STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

April 4, 2002

Addendum No. 1

RE: State Project: 8.2405101
F. A. Project: BRSTP-1564 (2)
Wake County (B-3257)
Bridge over Norfolk Southern Corporation and
Approaches on SR-1564 (South Wilmington Street).

APRIL 16, 2002 Letting

To Whom It May Concern:

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

The following Revisions have been made to the proposal form:

Pages 61 and 62 have been revised. Please void pages 61 and 62 in your proposal form and staple the revised page 61 and 62 thereto.

Sincerely,

R. A. Garris, P.E.
Contract Officer

RAG/mwl/pa
(Attachments)

cc: Mr. J. D. Goins, P.E.
Mr. S. D. DeWitt, P.E.
Mr. J. G. Nance, PE (2)
Ms. D. M. Barbour, P.E
Mr. J. V. Barbour, P.E.
Mr. Greg Perfetti, P.E.
Mr. Jay Bennett, P.E
Mr. R. E. Davenport, Jr., P.E.
Ms. Kim Canady
Ms. Yang-Ju-Lin
Project File (2)

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
CONTRACTS & PROPOSALS
1591 MAIL SERVICE CENTER
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4124
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WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING B - ENTRANCE B15
1020 BIRCH RIDGE DRIVE
RALEIGH NC

PROJECT SPECIAL PROVISIONS
STRUCTURE

PROJECT B-3257 **WAKE COUNTY**

CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE AT STATION 27+09.77B -L- (ADTT>500 **(SPECIAL)**

The Contractor will be required to construct, maintain and afterwards remove a temporary structure in accordance with the applicable parts of the Standard Specifications and this Special Provision, (structure only; the approaches are not a part of this pay item). The structure shall have a minimum horizontal clearance of 13 feet from centerline of track to all physical obstructions. The structure shall have a minimum overall length of 240 feet. The length of the structure shall be centered about Station 28+39.08 Detour. The alignment and grade shall be as indicated on the Roadway plans. The temporary structure shall have a minimum clear roadway width of 33 feet including sidewalk and shall have a minimum vertical clearance of 22'-4" above the top of the highest rail. The skew shall be as indicated on the Roadway plans, except that if the skew is other than 90°, the Contractor has the option of lengthening the structure to accommodate a 90° skew. Cast in place girders will not be permitted over railroad tracks.

The temporary structure shall be designed for HS20 live load in accordance with the current edition of the AASHTO Standard Specifications for Highway Bridges. The seismic design criteria of AASHTO Division I-A "Seismic Design", Section 3 may be neglected for temporary structures. Due to the expected issuance of overweight permits by the NCDOT for certain loads above legal limits, the temporary structure shall also be designed for the following three vehicle configurations:

Truck #1			Truck #2			Truck #3		
Axle	P (k)	Distance (ft)	Axle	P (k)	Distance (ft)	Axle	P (k)	Distance (ft)
1	12.00	0.00	1	12.00	0.00	1	4.50	0.00
2	20.00	9.08	2	20.00	8.08	2	25.00	8.08
3	20.00	4.00	3	20.00	4.00	3	25.00	4.00
4	20.00	4.00	4	20.00	4.00	4	20.00	18.00
5	16.67	20.00	5	18.00	18.00	5	20.00	4.00
6	16.67	4.00	6	18.00	4.00			
7	16.66	4.00						

Maximum stresses shall be limited by the Operating Rating permitted values as defined in AASHTO Manual for Condition Evaluation of Bridges. The bridge rails on the temporary structure shall be designed in accordance with the current edition of the AASHTO Standard

Specifications for Highway Bridges and shall be constructed such that guardrail can be bolted to the ends of the bridge rails. The use of timber floors or timber mat floors will not be permitted due to anticipated high truck traffic. If timber piles are used, they may be untreated timber piles and shall be rough-peeled or clean-peeled. All timber piles shall be new and shall conform to ASTM D25.

In addition to the number of submittals required by the Standard Specifications, the Contractor shall provide one additional set of design calculations and three additional sets of detailed drawings of the structure for the Railroad's review and comments prior to beginning work. A minimum of 60 days shall be allowed for the Railroad review and comments.

Design calculations to be submitted to the Engineer shall, as a minimum, include stress calculations for the following structural components: railings, rail post, rail post connections, flooring, main girders or floor beam system, bent cap, pile bearing, pile as a structural member and longitudinal and lateral stability of pile bents if necessary.

The detail drawings of the structure shall include material specifications for all new and used materials. In addition, the drawings shall show the location and a detailed sketch of the used materials indicating condition of the material, the location and geometry of existing but unused holes, attachments left over from previous use and any other irregularities in the material.

Design calculations shall reflect the condition of any used materials. The Contractor shall provide access to any used materials for inspection by the Engineer prior to assembly.

Used high strength bolts, nuts and washers will be permitted only in already bolted-up connections of used diaphragm and girder systems that the Contractor is proposing to reuse. The use of used bolts will be limited to connections for secondary members such as diaphragms and shall be subject to the approval of the Engineer.

Grouted Rip Rap consisting of plain rip rap, Class B and plain rip rap, Class II will be required for the slope protection on slopes steeper than 1 ¾:1. Plain rip rap, Class B, and plain rip rap, Class II, shall be in accordance with the applicable sections of the Standard Specifications except for the method of measurement and payment. Upon completion of the project, the grouted rip rap will be removed from the site with the temporary structure.

The entire cost of the above work including all materials, grouted rip rap, equipment, tools, labor and incidentals necessary to complete the work shall be included in the lump sum price bid for "Construction, Maintenance and Removal of Temporary Structure at Station 27+09.77 -L-".

FALSEWORK AND FORMS OVER OR ADJACENT TO TRAFFIC (10-12-01)

This Special Provision applies in addition to Article 420-3 of the Standard Specifications.

This Special Provision covers falsework or forms including metal stay-in-place forms and precast concrete deck panels erected over vehicular, pedestrian or railroad traffic, or vessel traffic on navigable waterways. It also covers falsework and forms for those parts of a