



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

September 2, 2020

**Addendum No. 1**

RE: Contract # C204557

WBS # 15403.1065018,15403.1071014

FA# ER18002

**New Hanover and Pender Counties**

I-40 FROM MILE MARKER 413 TO MILE MARKER 415.

**September 15, 2020 Letting**

To Whom It May Concern:

Reference is made to the proposal form furnished to you on this project.

The following revisions have been made to the proposal:

Page No.	Revisions
Proposal Cover	Note added that reads "Includes Addendum No. 1 Dated 09-02-2020".
Table of Contents	Revised to include RAILROAD INSURANCE REQUIREMENTS.
G-29 thru G-30	The Project Special Provision entitled <b><u>RAILROAD INSURANCE REQUIREMENTS</u></b> was added.

Please void the above listed pages in your proposal and staple the revised pages thereto.

The contract will be prepared accordingly.

Sincerely,

DocuSigned by:  
*Ronald E. Davenport, Jr.*  
F81B6038A47A442...  
Ronald. E. Davenport, Jr., PE  
State Contract Officer

RED/cms  
Attachments

cc: Mr. Boyd Tharrington, PE  
Mr. Lamar Sylvester, PE  
Mr. D. Chad Kimes, PE  
Mr. Jon Weathersbee, PE  
Mr. Mike Gwyn  
Mr. Ken Kennedy, PE  
Project File (2)

Mr. Ray Arnold, PE  
Ms. Jaci Kincaid  
Ms. Penny Higgins  
Ms. Lori Strickland  
Mr. Mitchell Dixon  
Mr. Kyle Kempf

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represents natural background conditions. Downstream sampling location shall be located at the point where complete mixing of the discharge and receiving water has occurred.

The discharge shall be closely monitored when water from the dewatering activities is introduced into jurisdictional wetlands. Any time visible sedimentation (deposition of sediment) on the wetland surface is observed, the dewatering activity will be suspended until turbidity levels in the stilling basin can be reduced to a level where sediment deposition does not occur. Staining of wetland surfaces from suspended clay particles, occurring after evaporation or infiltration, does not constitute sedimentation. No activities shall occur in wetlands that adversely affect the functioning of a wetland. Visible sedimentation will be considered an indication of possible adverse impacts on wetland use.

The Engineer will perform independent turbidity tests on a random basis. These results will be maintained in a log within the project records. Records will include, at a minimum, turbidity test results, time, date and name of sampler. Should the Department's test results exceed those of the Contractor's test results, an immediate test shall be performed jointly with the results superseding the previous test results of both the Department and the Contractor.

The Contractor shall use the *NCDOT Turbidity Reduction Options for Borrow Pits Matrix*, available at <https://connect.ncdot.gov/resources/roadside/FieldOperationsDocuments/TurbidityReductionOptionSheet.pdf> to plan, design, construct, and maintain BMPs to address water quality standards. Tier I Methods include stilling basins which are standard compensatory BMPs. Other Tier I methods are noncompensatory and shall be used when needed to meet the stream turbidity standards. Tier II Methods are also noncompensatory and are options that may be needed for protection of rare or unique resources or where special environmental conditions exist at the site which have led to additional requirements being placed in the DWQ's 401 Certifications and approval letters, Isolated Wetland Permits, Riparian Buffer Authorization or a DOT Reclamation Plan's Environmental Assessment for the specific site. Should the Contractor exhaust all Tier I Methods on a site exclusive of rare or unique resources or special environmental conditions, Tier II Methods may be required by regulators on a case by case basis per supplemental agreement.

The Contractor may use cation exchange capacity (CEC) values from proposed site borings to plan and develop the bid for the project. CEC values exceeding 15 milliequivalents per 100 grams of soil may indicate a high potential for turbidity and should be avoided when dewatering into surface water is proposed.

No additional compensation for monitoring borrow pit discharge will be paid.

### **RAILROAD INSURANCE REQUIREMENTS:**

Proof of insurance is required prior to entry onto Martin Marietta's Railroad Right of Way. The following General Liability coverage should be provided on a Certificate of Insurance.

- General Liability in the amount of \$1,000,000 for "Each Occurrence" **with Martin Marietta added as an "Additional Insured" on the General Liability policy**
- Auto Liability in the amount of \$1,000,000

- Workmen's Compensation (for more than one employee) or signed release sent by Martin Marietta

Certificate should be emailed to:

- [Chris.nelson@martinmarietta.com](mailto:Chris.nelson@martinmarietta.com)
- [Brandon.Decker@martinmarietta.com](mailto:Brandon.Decker@martinmarietta.com)

Insurance coverage shall be maintained until project is complete.