



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

November 14, 2012

Addendum No. 2

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. 2 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. 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. 137 of the *Roadway Scope of Work* has been revised. Please void Page No. 137 in your proposal and staple the revised Page No. 137 thereto.

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

Page No. 195 of the *Right of Way Scope of Work* has been revised. Please void Page No. 195 in your proposal and staple the revised Page No. 195 thereto.

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

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

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
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Mr. Ed Lewis
Mr. David Harris, PE
Mr. Ron Davenport, PE (w/)
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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 **west 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.

STRUCTURES SCOPE OF WORK (11-14-12)**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 be fully constructed as part of this project. The bridges shall include all new structural components and adhere to the following requirements:

- The design and construction of the substructure and superstructure shall be wide enough for both 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.

Excluding the rail requirements noted above, all proposed bridge barrier rails shall be per Standard Drawing CBR1.

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.

**** NOTE ** Deleted paragraph on bridge conduit requirements.**

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.

- 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. Within 10 business days from the date of receipt, all appraisals will be reviewed by NCDOT Review Appraisers or