



**HIGHFILL**

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**To:** ALL PLANHOLDERS  
**Copies:** Darren Redfield, City Purchasing  
Jordan Toney, WSFC Utilities

**Date:** June 16, 2023  
**Proj. No.:** WIN2001

**Subject:** Addendum No. 4  
Peters Creek Outfall – FB#22241  
Owner: Winston-Salem/Forsyth County Utilities

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#### **ADDENDUM NO. 4**

#### **BID DATE: JUNE 22 @ 2:00 PM.**

Bid opening will be on the front steps of City Hall (101 North Main Street).

Please be advised of the following changes in the plans and specifications for this project:

**Item 4.01:** Refer to drawing SS-1.1:

From MH 9 to MH 11, revise the HDPE pipe bursting material from DIPS to IPS.

Written questions received during the extended project bidding advertisement period and the Engineer's responses are below.

1. According to the project specifications section 01 20 00 Unit Price Schedule each of the Manhole bid items state the unit price shall include "coating"; however no specification or details are provided regarding coating the manholes. Please clarify if coatings are required for the manholes. If so, please provide specifications and details.

Response:

Manholes will not be coated. Manholes will be precast concrete.

2. Addendum 2 included the NSRR encroachment agreement. In this agreement there were references to a \$ 20,300 NSRR License Fee, a \$ 1,300 NSRR Risk Fee, and a requirement to include the cost of Railroad Protective Insurance. Are these costs to be carried by the contractor or was this an agreement between NSRR and The City of Winston-Salem ?

Response:

The contractor will not have to carry these costs. The License Fee was paid by the City during the permitting process. The City provided proof of self-insured in lieu of the Risk Fee.

3. At the Timber Railroad Bridge is there any information regarding the length of the timber piles ?

Response:

The depth of the existing timber piles is unknown.

4. At the Timber Railroad Bridge encasement installation do you know if passive shoring will be allowed? And if NSRR will require shoring materials to be sacrificed and remain in place ?

Response:

The permit from NSRR does includes trench shoring, but does not specify active shoring. The permit does not require shoring materials to be sacrificed and remain in-place.

5. All of the Asphalt paving typical sections require the paving replacement work to be performed in accordance with the most current NCDOT specifications. Can this requirement be relaxed to not include the replacement of the asphalt driveways and paved alleyways ?

Response:

Paving shall be performed per the City standard details and specifications.

6. The cost of the managing and mitigating the area of contaminated soil is pretty expensive. Is there a possibility to consider alternatives to open-cutting the trench in these areas ?

Response:

Install the sewer as shown on the drawings. Alternative methods of construction may be considered post-bid, if it is in the best interest of the City.

7. A concern regarding complications of the proposed pipe bursting was submitted.

Response:

The soils in the pipe bursting area are soft (see the geotechnical report in the Project Manual Appendix A) and ground heaving is not expected. If heaving does occur, asphalt restoration will be paid under the pavement restoration pay item.

No further changes at this time.

A list of all bid set holders is available through a link on our website ([www.hiepc.com](http://www.hiepc.com)) under the Project Links/Bid Documentation section.

Please acknowledge receipt of this Addendum in the space provided in the Itemized Proposal Form for each bid submitted. Failure to do so may constitute grounds for the rejection of your Bid.

HIGHFILL INFRASTRUCTURE ENGINEERING, P.C.



Eddie Sasser, PE  
Project Manager