



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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GOVERNOR

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SECRETARY

January 10, 2013

Addendum No. 1

Contract No.: DA00143

TIP No.: N/A

WBS No.: 15B.13.24

Mechanical & Structural Repairs, Joint Replacement, & Bridge Deck Preservation with Epoxy & Stone Overlay on Bridge #7 Along US 64 Over Alligator River in Tyrrell County.

To Whom It May Concern:

Due to extensive revisions made to the proposal and plans for the subject project, the original proposal and plans have been replaced in their entirety. Please discard the original proposal and plans and submit your bid using the revised proposal and plans dated January 9, 2013.

For your reference, the following changes were made to the original proposal and plans:

Revisions to Plan Sheets:

Title Sheet – Modified to remove Epoxy Overlay from the Scope of Work and show the correct letting date.

- Sheet S-1:
1. Added adjustment of wedges to the scope of work in addition the shimming the wedge guides.
 2. Clarified that Pivot Pier Wedge work is required at two locations (both pivot pier wedge locations)
 3. Added a plan note for Removal and Repositioning of Rack Segment. This was already in the scope of work but the plan note was accidentally omitted.
 4. Added a General Note that required the Contractor to maintain proper balance of the swing span as to ensure safe and proper operation.
 5. Revised the general note for rack and pinion work to include the work "repairs". Bronze bushings are not to be replaced.
 6. In the Sequence of Construction, items 10 and 11 have been switched so that the proper alignment of balance wheels and rack and pinion occur prior to initial closing of bridge following jacking.
 7. Remove all notes and pay items related to the epoxy overlay.
 8. Removed the pay item for REINFORCING STEEL in order to remove conflict with PSP for "Partial Removal of Existing Structures"
 9. Add Jaw Coupler maintenance to the Scope of Work.
 10. Modified the pay items for Wedges and Rack and Pinion to reflect added work.

- Sheet S-2
1. Clarified areas for turned bolt replacement on the rack and pinion bearings and specified diameter of new turned bolts.
 2. Added plan note requiring replacement of bronze bearing in 4 locations (1 at each bearing). Bearing will be supplied by NCDOT.
 3. Added plan note requiring rack to level prior to adjusting wedges and rack and pinion.

- Sheet S-3
1. Added plan notes that required sleeve nuts to be adjusted to center wedges over wedge seats prior to shimming.
 2. Added plan note concerning the existing condition of the sleeve nuts.

Sheet S-4 has been inserted to show typical locations of Jaw Coupler Maintenance.

- Sheet S-5
1. Re-numbered previous sheet S-4 to S-5.
 2. Modified the strap detail.
 3. Modified the existing width of the diaphragm per field measurement.

Special Provisions Included or Revised:

Contract Time and Liquidated Damages:

1. Special Provision has been included in the proposal.

Intermediate Contract Time Number 1 and Liquidated Damages:

1. Special Provision has been included in the proposal.

Intermediate Contract Time Number 2 and Liquidated Damages:

1. Special Provision has been included in the proposal.
2. This Special Provision replaces the special provision "Contract Time, Incentive Payment and Disincentive" and changes the pay factors.

Scope of Work:

1. Revised scope of work to remove the epoxy overlay.
2. Revised scope of work to include adjusting the wedge position.
3. Revised scope of work to include maintenance of jaw couplers.
4. Revised scope of work to include repairs at the rack and pinion bearings.

Coast Guard Coordination:

1. Editorial changes. No major scope change.

Work in the Navigable Waterway:

1. Changed notification requirement from 90 days to 135 days per recent experience with and requirements from USCG. This is not intended to affect the project in any manner unless the Contractor wishes to impede both channels simultaneously.

Department Supplied Parts:

1. Added this PSP to list the parts the Department will be providing and specify the requirements for delivery and acceptance.

Jacking and Securing of Swing Span:

1. Changes language to reduce the number of items that are required to occur while the bridge is jacked to those that cannot be done any other way.
2. Modified the requirement that the Contractor's engineer shall specify the safe wind speed that the bridge can jacked AND maintained.
3. Corrected the measurement and payment to include payment by lump sum.

Removal and Replacement of Center Pivot Assembly:

1. Modified to reflect the new PSP for Department supplied parts.
2. Other editorial changes.

Adjustment of Wedges and Wedge Guides:

1. Added the requirement for the wedges to be centered over the wedge seats prior to shimming the wedge guides.
2. Altered the grade of shim to steel from Grade 50 galvanized to Stainless ASTM A666, Type 304.
3. Clarified that the Department is not supplying the shim steel.
4. Altered name of pay item to reflect added work.

Removal and Replacement of Rack Segments:

1. Clarified that the department will not be supplying any parts for this work.

Repairs and Realignment of Rack and Pinion Bearings:

1. Added replacement of the bushings to the required work at the rack and pinion bearings.
2. Added section to reflect newly added Department Supplied Parts to clarify that the turned bolts and shims are to be provided by the State.
3. Modified title to Pay item to reflect the added work.

Maintenance of Jaw Couplers:

1. Added this PSP to require described work at Jaw Couplers.

Test Openings:

1. Added language to require successful test opening in the daytime and nighttime hours.
2. Added requirement for final test opening if required by the engineer within seven days of project completion.

Partial Removal of Existing Structure

1. Editorial revision to clarify where concrete is to be removed.
2. Clarified that the Contractor is to supply all materials for this work.

Additional Reference Materials:

1. Spreadsheets Listing the Bridge Openings for March and April from 2010-2012.
2. Machinery Drawings previously distributed in Pre-Bid Meeting (no changes have been made)
3. Fender System Plans.
4. Related drawings from original bridge construction that include framing plan and reaction loads

Sincerely,



W. B. Hobbs, PE
Division Project Manager

WBH/ces

Attachment

cc: S.D. Baker, P. E.
J.S. Abel, Jr.
P.A. Hernandez, P.E.
D.H. Stallings