00.
- The NCDOT, or its agent, will provide appraisal reviews complying with The Department's *Uniform Appraisal Standards and General Legal Principles for Highway Right of Way Acquisitions*. The reviewer will ensure that the appraisal meets the Department's guidelines and requirements, conforms to acceptable appraisal standards and techniques, does not include any non-compensible items or exclude any compensible items and that the value conclusions are reasonable and based on facts presented in the appraisal. The reviewer has the authority to approve, adjust, request additional data or corrections, or not to recommend and request another appraisal. All appraisals will be reviewed by NCDOT Review Appraisers or

Review Appraisers under contract to the corresponding NCDOT Area Appraisal Office. The NCDOT will sign as approving any and all appraisals to be used in acquisition.

- The Design-Build Team shall provide a right of way certification prior to entering the property.
- The Design-Build Team shall prepare Value Findings and / or Narrative Appraisals for all right of way and easement acquisitions. Claim Reports will not be allowed for any acquisition.