



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

March 26, 2013

**Addendum No. 1**

RE: Contract ID C203146

WBS # 50000.3.STR04T4E

F. A. # FRA-FR-HSR-0006-10-01-00

**Cabarrus County (P-5208D)**

SR-1304 Extension (Roberta Road) Grade Separation Over Norfolk Southern/NCRR  
Railroad From SR-1161 To NC-49 In Harrisburg

**April 16, 2013 Letting**

To Whom It May Concern:

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

The following revisions have been made to the Roadway plans:

Sheet Nos. 1-C, 1-D and 1-E have been revised to add railroad roadbed survey control data. Please void Sheet Nos. 1-C, 1-D and 1-E in your plans and staple the revised Sheet Nos. 1-C, 1-D and 1-E thereto.

On Sheet No. 3-C the drainage summary has been revised to reflect the below noted pay item deletion. Please void Sheet No. 3-C in your plans and staple the revised Sheet No. 3-C thereto.

On Sheet No. 3-E the earthwork summary has been revised. Please void Sheet No. 3-E in your plans and staple the revised Sheet No. 3-E thereto.

On Sheet No. RR-1A the Index of Drawings has been revised to correct the drawing reference to the wall portion of the plans. Please void Sheet No. RR-1A in your plans and staple the revised Sheet No. RR-1A thereto.

Sheet Nos. RR-2, RR-2A, RR-2D, RR-2E, RR-4 thru RR-6, EC-11, EC-12, EC14 thru EC-16 have been revised as a result of a change of location of a drainage pipe under the railroad and other ditch related changes. Please void Sheet Nos. RR-2, RR-2A, RR-2D, RR-2E, RR-4 thru RR-6, EC-11, EC-12, EC14 thru EC-16 in your plans and staple the revised Sheet Nos. RR-2, RR-2A, RR-2D, RR-2E, RR-4 thru RR-6, EC-11, EC-12, EC14 thru EC-16 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  
  
**WEBSITE:** [www.ncdot.gov](http://www.ncdot.gov)

**LOCATION:**  
CENTURY CENTER COMPLEX  
ENTRANCE B-2  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC 27610

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P-5208D

Cabarrus

The following revisions have been made to the Cross-Section plans:

Sheet Nos. X-56, X-57 and X-63 thru X-65 have been revised to reflect the above noted changes. Please void Sheet Nos. X-56, X-57 and X-63 thru X-65 in your plans and staple the revised Sheet Nos. X-56, X-57 and X-63 thru X-65 thereto.

The following revision has been made to the Roadway Sub-Surface plans:

Sheet No. 3-C has been revised to correct the earthwork balance. Please void Sheet No. 3-C in your plans and staple the revised Sheet No. 3-C thereto.

The following revision has been made to the Structure plans:

On Sheet No. W-1 the location of a ditch has been revised. Please void Sheet No. W-1 in your plans and staple the revised Sheet No. W-1 thereto.

The following revisions have been made to the proposal:

On Page No. 2 the project special provisions entitled "Intermediate Contract Time Number 2 and Liquidated Damages" and "Intermediate Contract Time Number 3 and Liquidated Damages" has been revised. Please void Page No. 2 in your proposal and staple the revised Page No. 2 thereto.

On Page Nos. 5 and 6 the project special provision entitled "Railroad Coordination" has been revised. Please void Page Nos. 5 and 6 in your proposal and staple the revised Page No. 5 and 6 thereto.

On Page No. 185 the Table of Contents has been revised to reflect the addition of the project special provision entitled "Pipe Removal". Please void Page No. 185 in your proposal and staple the revised page No. 185 thereto.

On Page No. 195 the project special provision entitled "Pipe Removal" has been added. Please void Page No. 195 in your proposal and staple the revised Page No. 195 thereto.

On the item sheets the following pay item quantities have been revised, added or deleted:

<u>Item</u>	<u>Description</u>	<u>Old Quantity</u>	<u>New Quantity</u>
007-0106000000-E-230	Borrow Excavation	97,500 CY	96,300 CY
025-0536000000-E-310	24 " HDPE Pipe Culverts	130 LF	<b>DELETED</b>
027-0986000000-E-SP	36" Welded Steel Pipe, 0.532" Thick, Grade B In Soil	88 LF	44 LF
028-0986000000-E-SP	36" Welded Steel Pipe, 0.532" Thick, Grade B Not In Soil	88 LF	45 LF

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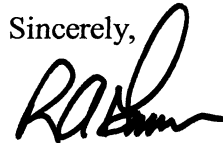
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Cabarrus

030-0995000000-E-340	Pipe Removal	745 LF	658 LF
047-2209000000-E-838	Endwalls	14.6 CY	17.2 CY
149-6009000000-E-1610	Stone For Erosion Control, Class B	1,000 Ton	1,830 Ton
150-6012000000-E-1610	Sediment Control Stone	900 Ton	1,350 Ton
161-6071012000-E-SP	Coir Fiber Wattle	1,500 LF	1,625 LF
162-6071020000-E-SP	Polyacrylamide (PAM)	300 LB	390 LB
169-6090000000-E-1661	Seed For Repair Seeding	500 LB	650 LB
171-6096000000-E-1662	Seed For Supplemental Seeding	1,000 LB	1,300 LB

The Contractor's bid must be based on these revised pay item quantities. The contract will be prepared accordingly.

The Expedite File has been updated to reflect these revisions. Please download the Expedite Addendum File and follow the instructions for applying the addendum. Bid Express will not accept your bid unless the addendum has been applied.

Sincerely,



R. A. Garris, PE  
Contract Officer

RAG/jag  
Attachments

cc: Mr. Ron Hancock, PE	Mr. Ray Arnold, PE
Mr. Louis Mitchell, PE	Ms. Natalie Roskam, PE
Ms. D. M. Barbour, PE	Mr. Ronnie Higgins
Mr. J. V. Barbour, PE	Mr. Larry Strickland
Mr. Paul Worley, CPM	Ms. Marsha Sample
Mr. R.E. Davenport, PE	Ms. Penny Higgins
Mr. Barney Blackburn, PE	Ms. Jaci Kincaid
Ms. Lori Strickland	
Project File (2)	

**INTERMEDIATE CONTRACT TIME NUMBER 2 AND LIQUIDATED DAMAGES:**

The Contractor shall complete all required work shown in the "NCRR/NS Mainline Railroad Roadbed" plans, that is not in conflict with the existing track, including installation and maintenance of erosion control, seeding and mulching, clearing and grubbing, undercutting, installation of ditches and pipe necessary for positive drainage, grading and compaction of rail bed, placement and compaction of rail bed, placement and compaction of sub ballast in accordance with plans and details. The station limits for this intermediate contract time are: **10409+00 -M1- to 10444+00 -M1-**.

The date of availability for this intermediate contract time is the date the Contractor elects to begin this work.

The completion date for this intermediate contract time is **October 14, 2013**.

Liquidated damages are **One Thousand Five Hundred Dollars (\$1,500.00) per calendar day**.

**INTERMEDIATE CONTRACT TIME NUMBER 3 AND LIQUIDATED DAMAGES:**

The Contractor shall complete all required work of installation and maintenance of erosion control, seeding and mulching, clearing and grubbing, installation of ditches and pipe necessary for positive drainage, and grading in accordance with plans and details. The station limits for the intermediate contract time are: **10409+00 -M1- to 10444+00 -M1-**.

The date of availability for this intermediate contract time will be **the day after the Engineer informs the Contractor that Norfolk Southern Railway (NSR) has completed removal of the track, ties and miscellaneous track items from the existing roadbed**.

The completion date for this intermediate contract time **will be the date which is twenty (21) consecutive calendar days after NSR has removed the track not inclusive of the last date of track removal**.

Liquidated damages are **One Thousand Five Hundred Dollars (\$1,500.00) per calendar day**.

**INTERMEDIATE CONTRACT TIME NUMBER 4 AND LIQUIDATED DAMAGES:**

(2-20-07)

108

SPI G14 A

The Contractor shall complete the required work of installing, maintaining, and removing the traffic control devices for lane closures and restoring traffic to the existing traffic pattern. The Contractor shall not close or narrow a lane of traffic on **NC 49** during the following time restrictions:

**DAY AND TIME RESTRICTIONS**

**Monday thru Friday, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.**

**INTERMEDIATE CONTRACT TIME NUMBER 7 AND LIQUIDATED DAMAGES:**

(2-20-07)

108

SP1 G14 H

The Contractor shall complete the work required of **Phase II, Step 1A thru Step 1C** as **described** on Sheet **TMP-3** and shall place and maintain traffic on same.

The date of availability for this intermediate contract time is the date the Contractor elects to begin the work.

The completion date for this intermediate contract time is the date which is **thirty (30)** consecutive calendar days after and including the date the Contractor begins this work.

The liquidated damages are **One Thousand Dollars (\$1,000.00)** per calendar day.

**PERMANENT VEGETATION ESTABLISHMENT:**

(2-16-12)

104

SP1 G16

Establish a permanent stand of the vegetation mixture shown in the contract. During the period between initial vegetation planting and final project acceptance, perform all work necessary to establish 80% coverage of permanent vegetation within the project limits, as well as, in borrow and waste pits. This work shall include erosion control device maintenance and installation, repair seeding and mulching, supplemental seeding and mulching, mowing, and fertilizer topdressing, as directed. All work shall be performed in accordance with the applicable section of the *2012 Standard Specifications*.

Once the Engineer has determined that 80% coverage of permanent vegetation has been established, the Contractor will be notified to remove the remaining erosion control devices that are no longer needed. The Contractor will be responsible for, and shall correct any areas disturbed by operations performed in permanent vegetation establishment and the removal of temporary erosion control measures, whether occurring prior to or after placing traffic on the project.

Payment for *Response for Erosion Control, Seeding and Mulching, Repair Seeding, Supplemental Seeding, Mowing, Fertilizer Topdressing, Silt Excavation, and Stone for Erosion Control* will be made at contract unit prices for the affected items. Work required that is not represented by contract line items will be paid in accordance with Articles 104-7 or 104-3 of the *2012 Standard Specifications*. No additional compensation will be made for maintenance and removal of temporary erosion control items.

**RAILROAD COORDINATION:**

The Contractor's attention is direct to the "NCR/NS Mainline Railroad Roadbed" plans and the Intermediate Contractor Times (ICT) Special Provisions. Norfolk Southern Railway (NSR) requires an initial advance notice **four (4) weeks** before the Contractor anticipates any work is required by NSR.

An advance notice is required by NSR **twelve (12) weeks** ahead of the Contractor's anticipated completion of ICT #2 which includes the railroad roadbed grading required for NSR to complete construction of -M1- main track and shift train operations onto the proposed main track.

From the completion of ICT #2, it is anticipated NSR will require a minimum **ten (10) weeks** and a maximum of **twenty-one (21) weeks** to construct the new track, move train operations to the new track, and remove the existing track as well as all track accessories to allow the contractor to begin grading of the old track roadbed. **Duration of this work is dependent on how accurate the advance notice of completion of ICT#2 is and how much roadbed has been completed, accepted and provided to NSR for track construction prior to the completion of ICT #2. Removal of the existing track roadbed and completion of roadbed grading is in ICT#3.**

NSR will give advance notice through the Engineer no less than **twenty-eight (28)** calendar days ahead of the anticipated final date of removal of track and accessories. In addition, NSR will provide notice through the Engineer when train operations have been moved to the proposed track and clearances over and around the existing track no longer need to be maintained by the Contractor.

All notices to the railroad shall be given to the Engineer.

**MANDATORY PRE-BID CONFERENCE (Prequalifying To Bid):**

(7-18-06)

SPI 1-14

Because of the unusual nature of work involved, and in order for all prospective bidders to have an extensive knowledge of the project, all prospective bidders shall attend a mandatory pre-bid conference on **Thursday, March 28, 2013 at 10:00 A.M.** at:

TMC Building  
2327 Tipton Drive  
Charlotte, N.C. 28206  
(704) 983-4400

The pre-bid conference will include a thorough discussion of the plans, contract pay items, special provisions, etc.

Only bidders who have attended and properly registered at the above scheduled pre-bid conference and who have met all other prequalification requirements will be considered prequalified to bid on this project. A bid received from a bidder who has not attended and properly registered at the above scheduled pre-bid conference will not be considered for award.

Attendance at the pre-bid conference will not meet the requirements of proper registration unless the individual attending has registered at the pre-bid conference in accordance with the following:

- (A) The individual has signed his name on the official roster no later than thirty (30) minutes after the beginning of the conference.
- (B) The individual has written in the name and address of the company he or she represents.
- (C) Only one company has been shown as being represented by the individual attending.
- (D) The individual attending is an officer or permanent employee of the company they are representing.

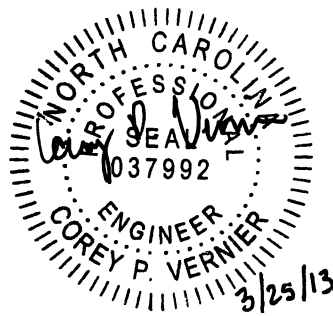
Attendance at any prior pre-bid conference will not meet the requirement of this provision.

**RAILROAD SPECIAL PROVISIONS FOR ROADBED**

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Measurement and Payment

The quantity for *Sub-Ballast* to be paid for will be the actual number of tons of sub-ballast which has been used to construct the track roadbed sections, measured as provided for in Article 520-11 of the Standard Specifications. Such price and payment will be full compensation for all furnishing, weighing, hauling, and placing of sub-ballast and for any other work necessary for the construction of the track roadbed section.

<b>Pay Item</b>	<b>Pay Unit</b>
Sub-ballast	Ton

**MAINTENANCE OF TRACK ROADBED**

(Special)

The Contractor shall be responsible for the maintenance of the track roadbed during the construction period. Ditches and temporary pipes shall be provided and maintained as may be necessary to satisfactorily drain the sub-grade. Where previously approved sub-grade is damaged by natural causes, by hauling equipment or other traffic the Contractor shall restore the sub-grade to the required lines, grades and typical sections and to the required density at no additional cost to the Department. There will be no direct payment for maintenance of the track roadbed. All cost associated with maintaining the track roadbed will be incidental to other items of work.

**PIPE REMOVAL**

Remove the temporary 36” welded steel pipe as shown on the contract plans.

The work shall be performed in accordance with Section 340, “Pipe Removal”, of the Standard Specifications, except the contractor shall not leave the pipe in place or fill it with flowable fill. The pipe and associated headwalls shall be removed and the disturbed area backfilled in accordance with the Standard Specifications.