



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

May 14, 2013

Addendum No. 2

RE: Contract ID C203210

WBS # 53000.3.STR01T4

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

Davidson County (I-2304AE)

NC Railroad Main Line Curve Realignment From MP 327.3 To
MP 327.9 North of the Yadkin River.

May 21, 2013 Letting

To Whom It May Concern:

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

The following revision has been made to the proposal:

On Page No. 83 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. 83 in your proposal and staple the revised Page No. 83 thereto.

Please also note that the as-built plans of the old I-85 bridges over the railroad have been posted to the web-site.

Sincerely,

R. A. Garris, PE
Contract Officer

RAG/jag
Attachment

cc: Mr. Ron Hancock, PE
Mr. Pat Ivey, PE
Ms. D. M. Barbour, PE
Mr. J. V. Barbour, PE
Mr. Paul Worley, CPM
Mr. R.E. Davenport, PE
Project File (2)

Mr. Ray Arnold, PE
Ms. Natalie Roskam, PE
Mr. Ronnie Higgins
Mr. Larry Strickland
Ms. Marsha Sample
Ms. Lori Strickland

Materials

Refer to Division 10 of the *Standard Specifications*.

Item	Section
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