STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

August 20, 2021

Addendum No. 7

Contract No.:	C204596
TIP Nos.:	I-6064A, B & C / I-5879
County:	Robeson
Project Description:	I-95 Widening and Pavement Rehabilitation from I-74 (Exit 13) to South of US 301 (Exit 22) and I-95 / SR 1536 (Carthage Road) Interchange Improvements

RE: Addendum No. 7 to Final RFP

September 21, 2021 Letting

To Whom It May Concern:

Reference is made to the Final Request for Proposals with Addendum Nos. 1, 2, 3, 4 and 5 dated July 15, 2021 recently furnished to you on the above project. We have since incorporated changes and have attached a copy of Addendum No. 7 for your information. Please note that all revisions have been highlighted in gray and are as follows:

The first, second and third pages of the *Table of Contents* have been revised. Please void the first, second and third pages in your proposal and staple the revised first, second and third pages thereto.

Page No. 30 of the *Disadvantaged Business Enterprise* Project Special Provision has been revised. Please void Page No. 30 in your proposal and staple the revised Page No. 30 thereto.

Page No. 311 of the *Hydraulics Scope of Work* has been revised. Please void Page No. 311 in your proposal and staple the revised Page No. 311 thereto.

Page No. 436 has been revised for the addition of the *Corrugated Aluminum Alloy Culvert Pipe* Standard Special Provision. Please void Page No. 436 in your proposal and staple the revised Page No. 436 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
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

If you have any questions or need additional information, I can be reached by telephone at (919) 707-6901.

Sincerely,

DocuSigned by:
Ronald E. Davenport, Jr.
F81B6038A47A442...

Ronald E. Davenport, Jr., PE
State Contract Officer

RED/dcd

cc: Chris Peoples, PE
Lamar Sylvester, PE
Drew Cox, PE
Teresa Bruton, PE
Ron McCollum, PE
File

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STANDARD SPECIAL PROVISIONS

(b) A description of the information provided to DBEs regarding the plans and specifications for portions of the work to be performed.

(3) A list of reasons why DBE quotes were not accepted.

(4) Efforts made to assist the DBEs contacted, if needed, in obtaining bonding or insurance required by the Design-Build Team.

(B) Decertification Replacement

(1) When a committed DBE is decertified by the Department after the SAF (*Subcontract Approval Form*) has been received by the Department, the Department will not require the Design-Build Team to solicit replacement DBE participation equal to the remaining work to be performed by the decertified firm. The participation equal to the remaining work performed by the decertified firm will count toward the contract goal requirement.

(2) When a committed DBE is decertified prior to the Department receiving the SAF (*Subcontract Approval Form*) for the named DBE firm, the Design-Build Team shall take all necessary and reasonable steps to replace the DBE subcontractor with another DBE subcontractor to perform at least the same amount of work to meet the DBE goal requirement. If a DBE firm is not found to do the same amount of work, a good faith effort must be submitted to NCDOT (See A herein for required documentation).

(3) Exception: If the DBE's ineligibility is caused solely by its having exceeded the size standard during the performance of the contract, the Department will not require the Design-Build Team to solicit replacement DBE participation equal to the remaining work to be performed by the decertified firm. The participation equal to the remaining work performed by the decertified firm will count toward the contract goal requirement and Department's overall race-neutral goal.

All requests for replacement of a committed DBE firm shall be submitted to the Engineer for approval on Form RF-1 (DBE Replacement Request). If the Prime Contractor or any affiliated companies within the Design-Build Team fails to follow this procedure they may be disqualified from further bidding for a period of up to six months.

Changes in the Work

When the Engineer makes changes that result in the reduction or elimination of work to be performed by a committed DBE, the Design-Build Team will not be required to seek additional participation. When the Engineer makes changes that result in additional work to be performed by a DBE based upon the Design-Build Team's commitment, the DBE shall participate in additional work to the same extent as the DBE participated in the original contract work.

When the Engineer makes changes that result in extra work, which has more than a minimal impact on the contract amount, the Design-Build Team shall seek additional participation by DBEs unless otherwise approved by the Engineer.

When the Engineer makes changes that result in an alteration of plans or details of construction, and a portion or all of the work had been expected to be performed by a committed DBE, the Design-Build Team shall seek participation by DBEs unless otherwise approved by the Engineer.

clean out the existing box culvert and provide any necessary channel improvements required to maintain the effective opening.

- Unless impacted by the Design-Build Team's design and / or construction methods, the Design-Build Team will not be required to rehabilitate the reinforced concrete box culvert conveying Fivemile Branch under SR 1536 (Carthage Road).

- The Design-Build Team shall remove, fill with flowable fill, or fill with a material approved by the Engineer, in writing, the existing concrete box culverts conveying Meadow Branch and Fivemile Branch under I-95.

- The Design-Build Team will not be required to analyze or replace drainage structures within the limits of construction that consist solely of pavement marking obliterations and / or revisions.

- The Design-Build Team shall not install temporary or permanent elliptical pipes.

- The Design-Build Team shall develop discharges for all drainage structures based upon the future build-out land use projections. At a minimum, the Design-Build Team shall use a level of future urbanization with a percent impervious area of no less than:

  - 15% from Begin Project to Station 260+00 -L-
  - 20% from Station 260+00 -L- to Station 360+00 -L-
  - 25% from Station 360+00 -L- to End Project

  The Design-Build Team shall not include the effects of storage when computing discharges for hydraulic design and analysis for areas less than 50% impervious. For drainage areas where impervious surfaces are greater than 50%, routing will be allowed. EPA SWMM, USACE HMS, Win TR-20, HydroCAD or equivalent are acceptable programs for routing. A storm drainage duration of 24 hours shall be used in developing the hydrograph.

- Revise the *Guidelines for Drainage Studies and Hydraulic Design* as follows:

  - Table 7-1, Design Frequency

    - Along the mainline, replace the 50-year frequency for Bridges, Culverts and Cross Pipes with a 100-year frequency
    - Along the mainline, replace the 50-year frequency for Storm Drain Systems at Sags (without relief) with a 100-year frequency

  - Table 7-1, Peak Discharge Design Frequency

    - Design frequency for Temporary / Detours, Storm Drain System on Grade shall be ten years.
    - Design frequency for Temporary / Detours, Storm Drain System at Sags (without relief) shall be 25 years.

Remove any rocks, debris or pavement pieces from the roadbed larger than two inches within 12" of the subgrade or finished grade, whichever is lower.

CORRUGATED ALUMINUM ALLOY CULVERT PIPE:
(8-20-21) 305, 310 DB3 R34

Revise the *Standard Specifications for Roads and Structures* as follows:

Page 3-1, Article 305-2, MATERIALS, add the following after **Line 16**:

Item	Section
Waterborne Paint	1080-9
Hot Bitumen	1081-3

Page 3-1, Article 305-3, CONSTRUCTION METHODS, add the following after **Line 24**:

Coating must be applied to the aluminum when in contact with concrete. Immediately prior to coating, aluminum surfaces to be coated shall be cleaned by a method that will remove all dirt, oil, grease, chips, and other foreign substances. Aluminum to be coated shall be given one coat of suitable quality coating such as:

Approved waterborne paint (Section 1080-9) Approved Hot Bitumen (Section 1081-3)

Other coating materials may be submitted to the Engineer for approval.

POLYPROPYLENE CULVERT PIPE
(7-1-19) 305, 310 DB3 R35

Revise the 2018 *Standard Specifications for Roads and Structures* as follows:

Page 3-5, Article 305-1 DESCRIPTION, Lines 12 - 14, replace with the following:

Where shown in the plans developed by the Design-Build Team, the Design-Build Team may use reinforced concrete pipe, aluminum alloy pipe, aluminized corrugated steel pipe, HDPE pipe, polypropylene pipe, or PVC pipe in accordance with the following requirements.

Page 3-5, Article 305-2 MATERIALS, add the following after **Line 16:**

Item	Section
Polypropylene Pipe	1032-9

Page 3-6, Article 310-2 MATERIALS, add the following after **Line 9**:

Item	Section
Polypropylene Pipe	1032-9

Page 3-6, Article 310-4 SIDE DRAIN PIPE, Lines 24 - 25, replace the first sentence of the second paragraph with the following:

Where shown in the plans developed by the Design-Build Team, side drain pipe may be Class II reinforced concrete pipe, aluminized corrugated steel pipe, corrugated aluminum alloy pipe, polypropylene pipe, HDPE pipe or PVC pipe.

Page 3-7, Article 310-5 PIPE END SECTIONS, **Lines 2 - 4**, replace the second sentence with the following:

Both corrugated steel and concrete pipe end sections will work on concrete pipe, corrugated steel pipe, polypropylene pipe, and HDPE smooth lined corrugated plastic pipe.

Page 10-60, add Article 1032-9:

(A) General

Use polypropylene pipe from sources participating in the Department's Polypropylene Pipe QA / QC Program. A list of participating sources is available from the Materials and Tests Unit. The Department will remove a manufacturer of polypropylene pipe from this program if the monitoring efforts indicated that non-specification material is being provided or test procedures are not being followed.