



## **ADDENDUM NUMBER 1** **RFLOI for UNC Co-Gen Rail Corridor Feasibility Study**

**Addendum Issue Date:** April 30, 2025

**Purpose:** The purpose of this Addendum is to make available answers to questions received about the RFLOI and scope of work.

**Acknowledgement:** The Triangle West Transportation Planning Organization will not be held liable if a particular Firm did not receive this addendum.

### **QUESTIONS AND ANSWERS**

1. **Question:** Is the University of North Carolina at Chapel Hill committed to transitioning from coal?

**Answer:** The University of North Carolina at Chapel Hill is committed to exploring alternatives to coal.

2. **Question:** Does each firm need to be pre-qualified for all the listed work/discipline codes, or can a team consisting of a prime consultant and subconsultant have a combination of the work/discipline codes split between them?

**Answer:** Each firm does not need to be pre-qualified for each work/discipline code. A team that has a combination of the work/discipline codes is sufficient.

3. **Question:** What is the expected level of effort for assessing the feasibility of incorporating light rail or pop-up railway along the rail line? Will the effort include a general feasibility on the alignment, or will it also explore infrastructure or modular systems that would be needed to support pop-up rail?

**Answer:** Understanding both the feasibility of the alignment for light rail or pop-up railway, and the infrastructure or components needed to support it, will be helpful as the project advances. While the anticipated focus of this study is to assess the



feasibility of a multi-use trail along the rail corridor, the consultant will be expected to determine if light rail or pop-up railway is a viable use in tandem with a multi-use trail.

4. **Question:** Can a list of the attendees from the pre-submittal meeting be shared?

**Answer:** Yes.

5. **Question:** What North American Industry Classification System (NAICS) code qualifies as a small business for this feasibility study?

**Answer:** This feasibility study does not have an associated NAICS code, as NAICS codes are used to classify businesses for federal government analysis purposes.

6. **Question:** Has the North Carolina Railroad Company expressed an interest in abandoning the railroad right of way through the section to be studied, or have they expressed an interest in rail banking?

**Answer:** Any decision related to right of way would be a joint discussion with the co-owners of the rail section, which are Norfolk Southern, the University of North Carolina, and the North Carolina Railroad Company. This discussion is anticipated as a concurrent process to this study.

7. **Question:** Within the scope of work's Physical Feasibility section, are preliminary assessments for Environmental Hazards available for review by prospective firms, will they be provided to the selected firm only, or will the assessment be the responsibility of the selected firm to produce?

**Answer:** It will be the responsibility of the selected firm to conduct the preliminary assessment, and to determine the need for environmental assessment studies relative to toxic waste disposal or other environmental hazards identified through the preliminary assessment.

8. **Question:** Is there a Disadvantaged Business Enterprise (DBE) requirement?



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**Answer:** There is no DBE requirement. However, it is encouraged to give every opportunity to allow Disadvantaged, Minority-Owned and Women-Owned Business Enterprises (DBE/MBE/WBE) subconsultant participation.

9. **Question:** Do applicant firms need to be registered and/or qualified by the North Carolina Board of Examiners for Engineers and Surveyors if they are pre-qualified for the work/discipline codes?

**Answer:** No – this planning study does not anticipate engineering work.