



## **ADDENDUM NO. 1**

**PROJECT:** GCP89 – Northwestern Loop High Pressure Gas Main Extension & Two District Regulator Stations / RFB 15-22

**DATE ISSUED:** June 18, 2015

**By this notification, Bidders are directed to make the following changes to the Project Bid Documents:**

### **Change No.1**

**Project Bid Documents Affected:**

- Section E– Bid Form, ARTICLE 5 – BASIS OF BID

**Description of change:** Replace pages 3 and 4 in Section E of the June 1, 2015 Bid Documents with the revised pages 3 and 4 included as part of this Addendum.

**Reason for change:** The following Pipeline Items are revised on the revised Basis of Bid table included on Section E pages 3 and 4:

- Item No. 2001** Is revised to include all clearing and grubbing of new and overgrown pipeline right-of-way. The new estimated quantity is 2.2 Acres.
- Item No. 2002** Is intentionally left blank.
- Item No. 5001** Is revised to include pavement of the driveway apron to the Highway 43 District Regulator Station off of NC Hwy 43. The new estimated quantity is 1600 SF.
- Item No. 6001** Is revised to change the pipe specification from Grade B to X42/X52. The estimated quantity is revised to 10,518 LF.
- Item No. 6002** Is revised to change the pipe specification from Grade B to X42/X52. The estimated quantity is revised to 500 LF.
- Item No. 6003** Is revised to change the pipe specification from Grade B to X42/X52. The estimated quantity is revised to 100 LF.
- Item No. 6004** Is revised to change the pipe specification from Grade B to X42/X52. The estimated quantity is revised to 5,826 LF.
- Item No. 6005** Is revised to change the pipe specification from Grade B to X42/X52. The estimated quantity is revised to 105 LF.
- Item No. 6006** The units have been revised to from EA to ALL.

**Attached supporting documents:** Section E – Bid Form, Pages 3 and 4.

### **Change No.2**

**Project Bid Documents Affected:**

- Plans and Specifications



**Description of change:** Change all references to pipe and fitting materials on the Plans and Specifications:

- From: API 5L GRB for pipe and GRD B for fittings
- To: API 5L X52 for pipe and Y52 for fittings
- Wall thicknesses and coatings remain the same.

**Reason for change:** Pipe availability and price.

**Attached supporting documents:** None

### **Change No. 3**

**Project Bid Documents Affected:**

- Plan Sheet ES-2, Erosion and Sediment Control Details

**Description of change:** Approval of "sediment logs", also called "erosion control fiber rolls" in place of sand bags in Trench Breaker (TB) Detail.

**Reason for change:** Common use and acceptable at these slopes.

**Attached supporting documents:** None

### **Change No. 4**

**Project Bid Documents Affected:**

- Plan Sheet A-6A Plan and Profile Sheet Sta 10+00 to Sta 13+65
- Plan Sheet DR1-4 Proposed Site Plan

**Description of change:** Add asphalt paving to apron of stone drive to Hwy 43 District Regulator Station

**Reason for change:** Owner (GUC) Requested

**Attached supporting documents:** Revised Plan Sheets A-6A and DR1-4

### **Also Included in Addendum is the Attached Supporting Document:**

Minutes from June 11, 2015 Pre-Bid Conference

Enclosure:

cc: All Bidders  
F. Durward Tyson, Jr., P.E.  
RK&K Project Files

4. “coercive practice” means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

**ARTICLE 5 – BASIS OF BID, REVISED: 18 JUNE 2015**

- 5.01 Bidder will complete the Work in accordance with the Contract Documents for the following price(s):

**UNIT PRICE BID**

	PIPELINE ITEMS				
Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
1001	Mobilization	EA	1		
1002	Demobilization	EA	1		
2001	<i>Clearing &amp; grubbing ROW</i>	ACRE	2.2		
2002	<i>Intentionally omitted</i>				
2003	Install, maintain & remove silt fences	LF	3,132		
2004	Construct diversion ditches (water bars)	LF	250		
2005	Construction matting – provide, install, move, remove	SY	3,300		
3001	Traffic control – provide, install, maintain, remove	DAYS	45		
3002	Remove & replace NCDOT guard rail	LF	30		
3003	Remove & replace NCDOT controlled access fencing	LF	520		
4001	Sight (test) holes in soil	EA	19		
4002	Sight (test) holes in asphalt pavement	EA	2		
5001	Furnish & install new asphalt drive aprons to electric substation off NCSR 1202 & to stone road to Hwy 43 District Regulator Station	SF	1,600		
5002	Furnish, install & remove four (4) stone construction entrances	TN	934		
5003	Furnish & install 4” #57 stone driveway to Hwy 43 District Regulator Station	TN	115		

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Price
6001	Install API 5L GRB, 6", 0.280"w.t., Fusion Bonded Epoxy coated pipe by conventional trenching at 3' to 5' depth.	LF	10,518		
6002	Install API 5L GRB, 6", 0.280"w.t., Fusion Bonded Epoxy coated pipe by conventional trenching at over 5' to 8' depth.	LF	500		
6003	Install API 5L GRB, 6", 0.280"w.t., Fusion Bonded Epoxy coated pipe by conventional trenching at over 8' to 12' depth.	LF	100		
6004	Install API 5L GRB, 6", 0.280"w.t., Fusion Bonded Epoxy coated pipe with Abrasive Resistant Overcoat by horizontal directional drilling	LF	5,826		
6005	Install API 5L GRB, 6", 0.280"w.t., Fusion Bonded Epoxy coated pipe with Abrasive Resistant Overcoat by method of jack and bore	LF	105		
6006	HDD rig/pipe site work	ALL	7		
6007	Install and remove air release valve assemblies on 6" steel pipe	EA	14		
6008	Furnish & install sand bedding for pipe	TN	114		
6009	Furnish & install select fill	CY	8,426		
6010	Install 6" ANSI 300 weld end ball valve assemblies complete	EA	3		
6011	Install 6" steel pipe tie-in at Gate Station No.3	EA	1		
6012	Install 6" polyethylene pipe downstream of the Hwy 43 district regulator station	LF	408		
6013	Tie-in 6" polyethylene gas main to 6" polyethylene gas main along Hwy 43	EA	1		
6014	Install 6" polyethylene gas valve complete at Hwy 43 tie-in	EA	1		







## PRE-BID CONFERENCE MINUTES

CLIENT: Greenville Utilities Commission

PROJECT: GCP89 – Northwestern Loop High Pressure Gas Main Extension & Two District Regulator Stations / RFB 15-22

DATE: June 11, 2015

LOCATION: Greenville Utilities Commission Engineering Center, 801 Mumford Road, Greenville, NC 27835

### ATTENDEES:

Name	Representing	Phone Number	Email Address
Trent Parker	Parker-Stockstill	225-289-0027	<a href="mailto:PSCTrent@gmail.com">PSCTrent@gmail.com</a>
Kevin Laughren	Parker-Stockstill	252-904-9228	<a href="mailto:Kevin.laughrenpsc@outlook.com">Kevin.laughrenpsc@outlook.com</a>
Durk Tyson	Greenville Utilities Commission	252-551-2048	<a href="mailto:tysonfd@guc.com">tysonfd@guc.com</a>
Daniel Rangel	Troy Construction	956-545-8186	<a href="mailto:Rangel_Texas@yahoo.com">Rangel_Texas@yahoo.com</a>
Carl Smith	Greenville Utilities Commission	252-551-1492	<a href="mailto:Smithch@guc.com">Smithch@guc.com</a>
Martin Rodgers	RK&K	804-782-1903	<a href="mailto:mrodgers@rkk.com">mrodgers@rkk.com</a>

---

The following notes were taken during the June 11<sup>th</sup> Pre-Bid Conference:

A Pre-Bid Conference for the subject project was held in the Engineering Center Conference Room of Greenville Utilities Commission at 801 Mumford Road, Greenville, NC 27834 on Thursday, June 11, 2015 at 2:00 p.m. Attendance was documented on a sign-in sheet, a copy of which is attached to this memorandum.



Following the welcome and introductions, Durk Tyson and Marty Rodgers provided a short project overview and shared the following information with the attendees:

- Although the Owner and Engineer will make a sincere effort to answer all questions to the best of their ability, Bidders are reminded to rely only on written information contained in the Contract Documents and Addenda.
- Attendance at the Pre-Bid Conference is not mandatory. Minutes of the Pre-Bid will be prepared and issued to all plan holders.
- Bids will be received on Thursday, June 25, 2015 at 2:00 p.m., in the same location as the Pre-Bid Conference (Engineering Center Conference Room at 801 Mumford Road, Greenville, NC 27834). Refer to the Advertisement to Bidders for details on submitting the Bid.
- Upon receipt of satisfactory bids, Greenville Utilities expects to immediately proceed with awarding the contract and proceeding with construction.
- Questions that arise prior to opening of bids should be directed to the Engineer with a copy to the Owner in accordance with Article 7.02 of the Instructions to Bidders.
- This will be a unit price contract.
- Bid bond or Bid deposit in an amount equal to not less than five percent (5%) of the proposal **is required**.
- Performance bond and payment bond **are required**.
- Properly completed and executed Bid Proposal Package with original signatures and seals, is required.
- Compliance with the Greenville Utilities Commission M/WBE Program is required. The appropriate completed MB forms must be submitted with the bid.

During the review of the project. It was noted that there is a discrepancy related to the Pre-Bid Conference being Mandatory. Article 6 – Pre-Bid Conference, on Page 5 of Section C – Instruction to Bidders, of the Bid Documents states in paragraph 6.01 that the Pre-Bid Conference is mandatory. This statement is incorrect. The Pre-Bid Conference is not mandatory and interested, qualified Contractors are encouraged to submit Bids on the Work.

The project plans with a color aerial photo backdrop presented on the conference room television were used as a guide during the review of the Project Plans. Items discussed include the following:

1. Project permits have been received with the exception of the approved NCDOT Highway Encroachments, which are due at any time. These have been reviewed by and prepared with NCDOT regional input and approval in Raleigh is expected.
2. There is only one special easement requirement on Sheet G-2 of the Plans. Parcel P-075b includes the parcel of land to be purchased from the McCalister Family Properties, LP for construction of the Highway 43 District Regulator Station. The contractor shall avoid disturbing or damaging the existing abandoned house to the west of the proposed regulator station site.

3. Easements for the NCDOT parcel numbers P-090 and P-095 are in the process of being obtained from the State of North Carolina and should be obtained prior to the start of construction.
4. The general pipeline easement configurations were discussed, including the existing 35- to 45- foot variable power line easement, the proposed new easements – approximately 25 feet in width, and proposed adjacent and parallel temporary work space easements.
5. The jack and bore crossing of MacGregor Downs Road was discussed. Geotechnical conditions do not support this crossing being performed by horizontal directional drilling (HDD). However, the Contractor may decide to construct this crossing by the HDD method at their risk. It would require approval by the NCDOT since it has been permitted as a jack and bore installation. Sufficient work space is provided on the north side of the road for siting a drill rig. The auger would have to be kept inside of the leading edge of the pipe during jack and bore operations to ensure that the hole remains supported during the crossing.
  - Any damage to the inside of the pipe from the auger can be removed by installing an additional two to four foot of pipe beyond the road right-of-way. This could then be removed prior to tie-in.
  - Utility crossings in this area as well as the depth of the drill were discussed.
6. AC Mitigation begins at station 16+00 and extends to 25+50 and includes the electrode and one solid state decoupler (SSD) located near the middle of this section. AC Mitigation is also called for at the north end of the pipeline near the Old River Road Regulator Station. The overhead power lines were briefly discussed. The electrode shall be installed parallel to the pipe, about one foot offset and at the same depth. Installation could be in the same trench or in a parallel trench.
7. Parcel P-30 belongs to the Greenville Utilities Commission. The contractor should restrict his work to within the easements as shown on the plans. However if necessary, Contractor is to coordinate work outside the shown easement in this area with the Owner.
8. The Contractor is responsible for locating their storage, fabrication and staging areas outside of the easements and station property.
9. Clearing on Sheet A-1 was discussed, and in general for the entire project.
10. The NCDOT requirement to asphalt pave the driveway to the electric substation was discussed.
11. Construction in the Gate 3 station yard area was discussed. The existence of buried conduit in the yard area was discussed and it was noted that the exact location and depth is not known and the Contractor shall locate and install the main to maintain the required clearance from the conduit.
12. All above ground pipe welds and tie-ins will be x-rayed. All pipe installed by HDD and by the jack and bore method shall have 100% of the weld joints x-rayed. The contractor shall provide all weld joint coating repair materials.
  - Specifications call for random x-rays of up to 10% of the remaining pipe joints. However, the GUC is considering 100% x-ray of pipe weld joints.
13. The seven proposed HDDs were discussed. 35% (approximately 6,000 feet) of the pipeline is designed to be installed by HDD. As designed, the longest drill is 1,527 feet and the shortest is 350' across the NC Hwy 264 Bypass.

14. Separate price for clearing was discussed. It was questioned whether the estimated clearing includes the pipe lay-down area on Plan Sheet A-2A. All clearing is included in the estimated quantity and the Bid Form is revised in Addendum No.1.
15. The construction entrances off of NC Hwy 264 Bypass were discussed along with the work time restrictions as presented in the traffic control plans and project specifications. Whether there can be any relaxing of these restrictions is not known, and would have to be approved by the NCDOT if requested.
16. The 264 Bypass crossing and coordination of the drill to the south from the same rig site were discussed. Mr. Parker inquired whether the tie-in of these two drills could be made without the short section of main and fittings; could it be made by rolling a 90° elbow. This was approved and pipe bending in place of fittings was also approved provided the pipe is not overstressed and approved techniques are used for bending.
17. On the west side of the 264 bypass, there is working space for lay-down and fabrication of the HDD pipe. Considering that this is the shortest drill and that the prevalent soil conditions do not favor steering, an additional optional easement is included to allow for over-shooting the HDD drill exit location.
18. The 10-inch PVC force main along the west side of the 264 Bypass south of NC Hwy 43 was mentioned along with the 24-inch DIP water main.
19. Access for construction shown on Sheet A-6 is via the driveways west of the intersection of NC Hwy 43 and the 264 Bypass. The private driveway to the south of NC Hwy 43 shall be restored with stone following construction.
20. Subsurface utilities at the NC Hwy 43 crossing were discussed, specifically those with unknown depths. The Contractor shall determine the depths of the utilities being crossed.
21. A brief history of the siting of the Hwy 43 District Regulator Station (DRS) was discussed and the abandoned farm house was mentioned.
22. Tie-in and testing of the Hwy 43 DRS and pipeline was discussed.
23. The road leading to the Hwy 43 DRS site shall be improved with NO. 57 stone, and addition of an asphalt driveway apron will be included in Addendum No.1. Detail will be same as for the MacGregor Downs Road driveway apron.
24. The location of the rectifier and groundbed near the Hwy 43 Regulator Station site was pointed out on Plan Sheet A-6A.
25. The water bars on Sheet A-8 were pointed out.
26. There was some discussion related to the use of "sediment logs" or "erosion control fiber rolls" in place of the sandbag trench breakers shown on Detail Sheet ES-2. These are approved and will be included in Addendum No.1.
27. The minimal silt fences shown on the plans were questioned and explained by the silt control being controlled by natural vegetation on gentle slopes. The Erosion and Sediment Control Plan is approved as shown.
28. Access to the rig and fabrication/pull sites for the remaining HDDs was discussed as shown on the plans.
29. The requirement for the Contractor to collect accurate as-built data was emphasized.
30. Mr. Parker inquired as to whether there are qualification required of the Contractor for replacing the NCDOT guard rail where shown to be removed and replaced on Plan sheet A-11. RK&K will check on this requirement and clarify via addendum.

31. There was some discussion related to the use of sag or pipe bends versus fittings related to the crossings of the water main on either side of the Tar River HDD. Sag and pipe bending is approved in this area. 45° elbows were used in the design to allow for crossing the water main in the shortest distance.
32. Mr. Parker inquired as to whether there were any fire hydrants on the 24-inch water main that the proposed pipeline parallels. He was informed that there is one fire hydrant at the north end of the project, at the end of Riverview Road, which is the proposed source for the hydrostatic test water. His concern was related to acquiring HDD drill water, and the possibility of drawing it from the adjacent borrow pits was discussed. NCDOT owns several of these and the Contractor is free to contact NCDOT, or other property owners with borrow pits on their property for permission to withdraw water for construction. The Tar River is also available, but during dry weather it can be quite shallow.
33. The location of the proposed dewatering structure, and the size was discussed in reference to the site and the detail on Plan Sheet ES-4. The size of the dewatering structure is based on containing the whole test volume.
34. No questions were raised concerning the cathodic protection or AC mitigation details.
35. Ground matting at valves, and station risers were mentioned by Mr. Rodgers since this is not a normal requirement.
36. Material supplied by the GUC is included in the bills of materials in the Project Plans. The Contractor is required to provide the remaining materials necessary to construct the pipeline and regulator stations according to the Plans and Specifications.
37. Painting and preparing the pipe for paint was discussed. RK&K will provide a more detailed paint specification via an addendum. Mr. Laughren was concerned about the wide range in paint system costs for above ground piping. He offered to get us contact information for their painting contractor. The GUC is satisfied with the pipe coating on a previous GUC project where a multi-layered coating system was used, and Mr. Rodgers suggested that we use the same specification for standardization.
38. Mr. Smith stated that the regulators should be revised to a working monitor setup, and that they have revised the material list to include the additional pilots. RK&K will adjust the plans accordingly and issue them as an addendum.
39. RK&K will add the tubing and conduit to the station plans and bills of materials since the GUC wants the station to be turnkey. This will be issued by addendum. 1-inch or 1-1/4-inch conduit will be added to the plans and materials.
40. Mr. Parker asked about the work schedule. The schedule is set up for five, eight-hour work days, but Contractor working hours are subject to approval and permit/encroachment requirements. The GUC is interested in pursuing the Work in the timeliest manner possible and will work with the Contractor on schedule.
41. Only non-approved work over 40 hours per week may result in the Contractor being responsible for the costs of inspection and supervision during the overtime hours directly attributable to the non-approved overtime.
42. NCDOT restrictions were reviewed. Lane closures or narrowing on the 264 Bypass are not permitted from 3:30PM to 9:00AM on Monday through Saturday. Lane restrictions and/or closures will be necessary in order to construct the construction entrances.
43. Traffic control plans and details were discussed. Signage requirements were reviewed along with the key sheet explaining the details. The standard traffic control details on



Plan Sheet TC-17 are included for use as needed along MacGregor Downs Road, Riverview Road, and Hwy 43.

Respectfully,  
*Rummel, Klepper & Kahl, LLP*

A handwritten signature in blue ink, appearing to read "Martin Rodgers".

Martin C. Rodgers, P.E.  
Sr. Manager, Natural Gas / Pipeline

Enclosure:

cc: All Meeting Attendees  
F. Durward Tyson, Jr., P.E.  
RK&K Project Files