



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES. PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

February 2, 2010

Addendum No. 1

RE: Contract ID: C202129

WBS# 34871.3.2

F.A. # BRNHS-52(19)

Forsyth County (U-2826A)

Bridges #256 and #257 Over Norfolk Southern Railroad and
Approaches On US-52 In Winston-Salem

February 16, 2010 Letting

To Whom It May Concern:

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

The following revision has been made to the Roadway plans:

On Sheet No. 8 the begin and end stations have been removed in the sketch showing the relationship between the detour bridge and the roadway. Please void Sheet No. 8 in your plans and staple the revised Sheet No. 8 thereto.

The following revision has been made to the proposal:

On Page No. 155, the minimum overall length of the temporary detour structure has been revised within the Project Special Provision entitled "Construction, Maintenance and Removal of Temporary Structure At Station 40+68.98 -L-". Please void Page No. 155 in your proposal and staple the revised Page No. 155 thereto.

Sincerely,

A handwritten signature in black ink, appearing to read "R. A. Garris".

R. A. Garris, PE
Contract Officer

RAG/jag
Attachments

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

TELEPHONE: 919-250-4128
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WEBSITE: WWW.NCDOT.ORG

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

cc: Mr. J.G Nance, PE
Mr. Ron Hancock, PE
Mr. S.P. Ivey, PE
Ms. D. M. Barbour, PE
Mr. Art McMillan, PE
Mr. J.V. Barbour, PE
Mr. Jay Bennett, PE
Project File (2)

Ms. G. R. Perfetti, PE
Mr. R. E. Davenport, Jr., PE
Mr. Ronnie Higgins
Mr. Larry Strickland
Ms. Norma Smith
Ms. Jaci Kincaid
Ms. Lori Strickland
Ms. Penny Higgins

TEMPORARY RAILROAD SHORING

(3-6-09)

1.0 GENERAL

Provide temporary railroad shoring for each bent indicated in the plans in accordance with the Standard Specifications and this Special Provision.

2.0 ALTERNATE DESIGN AND PLANS

The submittal of an alternate design and plans for excavation and shoring is permitted in lieu of the excavation and shoring detailed on the plans. The alternate design shall be in accordance with the current railway design criteria. Have the alternate design computations and plans sealed by a North Carolina Registered Professional Engineer and submit them for review, comments and acceptance. After the appropriate State agency accepts them, they are submitted by the State agency to the Railroad for review, comments and acceptance. Allow a minimum of 30 days for the Railroad's review. Do not begin excavation at the excavation site or sites in question until the Engineer confirms that both the State and Railroad accept the alternate design and plans. No extension of intermediate completion dates and/or final completion dates will be allowed due to delays in review of alternate excavation and shoring design and plans.

3.0 BASIS OF PAYMENT

Payment for the temporary railroad shoring will be made at the lump sum price bid for "Temporary Railroad Shoring for Bent No. _____, Sta. _____". Such lump sum price will be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the work.

**CONSTRUCTION, MAINTENANCE AND REMOVAL
OF TEMPORARY STRUCTURE AT STATION 40+68.98-L-**

(10-23-09)

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). Provide a temporary structure with a minimum overall length of 479 feet. Center the length of the structure about Station 40+75.50.

Detour with the alignment, grade, and skew as indicated on the Roadway plans. If the skew is not 90°, then lengthening of the structure to accommodate a 90° skew is permitted. Provide a temporary structure with a minimum clear roadway width of 32 feet and an underclearance elevation no less than elevation 972.0.

The detour bridge bents at the southern end will need to be adjusted to avoid an existing sanitary sewer. See the Utility Plans for the location of the sanitary sewer. The MSE wall tie backs may extend to the area of the detour structure. The detour bridge bents at the northern end will need to be located so there is not interference with construction of the MSE wall.