

**Interstate 85/385 Interchange Improvements  
Greenville County  
File 23.038111  
Federal Aid Project No. IM23(009)**

**NOTICE TO PROPOSERS**

June 17, 2014

NOTICE TO PROPOSERS - Enclosed is Addendum #2 to the Request for Proposals (RFP) package for the Interstate 85/385 Interchange Improvements Project. The information provided in this notice and the addendum shall be made part of the contract documents.

Addendum #2 is being issued in order to provide clarification and additional information for the project.

This addendum includes the following documents:

- NOTICE TO PROPOSERS
- NOTICE OF RECEIPT
- Pages to be inserted into Request for Proposals

In addition to the items listed above, the following is included as clarification of Addendum #1. The items listed below were inadvertently omitted as a result of information that was added in the Addendum. The intent of Addendum #1 was to retain the information included in the Final RFP and supplement with additional information. The items below were omitted in Addendum #1 but are hereby included in the RFP and made part of the contract documents.

**Exhibit 3 Bottom of Page 1:**

- 7. Transportation Management Plan
- 8. Pavement Marking

File No. 23.038111	Page 1
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**Exhibit 3 Bottom of Page 4:**

All work shall be performed in accordance with Special Provision (112) in Exhibit 5 as it pertains to the components which are to be replaced.

9. Clear Zone: CONTRACTOR shall provide adequate clear zone throughout project as defined in Exhibit 4a, Section 10.

10. Maintenance of Traffic: The Project shall contain at a minimum the following items:

File No. 23.038111	Page 4
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**Interstate 85/385 Interchange Improvements  
Greenville County  
File 23.038111  
Federal Aid Project No. IM23(009)**

**Exhibit 3 Bottom of Page 6:**

specific measures that the CONTRACTOR will implement to assure compliance with all environmental documents, permits, and other environmental commitments as may be detailed in the contract documents. The plan shall also designate specific personnel that are charged with carrying out monitoring and compliance activities included in the plan.

The CONTRACTOR shall stake out and delineate the jurisdictional areas in accordance with the preliminary jurisdictional determination issued by the USACE and the project Special Provisions. The delineation of the jurisdictional areas and other environmentally sensitive areas such as the cemetery along Roper Mountain Road shall be in accordance with the

File No. 23.038111	Page 6
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**Exhibit 3 Bottom of Page 10:**

criteria in Exhibit 4a. One lane of traffic in each direction shall be maintained at all times during construction.

- 2.) Remove portion of Chrome Drive to accommodate the new ramp construction and reconstruct Chrome Drive to maintain property access and provide a continuous connection between Roper Mountain Road and Garlington Road.
- 3.) Relocate Whispering Hollow Road as required due to I-85B widening for ramp construction to maintain property access.
- 4.) Perform intersection improvements at the Woodruff Road Intersection with Garlington and Miller Roads as shown in File No. 23.037688A (included in Attachment B) and in accordance with Exhibit 4a. Woodruff Road will have sidewalks on both sides from Market Pt Drive to I-385 Ramps.

File No. 23.038111	Page 10
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**Exhibit 4c Bottom of Page 3:**

B. 200 psy Asphalt Surface Type A and 140 psy Open Graded Friction Course as described below.

**Temporary Pavement**

S.C. File No. 23.038111	Page 3
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**Exhibit 4e Bottom of Page 7:**

- For pipes and culverts listed in the table in section 2 above, the CONTRACTOR shall:
  - I. Satisfactorily repair the pipe/culvert as indicated.

S.C. File No. 23.038111	Page 7
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**Interstate 85/385 Interchange Improvements  
Greenville County  
File 23.038111  
Federal Aid Project No. IM23(009)**

**Exhibit 5 Top of Page 13:**

EXHIBIT 5 – SPECIAL PROVISIONS
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**(10) SECTION 107: PROJECT BULLETIN BOARDS:**  
In accordance with the Required Contract Provisions Federal-Aid Construction Contracts Section II, Item 3, Part d, add the following:

For this project, a bulletin board shall be placed at the project location. Mount the project bulletin board in a permanent location within the project limits so that it is visible and

Clarification regarding the use of additives in asphalt binder is as follows:

The Supplemental Specification entitled, “Asphalt Binder and Additives” dated May 1, 2014 and found on SCDOT’s website shall be in effect for this project.

Clarification regarding ramp bridges is as follows:

With regard to the language and figures in the RFP relating to specific requirements for ramp bridges, it is the SCDOT’s intent that grade separation structures for ramps shall be provided as indicated in the scope of work; however, the following design features can be implemented at the discretion of the proposer without being subject to the ATC approval process:

- Grade separations for ramps can be accomplished using an overpass or underpass;
- The number of grade separation structures for the overpass/underpass can be modified

**Interstate 85/385 Interchange Improvements  
Greenville County  
File 23.038111  
Federal Aid Project No. IM23(009)**

**NOTICE OF RECEIPT – ADDENDUM #2**

The information in this addendum shall be made part of the contract documents. PROPOSERS are instructed to incorporate the information into the previously provided RFP documents.

PROPOSERS are required to sign this document and enclose it with their Technical Proposal and/or Statement of Intent. Signed receipt of this document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated Addendum #2 into the contract documents.

**Confirmation Statement:**

I, the PROPOSER confirm that I have received the Addendum #2 package and have incorporated the information provided in the addendum into the contract documents.

\_\_\_\_\_  
PROPOSER's Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

For: \_\_\_\_\_  
Design Build Firm Name

**Interstate 85/385 Interchange Improvements**  
**Greenville County**  
**File 23.038111**  
**Federal Aid Project No. IM23(009)**

The following pages should be inserted into previously provided copies of the RFP and the old page of the same number removed and disregarded. A summary of the pages included follows:

**Exhibit 3 – Scope of Work**

- Pages 5 and 6

**Exhibit 4a – Roadway Design Criteria**

- Page 2

**Exhibit 4b – Structures Design Criteria**

- Page 5

**Exhibit 4d, Part 1 – Signing and Pavement Marking Design Criteria**

- Page 2

## EXHIBIT 3 – SCOPE OF WORK

All work shall be performed in accordance with Special Provision (112) in Exhibit 5 as it pertains to the components which are to be replaced.

9. Clear Zone: CONTRACTOR shall provide adequate clear zone throughout project as defined in Exhibit 4a, Section 10.

10. Maintenance of Traffic: The Project shall contain at a minimum the following items:

- Provide all necessary Traffic Control as required by the Standard Specifications, Supplemental Specifications, the Standard Drawings for Road Construction and Special Provisions.
- Prepare and submit a Transportation Management Plan (TMP) and special provisions for SCDOT's acceptance prior to any construction activity. The TMP includes Temporary Traffic Control, Traffic Operations, and Public Involvement plans as detailed in The Rule on Work Zone Safety and Mobility.
- Temporary Traffic Control Plans shall be submitted to SCDOT for review a minimum of ~~five~~ (5) 10 days prior to beginning any work in the area. Plans shall include a description of the sequenced steps to be followed in implementing the plans, and will be developed at a scale of 1:50, unless otherwise agreed upon. Potential items for inclusion in a Temporary Traffic Control plan (TTC) will include but are not limited to lane closures, shoulder closures, road closures, traffic relocations, detours, traffic control devices, temporary pavement construction, temporary pavement markings, construction signing and sequencing notes.
- Maintain the existing I-85 mainline and I-385 mainline lanes of traffic in each direction at all times in accordance with Exhibit 4d – Part 2. Ramp traffic must be maintained at all times. Temporary detours of ramp traffic shall not exceed 72 hours in cases for tie-in work or when specific work tasks require it as approved by the RCE. No detours of Interstate System to Interstate System shall be allowed as part of the TMP and traffic staging plan.
- ~~For all roadways, ramps, and loops, maintain the number of travel lanes and all traffic movements including but not limited to intersections and interchanges through, left and right turn movements and on-ramp and off-ramp movements, for the duration of the project in accordance with Exhibit 4d – Part 2.~~ Maintain the number of travel lanes and all traffic movements, including but not limited to, intersection and interchange through, left and right turn movements and on-ramp and off-ramp movements, for the duration of the project unless otherwise approved by the Department.

Design all aspects of the traffic control plan to consider lane widths, shoulder widths, clear zones, curves and reverse curves, lane shifts, taper lengths, lane drops, stopping sight distance, buffer areas, placement of traffic control devices, etc. and to comply with the speed requirements of the roadway prior to initiation of the project or beginning the work or the implementation of a reduced speed limit due to a previous road defect. On roadways with original travel lane widths of 11 feet or greater prior to beginning work, the travel lane widths may be temporarily reduced by no more than 1 foot if deemed necessary and

## EXHIBIT 3 – SCOPE OF WORK

approved by the Department. Maintain minimum temporary travel lane widths of no less than 11 feet on interstate and intermediate to high speed primary routes.

Minimize shoulder width reductions. On roadways with paved shoulders, maintain a minimum total width of paved shoulder area no less than 5 feet wide with a minimum 3-foot / 2-foot split between each paved shoulder; provide a minimum width of 2 feet of paved shoulder on one side of the travel way with a minimum width of 3 feet of paved shoulder on the other side of the travel way. On bridge structures, maintain a minimum total width of shoulder area no less than 4 feet wide with a 2-foot / 2-foot split between each shoulder; provide no less than 2 feet of shoulder width on each side of the travel way.

A separation of adjacent travel lanes in the same direction of travel shall require approval by the Department. If a separation of adjacent travel lanes in the same direction of travel is approved by the Department, the approved separation of travel lanes shall not exceed one separation event per direction.

Maintain the legal posted regulatory and advisory speed limits of all roadways, including but not limited to interstate mainlines, multilane and two-lane two-way primary and secondary roads, collector-distributor facilities, ramps, etc., prior to the presence of a work zone or an unforeseen roadway hazard unless otherwise directed by the Department. Design and develop the Temporary Traffic Control plan (TTC), including but not limited to tapers, tangent and curve sections, reverse curves, etc. based upon the legal posted regulatory speed limit of the roadway prior to beginning the work. Temporary posted speed limit reductions may be considered and submitted to the Department for review when temporary roadway alignments, roadway geometry and other factors such as rights-of-way limitations facilitate a design incorporating a speed limit reduction. However, the Department reserves the right to reject and/or require modifications to all proposed temporary posted speed limit and design speed reductions.

For existing interchange ramp movements impacted by the temporary traffic control plan provide a minimum design speed equal to the values shown in Exhibit 4d Part 2. Reduction of this design speed will be approved by the Department when it has been extensively evaluated and determined unfeasible and inadequate for the construction requirements and based on its impact to traffic flow and queuing. ~~At a minimum, the existing advisory speed limits shall be maintained as noted above.~~

11. Environmental: The CONTRACTOR shall give extra attention throughout project operations to minimize impacts to the environment. As a minimum the CONTRACTOR shall include the following in the Project:

- The CONTRACTOR shall provide all modifications or revisions to the environmental documents that result from deviations in the project design and environmental impacts as stated in the environmental documents.
- The CONTRACTOR shall provide an Environmental Plan for the Project. The plan shall be submitted to SCDOT for approval prior to any construction activity. The plan shall identify

**EXHIBIT 4a – ROADWAY DESIGN CRITERIA**

2A	I-385 SB to I-85 NB	50	Freeway Ramp
3	I-85 NB to I-385 SB	45	Freeway Ramp
3A	I-85 NB to I-385 NB	35	Freeway Ramp
4	I-385 NB to I-85 NB	50	Freeway Ramp
4B	I-385 NB to I-85 SB	45	Freeway Ramp

**SERVICE INTERCHANGE RAMPS**

RAMP	DESCRIPTION	DESIGN SPEED (mph)	Functional Classification to be used for design
1B	I-85 SB to Woodruff Rd (I-85)	40	Freeway Ramp
5	Woodruff Rd (I-85) to I-85 SB	50	Freeway Ramp
R6	I-85 NBCD to Woodruff Rd (I-85)	N/A	Freeway Ramp
L6	Woodruff Rd SB (I-85) to I-85 NBCD	20	Freeway Ramp
7	Woodruff Rd NB (I-85) to I-85 NBCD	35	Freeway Ramp
2B	I-385 SB to I-385 SBCD	50	Freeway Ramp
	I-385 NB to Roper Mountain Rd	60	Freeway Ramp
4A	I-85 NBCD to I-85 NB	60	Freeway Ramp
8	Woodruff Rd (I-385) to I-385 NB	45	Freeway Ramp
8A	Woodruff Rd (I-385) to I-385 NBCD	45	Freeway Ramp
9	I-385 SBCD to Woodruff Rd (I-385)	40	Freeway Ramp
10	Woodruff Rd (I-385) to I-385 SBCD	45	Freeway Ramp
11	I-385 NBCD to Woodruff Rd (I-385)	45	Freeway Ramp

**CROSSROADS**

Rd S-548 (Roper Mountain Road)                      45 mph (FC – Urban Collector)  
 Rd S-564 (Garlington Road/Miller Road)        **45 40** mph (FC – Urban Collector)  
 SC 146 (Woodruff Road)                                **45 40** mph (FC – Urban Arterial)

**FRONTAGE ROADS AND SIDE ROADS**

I-85 SB Frontage Road (Whispering Hollow) 45 mph (FC – Local Group 2)  
 Rd S-1112 (Chrome Drive)                              25 mph (FC – Local Group 2)  
 Rd S-1142 (Chrome Drive)                              25 mph (FC – Local Group 2)



### 1.17 DYNAMIC LOAD TESTING WITH PILE DRIVING ANALYZER AND STATIC LOAD TESTING

The CONTRACTOR will be responsible for dynamic and static load testing of all foundations if required by design. For Pile Driving Analysis (PDA) testing the CONTRACTOR shall select a testing firm from those firms currently approved to provide foundation testing services on SCDOT's Foundation Testing On-Call Contract. Load test reports shall bear the legible seal, date, and signature of the testing firm's engineer, who shall be registered as a Professional Engineer in the State of South Carolina. The CONTRACTOR'S designer shall review and approve all load test reports prior to submitting the reports with his written approval to SCDOT for review and acceptance. The CONTRACTOR shall submit three copies of each report to SCDOT. SCDOT will review the load test reports and provide either acceptance or comments. Comments must be reviewed by the CONTRACTOR'S designer prior to resubmittal to SCDOT.

### 1.18 SLOPE PROTECTION

Slope protection for bridge end fills shall be provided for all bridges. Concrete slope protection shall have a minimum thickness of 4". Use details and notes as applicable that are located on Drawing No. 804-1 of the *Bridge Design Drawings and Details* and the requirements of Section 804 of the *Standard Specifications for Highway Construction*.

### 1.19 APPROACH SLABS

Approach slabs will be required for all permanent bridges. When roadway pavement approaching the bridge is concrete, the end of the approach slab shall be perpendicular to the roadway centerline and the minimum length along the shortest longitudinal edge shall be 20 ft.

### 1.20 STEEL PIPE PILE CONNECTION DETAILS

The pile connection detail described in Item 2 of Section 19.2.6.3 of the SCDOT Bridge Design Manual shall not be used for this project. Steel pipe piles shall be terminated at the bottom of the end bent cap or footing and the piles must be connected to the bent cap using a reinforced concrete infill, with the reinforcing extending into the cap or footing.

**EXHIBIT 4d – Part 1 – SIGNING AND PAVEMENT MARKING DESIGN CRITERIA**

The CONTRACTOR shall provide to the Department the manufacturer’s normal warranty which shall guarantee the tape materials for a period of 72 months from the date of installation from failure to retain the minimum reflectance values provided by the manufacturer and from failure due to loss of material adhesion or complete wear through. If failure occurs, the manufacturer will provide the replacement materials to restore the markings to their original effectiveness.

**GENERAL PROVISIONS FOR PERMANENT SIGNING**

Signing work on this project consists of preparing detailed signing plans; and fabricating, furnishing, and erecting new ground mounted and overhead mounted signs, breakaway posts, overhead sign structures with LED lighting, refurbish and modify existing overhead structures and delineators. Also included is the removal and relocation of the signs, delineators, overhead structures and supports to be replaced. The location of the signing work is on I-85 from 2,200 ft. south of Old Sulphur Rd. to 400 ft. north of Pelham Rd. and along I-385 1,200 ft. south of Butler Rd. to 2,200 ft. north of Roper Mountain Rd. Note that this work is beyond the official project limits.

**1. MAINTENANCE OF MAINLINE AND RAMP DIRECTIONAL AND INFORMATION (LOGO) SIGNING MOUNTED ON I-BEAM BREAKAWAY POSTS:**

The existing mainline and ramp directional and information signs mounted on I-beam breakaway posts may have to be relocated due to the construction. Where relocation is necessary, the mainline signs should be mounted temporarily on 4”x6” wood posts using the method detailed on Standard Drawing 625-120-00. Ramp information signs (logo) should be mounted temporarily on 4”x4” wood posts. No separate payment will be made for these relocations. All signs are to be maintained throughout construction.

In addition, the CONTRACTOR will be responsible for replacing signs damaged during construction which are to be retained (i.e. logo signs) and erected as part of the permanent signing. A Department representative should conduct an inspection/evaluation prior to and at the conclusion of construction to determine in any damage occurred during execution of the contract.

**2. BRIDGE CLEARANCE AND CROSSING ROUTE INFORMATION SIGNING:**

The CONTRACTOR will be required to erect bridge vertical clearance and crossing route number flat sheet signs on the new/retained bridges in both directions of travel. The signs shall be fabricated in accordance with the SCDOT sign numbers shown in the table below. The CONTRACTOR shall determine the actual minimum vertical clearance in each direction after all interstate mainline or crossing route surfacing is completed.

<b>SCDOT Sign Number</b>	<b>Sign Description</b>	<b>Crossing Route Type</b>
W12-2P-78	Vertical Clearance	All
OHB M1-1-48	Crossing Route Information	Interstate – 2 or 3 digit
OHB M1-4-48	Crossing Route Information	US Route – 2 digit
OHB M1-4-60	Crossing Route Information	US Route – 3 digit
OHB M1-5-48	Crossing Route Information	SC Route – 2 digit