



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

May 14, 2013

**Addendum No. 2**

RE: Contract ID C203148

WBS # 50000.3.STR08T4F

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

**Mecklenburg County (P-5208H)**

Grier Road Grade Separation Over Norfolk Southern/NC Railroad From  
Old Concord Road To South of Orr Road in Charlotte

**May 21, 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. UO-1 thru UO-5 have been revised to update utility relocations. Please void Sheet Nos. UO-1 thru UO-5 in your plans and staple the revised Sheet Nos. UO-1 thru UO-5 thereto.

The following revision has been made to the Structure plans:

On Sheet No. W2 the first note has been revised. Please void Sheet No. W2 in your plans and staple the revised Sheet No. W2 thereto.

The following revisions have been made to the proposal:

On Page No. 34 a revision has been made to the "Railroad Site Data". Please void Page No.34 in your proposal and staple the revised Page No. 34 thereto.

On Page Nos. 77 and 78 the project special provisions entitled "Utilities By Others" have been revised. Please void Page Nos. 77 and 78 in your proposal and staple revised Page Nos. 77 and 78 and New Page No. 78-A thereto. The contract completion date has been reviewed in light of these revised "Utilities By Others" special provisions and it has been determined that no change will be made to the contract completion date.

On Page No. 104 the fifth paragraph under "Pipe Installation" within the project special provision entitled "Welded Steel Pipe Under The Tracks Of NS Railroad" has been revised. Please void Page No. 104 in your proposal and staple the revised Page No. 104 thereto.

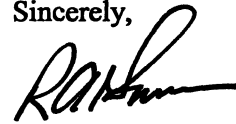
**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
CONTRACT STANDARDS AND DEVELOPMENT UNIT  
1591 MAIL SERVICE CENTER  
RALEIGH NC 27699-1591

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

New Page No. 112A has been added to include the project special provision entitled "Clearing and Grubbing- Method III". Please staple New Page No. 112A after Page No. 112 in your proposal.

Sincerely,



R. A. Garris, PE  
Contract Officer

RAG/jag  
Attachments

cc: Mr. Ron Hancock, PE  
Mr. Louis Mitchell, PE  
Ms. D. M. Barbour, PE  
Mr. J. V. Barbour, PE  
Mr. Paul Worley, CPM  
Mr. R.E. Davenport, PE  
Mr. G. R. Perfetti, PE

Mr. Ray Arnold, PE  
Ms. Natalie Roskam, PE  
Mr. Ronnie Higgins  
Mr. Larry Strickland  
Ms. Marsha Sample  
Ms. Lori Strickland  
Project File (2)

- (D) The insurance required herein shall not limit the obligations of Department or its Contractors under the terms of this agreement.
- (E) The insurance amounts specified are minimum amounts and that the Contractor may carry insurance in larger amounts if he so desires. As to "aggregate limits", if the insurer establishes loss reserves equal to or in excess of the aggregate limit specified in any of the required insurance policies, the Contractor shall immediately notify the Department and shall cease all operations until the aggregate limit is reinstated. If the insurer establishes loss reserves equal to or in excess of one/half of the aggregate limit, the Contractor shall arrange to restore the aggregate limit to at least the minimum amount stated in these requirements. Any insurance policies and certificates taken out and furnished due to these requirements shall be approved by the Department, Company and Railroad as to form and amount prior to beginning work on Company's corridor.
- (F) All insurance herein before specified shall be carried until the final inspection and acceptance of the project by the Department, Company and Railroad, or acceptance of that portion of the project within Company's corridor. At this point, no work or any other activities by the Contractor shall take place in Company's corridor without written permission from the Department, Company and Railroad.

**FAILURE TO COMPLY**

In the event the Contractor violates or fails to comply with any of the requirements of these Special Provisions:

- (1) The Railroad Engineer may require that the Contractor vacate Company's corridor.
- (2) The Engineer may withhold all monies due the Contractor on monthly statements.

Any such orders shall remain in effect until the Contractor has remedied the situation to the satisfaction of the Railroad Engineer and the Engineer.

**PAYMENT FOR COST OF COMPLIANCE**

No separate payment will be made for any extra cost incurred on account of compliance with these special provisions. All such cost shall be included in prices bid for other items of the work as specified in the payment items.

**RAILROAD SITE DATA**

The following information is provided as a convenience to the Contractor. This information is subject to change and the Contractor should contact the Railroad to verify the accuracy. Since this information is shown as a convenience to the Contractor but is subject to change, the Contractor shall have no claims whatsoever against either the Railroad or the Department of Transportation for any delays or additional costs incurred based on changes in this information.

Number of tracks	-	1 Main Track
Number of trains per day	-	46
Type of Trains per day	-	8 Passenger and 38 Freight
Maximum speed of trains	-	79 mph (Passenger) 60 mph (Freight)

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**PROJECT SPECIAL PROVISIONS**  
Utilities by Others

**General:**

The following utility companies have facilities that will be in conflict with the construction of this project:

- A. Duke Energy – Power
- B. Level 3
- C. Time Warner Cable – CATV
- D. AT&T - Telephone
- E. Piedmont Natural Gas (PNG) – Gas
- F. AT&T Legacy - Fiber

The conflicting facilities of these concerns will be adjusted prior to the date of availability, unless otherwise noted and are therefore listed in these special provisions for the benefit of the Contractor. All utility work listed herein will be done by the utility owners. All utilities are shown on the plans from the best available information.

The Contractor's attention is directed to Article 105.8 of the Standard Specifications.

**Utilities Requiring Adjustment:**

- A. Old Concord Road from beginning of the project to Branch Hill Circle:
  - a. Duke Energy relocated by July 16, 2013
    - i. Existing OH 3PH distribution line will remain in place
    - ii. Install one (1) down guy near corner of Old Concord Road and Branch Hill Circle in existing DOT right-of-way
    - iii. Relocate one (1) span guy pole in conflict with new ditch line within the RR right-of-way
      - 1. Relocation is contingent upon receipt of approved RR permit (application in process)
  - b. Level 3
    - i. Existing facilities will remain in place
  - c. Time Warner Cable
    - i. Existing facilities will remain in place
  - d. AT&T relocated by October 14, 2013
    - i. Existing facilities will remain in place
    - ii. Abandon UG RR crossing across from Donna Drive
      - 1. Abandonment contingent upon new AT&T facilities being installed near end of project at Farmfield Lane and crossover.

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- e. Piedmont Natural Gas relocated August 15, 2013
    - i. Lower in place existing facilities in conflict with drainage along Old Concord Road at:
      - 1. Corner of Donna Drive
      - 2. Near Sta. 14+75
      - 3. Corner of Branch Hill Circle
    - ii. Abandon gas vent and test station near end of new ditch line between new roadway and RR tracks
  - f. AT&T Legacy (no facilities in conflict in this section)
  - g. See Utilities by Others Plans for details
- B. Old Concord Road from Branch Hill Circle to end of project:
- a. Duke Energy relocated by July 16, 2013 with exception of (iv) below
    - i. Existing OH 3PH distribution line will remain in place along Old Concord Road between Branch Hill Circle (W) and Branch Hill Circle (E)
    - ii. Remove existing OH streetlights, poles and OH conductors
      - 1. New poles, streetlights and conductors to be installed after project completion
    - iii. Install new OH streetlight cable near end of construction to feed existing streetlights
    - iv. Install new UG primary across Lauren Village Drive by September 15, 2013
  - b. Level 3 relocated by September 14, 2013
    - i. Remove/abandon existing facilities along Old Concord Road
      - 1. Install new facilities along edge of new DOT R/W or existing Duke Energy pole line off project
  - c. Time Warner Cable relocated by September 14, 2013.
    - i. Remove/abandon existing facilities along Old Concord Road
      - 1. Install new facilities along edge of new DOT R/W or existing Duke Energy pole line off project
  - d. AT&T relocated by October 14, 2013.
    - i. Remove/abandon existing facilities along Old Concord Road
      - 1. Install new facilities on existing Duke Energy pole line off project
    - ii. Relocate handhole in conflict at corner of Farmfield Lane and Old Concord Road
  - e. Piedmont Natural Gas relocated August 15, 2013
    - i. Existing gas main near end of construction to remain in place
    - ii. Lower existing facilities in place in conflict with drainage along Old Concord Road at:
      - 1. Farmfield Lane
    - iii. Relocate service line during construction at:
      - 1. Lauren Village Drive
  - f. AT&T Legacy (no facilities in conflict in this section)
  - g. See Utilities by Others Plans for details

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New 5-14-13

C. Grier Road and Orr Road:

- a. Duke Energy relocated by January 1, 2014 with exception of (ii) below
  - i. Relocate existing OH 3PH distribution line will relocated to accommodate new roadway and improvements to Grier and Orr Road
  - ii. Remove existing OH 3PH distribution line on parcel 5H by August 1, 2013
- b. Level 3 (no facilities in this section)
- c. Time Warner Cable relocated by February 1, 2014.
  - i. Relocate existing facilities to new Duke pole line
    1. Relocation contingent upon the relocation of Duke Energy pole line
- d. AT&T relocated by March 1, 2014.
  - i. Relocate existing facilities to new Duke pole line
    1. Relocation contingent upon the relocation of Duke Energy pole line
- e. Piedmont Natural Gas (no facilities in conflict in this area)
- f. AT&T Legacy relocated by March 1, 2014
  - i. Lower in place fiber in conflict with drainage near end of construction
- g. See Utilities by Others Plans for details

D. Contacts

- a. Duke Energy  
Mr. James (Jim) Carlson at 704 395 4393
- b. AT&T  
Mr. Roger Ramsey at 704 424 1443
- c. Level 3  
Mr. Karl Michaelson at 704 733 3240
- d. Time Warner Cable  
Mr. Greg Brown at 704 378 2545
- e. Piedmont Natural Gas  
Mr. James Graham at 704 587 6844
- f. AT&T Legacy  
Mr. Levi Kendrick at 706 781 8316

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**Materials**

Refer to Division 10 of the *Standard Specifications*.

<b>Item</b>	<b>Section</b>
Welded Steel Pipe	1032-5

Use suppliers of metal pipe culverts, fittings and all other accessories covered by this section that meet the Department's Brand Certification program requirements for metal pipe culverts and are listed on the Materials and Tests Unit's pre-approved list for suppliers of metal pipe culvert. The pre-approved list is available on the Department's website.

**Pipe Installation**

The pipe shall be installed by dry boring and jacking under the tracks as shown in the plans. The pipe shall be carefully dry bored true to the line and grade given. The bore shall be held to a minimum to insure that there will be no settlement. All voids around the outside of the pipe shall be completely filled to the satisfaction of the Engineer.

The Contractor shall submit to the Railroad Engineer and the NCDOT Engineer a complete plan and schedule for pipe installation 2 weeks prior to the expected commencement of work. The submission shall include complete details of the sheeting, shoring and bracing for the protection of Railroad roadbed, materials and equipment pertinent to the operation. The Contractor shall not proceed with the pipe installation until he has received acceptance of the plan and schedule from the Railroad Engineer and the NCDOT Engineer.

Conduct a pre-construction meeting in the presence of the Railroad Engineer and the Engineer at least 48 hours before the beginning of the pipe installation to discuss the method of installation to assure the pipe is installed true to line and grade. The methods that will be used to insure there is no settlement of the pipe or the railroad roadbed section above the pipe.

All work shall be done with a RWIC/flagman on site and the work shall be performed during allowable work periods. Work shall stop when a train is passing. The Contractor shall have no claim against the Railroad or the Department for any delays caused by NSR's train operations.

The boring operation shall be progressed without stoppage (except for adding lengths of pipe) during daylight hours until the leading edge of the pipe has reached the receiving pit. The contractor shall plan his work to complete the boring within the influence line of the track structure (1:1 projection out from bottom of tie) without stoppage. The contractor shall shore the leading end of the pipe when stopping work and shall continue the boring operation the morning of the next day. The installation shall be carried on without interruption, insofar as practicable, to prevent the pipe from becoming firmly set in the embankment.

The front of the pipe shall be provided with mechanical arrangements or devices that will positively prevent the auger from leading the pipe so that no unsupported excavation is ahead of the pipe.

The auger and cutting head arrangement shall be removable from within the pipe in the event an obstruction is encountered. If the obstruction cannot be removed without excavation in

112A

New 5-14-13

**CLEARING AND GRUBBING - METHOD III:**

(9-17-02) (Rev. 1-17-12)

200

SP2 R02A( Revised)

Perform clearing on this project to the limits established by Method "III" shown on Standard

Drawing No. 200.03 of the *2012 Roadway Standard Drawings*.

The work shall be performed in accordance with Section 200, "Clearing and Grubbing", of the Standard Specifications, except that grubbing will be performed on all cleared roadbed excavation and embankment areas and will include all stumps, roots and other embedded debris.