



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

June 3, 2008

**Addendum No. 1**

RE: Contract ID: C201566

WBS# 33421.3.1

F.A.# BRZ-1503(9)

**Caswell County (B-4057)**

Bridge Over Hogan's Creek and Approaches On SR-1503

**June 17, 2008 Letting**

To Whom It May Concern:

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

The following revisions has been made to the proposal:

On Page No. 47, the project special provision entitled "Temporary Shoring" has been revised.  
Please void page no. 47 in your proposal and staple the revised page no. 47 thereto.

Sincerely,

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

R. A. Garris, PE  
Contract Officer

RAG/jag/l  
Attachments

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

TELEPHONE: 919-250-4124  
FAX: 919-250-4127

WEBSITE: [WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

**LOCATION:**  
CENTURY CENTER COMPLEX  
BUILDING B - ENTRANCE B15  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC 27610

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RE: Contract ID: C201566

**Caswell County (B-4057)**

Cc: Mr. W. S. Varnedoe, PE  
Mr. E. C. Powell, PE  
Mr. J. M. Mills, PE  
Ms. D.M. Barbour, PE  
Mr. Njorge Wainaina, PE  
Mr. Art McMillan, PE  
Mr. J. V. Barbour, PE  
Mr. Mark Staley (2)  
Mr. Robert Memory  
Mr. R. E. Davenport, Jr., PE  
Ms. Norma Smith  
Mr. Ronnie Higgins  
Mr. Larry Strickland  
Ms. Lori Strickland  
Project File (2)

requirements of Article 1082-1 of the *Standard Specifications*. For standard temporary shoring, use pile sections and lengths and lagging sizes as shown on the plans.

### **Embedment**

“Embedment” is defined as the depth of shoring below the bottom of the excavation or the grade in front of the shoring. For cantilever shoring, embedment is the depth of the piling below the grade in front of the shoring.

### **Temporary Guardrail**

Provide temporary guardrail in lieu of a portable concrete barrier in accordance with the plans and design shoring for traffic impact or use the “surcharge case with traffic impact” for the standard temporary shoring. Use NCDOT guardrail in accordance with Roadway Standard Drawings and Section 862 of the *Standard Specifications*. When using temporary guardrail, place standard size No. ABC Stone at guardrail post locations in lieu of pavement. If permanent pavement is required at post locations, remove stone when removing temporary guardrail and place pavement as shown on the plans.

### **Contractor Designed Shoring**

“Contractor designed shoring” is defined as non-anchored temporary shoring designed by the Contractor. Unless prohibited or required, Contractor designed shoring is optional. Contractor designed shoring is required when notes on plans prohibit the use of standard temporary shoring.

Before beginning design, survey the shoring location to determine existing elevations and actual design heights. Submit design calculations and drawings including typical sections for review and acceptance showing details of the proposed design and construction sequence in accordance with Article 105-2 of the *Standard Specifications*. Have shoring designed, detailed and sealed by a Professional Engineer registered in the State of North Carolina. Submit 3 hard copies of design calculations and 10 hard copies of drawings and an electronic copy (pdf or jpeg format on CD or DVD) of both the calculations and drawings.

Design non-anchored temporary shoring in accordance with the AASHTO *Guide Design Specifications for Bridge Temporary Works*.

Design temporary shoring in accordance with the in-situ assumed soil parameters shown on the plans. Design shoring for a 3-year design service life and a traffic surcharge equal to 240 psf. This surcharge is not applicable for construction traffic. If a construction surcharge will be present within a horizontal distance equal to the height of the shoring, design the shoring for the required construction surcharge. If the edge of pavement or a structure to be protected is within a horizontal distance equal to the height of the shoring, design shoring for a maximum deflection of 3”. Otherwise, design shoring for a maximum deflection of 6”.

For non-anchored temporary shoring, the top of shoring elevation is defined as the elevation where the grade intersects the back face of the shoring. For traffic impact, apply 2kips/ft to the shoring 1.5 ft above the top of shoring elevation. Extend shoring at least 32” above the top of shoring elevation.