



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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April 9, 2026

Addendum No. 1

Contract No.: DA00645

TIP #: FF-0001A

WBS Element: 50801.3.2, 16.71001

NC DOT Hatteras/Ocracoke Passenger Ferry Dock Replacements in Dare and Hyde Counties

To Whom It May Concern:

Reference is made to the proposal and plans previously furnished for this project.

The following revisions have been made to the proposal and plans:

Proposal Page No. 3, "Table of Contents" has been revised to include the new special provision for "Transportation Worker Identification Credentials (TWIC)" Card. Please replace the original proposal page No. 3 "Table of Contents" with the attached revised page No. 3 "Table of Contents".

Proposal Page No. G-37 has been revised to include a new special provision for "Transportation Worker Identification Credentials (TWIC) Card". Please replace the original proposal Page G-37 with the attached revised Page G-37.

In response to questions submitted during the advertisement phase, and to ensure consistent information for all parties, we have listed the inquiries and answers below.

Questions from the Pre-Bid meeting:

- 1) Is it a requirement for the Contractor to dewater the Poseidon floating barges; if so, when?

Answer: Contractor will be required to inspect and dewater the floating barges prior to relocating to the Shipyard.

- 2) The hatches on the existing floating docks are not operable. What options exist for dewatering?

Answer: Contractor may propose a method to be approved by Ferry Division prior to implementation. Options include drilling a hole and draining with a hose, forcing hatches open by introducing greater torque, etc.

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- 3) How are the floating barges to be relocated to the Mann's Harbor shipyard?

Answer: After dewatering, floating barges may be transported via land or water. The Contractor shall determine the means and method for transporting. The proposed method will need to be pre-approved by the Ferry Division. Note that barges may be broken apart into smaller segments prior to relocating, which must occur prior to use of Shipyard crane (see question 4, below).

- 4) When will laydown and staging areas be available?

Answer: All staging areas will become available on September 14, 2026. At Hatteras, the smaller area within the access gate can be made available sooner; access and date must be coordinated with the Ferry Division in advance. Note, Contractor will be responsible for repairing any damage to the facilities, including asphalt.

- 5) What are the access and coordination requirements for Silver Lake?

Answer: Perimeter fencing is not present at Silver Lake. However, similar to Hatteras, all work will require prior coordination with the Ferry Division.

- 6) What are the access and coordination requirements for removing the existing materials from South Dock?

Answer: This is within a secure area; prior coordination with the Ferry Division and a TWIC card will be required.

- 7) Which items from South Dock, if any, are to be delivered to the Mann's Harbor Shipyard?

Answer: The aluminum railings currently located at South Dock must be disconnected from the existing barges and delivered to the Shipyard. All other items identified for removal will become the property of the Contractor.

Submitted Questions:

- 8) Concrete-Related Questions:

- A. To allow for longer concrete placement window, is it acceptable to use retarder?
- B. With the distance from the plant for both of these locations, [Supplier] will not be held liable for out of spec concrete related to time or temp... NCDOT is generally good about making concessions on these
- C. It will be challenging placing concrete at the Ocracoke side due to travel time. If concrete cannot be put to sleep is it acceptable to use bagged concrete?

Answer to Grouping of Above Three Questions: Hydration controlling admixtures (not retarders), such as Sika-440, may be allowable to put the concrete "to sleep" for up to 6 hours. Contractor will be required to submit this as part of mix design process post-award. Volumetric trucks are also approved but for Class B only. Bagged mixes are not acceptable for structural applications. Time and temperature acceptance will be at the discretion of the Engineer.

9) Are test piles/ lateral load testing of the fender piles required?

Answer: No, these are not required.

10) Can a vibratory hammer be used to install piles or will piles be required to be impacted?

Answer: In accordance with the Special Provisions, a sufficiently sized vibratory or impact hammer shall be used to install piles. All pile installations shall be attempted first with a vibratory hammer. The need for an impact hammer is not anticipated, but it may be required to install piles to the target tip elevation. The special provision requires that the contractor prepare and submit a wave equation analysis and report that shall be used to assess the capability of the proposed driving system to install the piles.

11) Can you provide information on the King pile to be demolished?

Answer: Piles to be demolished are the existing floating dock guide and king piles. Guide piles are 30" in diameter, have tip elevation of -60.5' NAVD88 and are filled with sand. King piles are 24" in diameter, have a tip elevation of -58.0' NAVD88 and are filled with sand.

12) Ocracoke sheet M-301 calls out railing as wood. Sheet M-502 calls for Aluminum.

Answer: Aluminum is the correct material to be used; a revised sheet M-301 will be issued in a subsequent addendum.

13) What portion of the steel pipe pile is to be coated?

Answer: At a minimum, steel pipe piles shall be coated as follows: Ocracoke - from cutoff elevation to 15'-0" MLLW, Hatteras - from cutoff elevation to -17'-0" MLLW.

14) Can you provide a supplier for the piles and lumber? My suppliers cannot meet the requirements for .60 cca, kiln dried MC-19, nor can they provide Dense/Select piles.

Answer: Unfortunately, we are not able to specify suppliers. However, this question was only received by a single bidder.

15) Is the top rail aluminum? Dimension on drawing says" 2-5/8" in text but 3" in section. Which one? 2-5/8" is available.

Answer: 2-5/8" is the correct dimension for the aluminum top rail. A revised detail will be issued in a subsequent addendum.

16) Can we use 2" X 2" rail posts? No readily available top bar for 2-1/2" posts.

Answer: Yes, the 2" x 2" rail posts can be used. 2-1/2" posts were specified because they are generally commercially available and preferred; please note, this question was only received by a single bidder.

17) What is the finish for the railings? Powder coated? Mill?

Answer: The railing finish shall be baked-on powder coated.

18) Ocracoke M-102 Bumper Piles, please confirm lengths are correct.

Answer: Lengths for bumper piles (6 total locations) were incorrect and have been updated. Plumb piles have a length of 64.00' and batter piles a length of 64.22'.

19) Sheet G-002 Steel Pile Note 3. Where can I find Technical Specification Section 31 62 16?

Answer: Technical Specification Section 31 62 16 is not applicable to this project. Refer to Ferry Special Provisions (Steel Fender Piles) included in contract documents.

20) Questions Related to Spoil Site:

A. Please specify where the offload/ offshore site is.

B. Please specify where the spoil site is (offshore and inshore).

Answer to Grouping of Above Two Questions: The upland disposal site for the dredged material is located on the north end of Ocracoke. **Exhibit 1** has been posted to the project file on the Division 1 advertisement page indicates a location map for the disposal site. The specific location within the disposal site where spoils are to be placed will be determined at the time of dredging due to ongoing dredging operations prior to project; coordination with Ferry Division will be required prior to placement.

21) Will special accommodation be available to utilize vehicle ferry for concrete placement days? Can these occur at night or off hours?

Answer: Ferry Division will accommodate construction vehicle travel based on the published ferry schedule.

22) Is dredge material hazardous?

Answer: To our knowledge, none of the dredge material is hazardous. NCDOT permitted spoil site does not require hazardous material testing.

23) Has a soil test of the dredge material been performed to confirm no contaminated soils?

Answer: Borings were taken from basin during monopile design project but were not explicitly tested for contamination. However, testing is not required for dredge spoils on this project.

24) What is the vehicle weight limit of the ferry?

Answer: If a vehicle is a typical road-legal weight, it can be accommodated on the published vehicle schedule. Ferries can accommodate overweight vehicles if they meet the road-legal requirements of overweight vehicles. If vehicles are overweight, additional scheduling accommodation will be required; coordination with Ferry Division will be needed. This is in addition to standard overweight permits needed for roadway travel.

25) Is it acceptable to take material deliveries i.e. piles, lumber etc. from existing bulkhead?

Answer: At Hatteras, materials can be delivered from land to water via the bulkhead. However, at Ocracoke, access is more limited; unloading at Silver Lake will need to occur from the parking lot immediately in front of passenger ferry docking location. Delivery from water to land is also acceptable at both locations with the above consideration for Silver Lake.

26) Is there Environmental Permit TOYR for in-water work?

Answer: Yes, there are time of year restrictions for in-water work from April 1 through September 30 each year. The project schedule has been developed with this in mind, and these restrictions are therefore not anticipated to impact the project's availability.

27) Nationwide permit in bid documents expired 3/14/26. Has permit been renewed?

Answer: Permit is valid through 03/14/2027.

28) Can you provide the geotechnical report by Caitlin Engineers to bidders?

Answer: Yes; the reports have been posted to the project file on the Division 1 advertisement page.

29) Floating Barge Weight Questions:

A. What is the bare weight of the Poseidon barge?

B. Can the plans/specs and weights for the existing temporary floating dock/barges be provided?

The following answer applies to the above-two questions: Please reference the **Poseidon plan sheets** that have been posted to the project file on the Division 1 advertisement page.

30) Will basin area be closed off to boat traffic during dredging? If not, how is contractor to manage turbidity curtain and monitoring?

Answer: Basin will not be closed to all boat traffic during dredging operations. However, the Ferry Division will coordinate with the contractor to allow for operations to occur and to accomplish project goals. Placement and maintenance of turbidity curtains will be coordinated at that time. Note that the project is occurring outside of peak ferry schedules.

31) Please confirm where temporary floating docks are to be taken to? Are these going to be unloaded by NCDOT or the contractor?

Answer: Floating docks are to be delivered to the NCDOT Ferry Division Shipyard located at 8550 Shipyard Rd, Manns Harbor, NC 27953. The Shipyard will use its existing crane to unload the barges. The barges must be broken apart into smaller segments and dewatered prior to use of the Shipyard crane, which has a maximum capacity of 50 TON.

32) The permitted dredge depth and design dredge depth are both 10' MLLW. Typically, a tolerance is provided between the max permitted and design depths to accommodate unavoidable inaccuracies in the dredging process. Will the State consider raising the design dredge depth to 9' MLLW with 1' of allowable and payable overdepth.

Answer: In accordance with the Special Provisions to facilitate dredging down to the required depth, the Contractor may disturb one (1) foot below the required dredging depth provided. Refer to the Special Provisions (Dredging) for additional information.

33) Is hydraulic dredging acceptable, and if so, can a disposal line be run from the dredge to an approved offshore disposal site?

Answer: If the Contractor can identify and permit an offshore disposal site within the project timeline, hydraulic dredging would be acceptable and a disposal line could be run with agency approval. Contractor would also be responsible for determining acceptability of material for offshore disposal.

- 34) Measurement of payment indicates dredge material will be paid based on truck measurements. If contractors means and methods doesn't involve trucks to carry material to the disposal site, will a pre and post survey be performed by the owner to verify quantities for payment?

Answer: Yes, NCDOT will conduct a pre- and post-dredging survey at the fill site as means of payment if alternative methods are used. If an offshore spoil site is utilized, a bathymetric or hydro survey will be utilized.

- 35) Please specify if Buy America(n) is required for this project.

Answer: Project has federal funding; therefore, Buy American is required. This is addressed in project special provisions.

- 36) Can equivalent fenders be used in lieu of Trelleborg?

Answer: Yes, but fenders shall meet the requirements indicated in the Special Provisions. Fender material shall be new vulcanized rubber.

- 37) Will survey data be provided to bidders?

Answer: Survey of the Hatteras Basin is available from 2024 and has been posted to the project file on the Division 1 advertisement page.

- 38) Can you provide bidders with a map showing location of dredge spoils area and transfer area, from barge to truck, on Ocracoke? Is there are particular area within the pit that these materials are to be placed? Will any other dredge project be using this spoil site during this contract?

Answer: No other projects are anticipated to use the spoil site at this time, but emergency dredging operations may arise; in these cases, Ferry Division will coordinate with the Contractor.

- 39) Regarding the permitted dredge material disposal area at the South Dock Spoil Site, can more information be provided for this site such as location, proposed transfer area, capacity, effluent management devices, and tipping fees, if any?

Answer: **Exhibit 1** has been posted to the project file on the Division 1 advertisement page which indicates the disposal site and transferred area. The proposed transfer area is envisioned to occur at South Dock at the location where the old ramp section is to be removed; Contractor may propose alternative locations and approaches. Capacity of spoil site will be greater than quantity of material dredged. Effluent management will not be applicable to this project, unless pumping slurry from hopper barge to the spoil site. In this case, contractor shall propose management practices. Contractor will not be responsible for tipping fees.

- 40) Please highlight contractor laydown.

Answer: **Exhibit 2** and **Exhibit 3** have been posted to the project file on the Division 1 advertisement page which indicates the lay-down areas for the Ocracoke and Hatteras site, respectively.

- 41) Is concrete testing required to be handled by the contractor?

Answer: NCDOT will perform concrete testing.

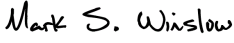
42) As we are currently soliciting quotes from various subcontractors and awaiting their responses, would it be possible to extend the bid date by one to two weeks? This extension would allow sufficient time to receive accurate and competitive pricing.

Answer: The Department will maintain the current let schedule (bids remain due at 2:00pm on April 15, 2026).

Reference materials are available in the project folder under 'Additional Information, Referenced in Addendum 1.zip'.

https://connect.ncdot.gov/letting/Pages/Letting-List.aspx?let_type=1&let_status=Advertised

Sincerely,

DocuSigned by:

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routine maintenance activities (i.e. mowing grass, debris removal, ruts in earth shoulders,) are not parts of this guarantee.

Appropriate provisions of the payment and/or performance bonds shall cover this guarantee for the project.

To ensure uniform application statewide the Division Engineer will forward details regarding the circumstances surrounding any proposed guarantee repairs to the Chief Engineer for review and approval prior to the work being performed.

NOTES TO CONTRACTOR:

(8-19-25)

SP1 G999B

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

*Any construction associated with the project will follow the U.S. Fish and Wildlife Service (USFWS) Raleigh Field Office "Guidelines for Avoiding Impacts to West Indian Manatee" to avoid impacts to the manatee.

*NCDOT will continue to coordinate with the National Park Service (NPS) throughout the development and implementation of the project to obtain a Special Use Permit and ensure compliance with NPS policy/regulations.

*Should construction unearth cultural resources, work will be stopped in the area of discovery and the park will consult with the State Historic Preservation Officer and the in accordance with §36 CFR 800.13, Post Review Discoveries. In the unlikely event that human remains are discovered during construction, provisions outlined in the Native American Graves Protection and Repatriation Act (1990) will be followed

*-Per Green Sheet Commitments.

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC) CARD:

Contractor personnel requiring unescorted access to secure or restricted areas of ferry vessels or facilities shall possess a valid Transportation Worker Identification Credential (TWIC) card in accordance with 49 CFR Part 1572, Transportation Security Administration (TSA), and U.S. Coast Guard requirements. Personnel without a TWIC card may access these areas only when properly escorted in accordance with facility security protocols.