



PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

August 16, 2016

To Prospective Bidders

Subject: Addendum 1 for: Replace Bridge 134 over Old Toms Creek Tributary 1

Contract No.: DM00183
WBS Element: 17BP.13.R.54
Route: SR 1433
County: McDowell


This letter is to advise all prospective bidders of the following contract addendum.

- Plan sheet S-1 has been revised to show the culvert length. Please use this revised plan sheet for bidding and construction purposes.
- Please note receipt of this addendum on page 120 of the contract proposal

This addendum officially becomes a part of the contract bid document. If this office can provide additional information, please feel free to contact me at (828) 251-6171.

Sincerely,

DocuSigned by:


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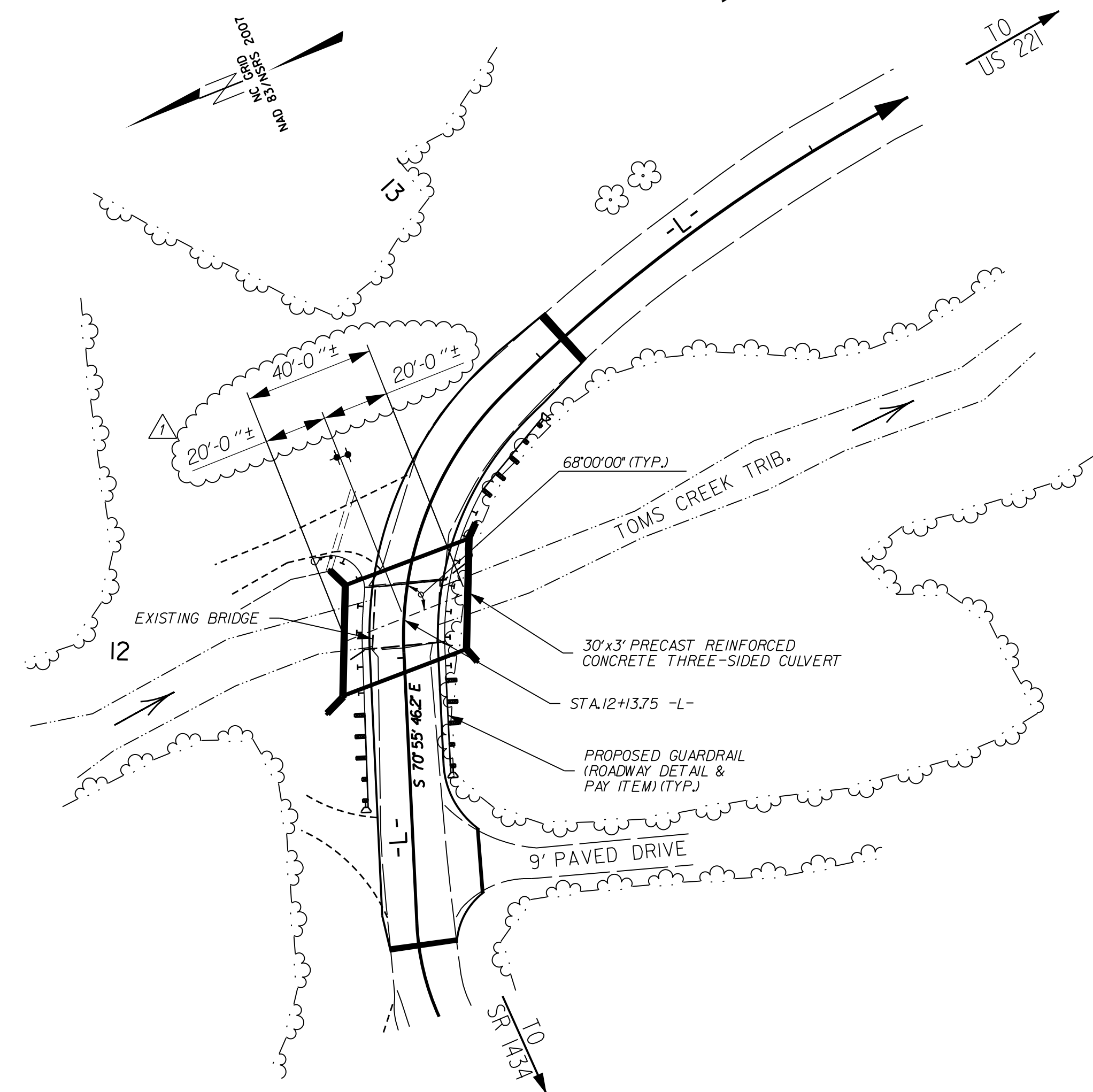
M.K. Calloway

Division Project Manager

cc: Mr. J.J. Swain, Jr., P.E., Division Engineer
Mr. R.A. Tipton, P.E, PLS, Division Construction Engineer
Mr. M.T. Gibbs, P.E., Division Maintenance Engineer
Mr. C.A. Guffey, District Engineer
Mr. C.D. Medlin, P.E., Division Bridge Program Manager



BM#1 : RR SPIKE SET IN 12" DBL. MAPLE TREE, -L- STA. 11+63.67, 18' RT., EL. 1449.74'



LOCATION SKETCH

GRADE DATA

GRADE POINT ELEVATION @ STA. 12+13.75 -L- = 1448.68'
 BED ELEVATION @ STA. 12+13.75 -L- = 1442.40'
 ROADWAY SLOPES = 2 : 1

HYDRAULIC DATA

DESIGN DISCHARGE = 600 C.F.S.
 FREQUENCY OF DESIGN FLOOD = 25 YEARS
 DESIGN HIGH WATER ELEVATION = 1446.1'
 DRAINAGE AREA = 1.8 SQ. MI.
 BASIC DISCHARGE (Q100) = 1340 C.F.S.
 BASIC HIGH WATER ELEVATION = 1450.4'

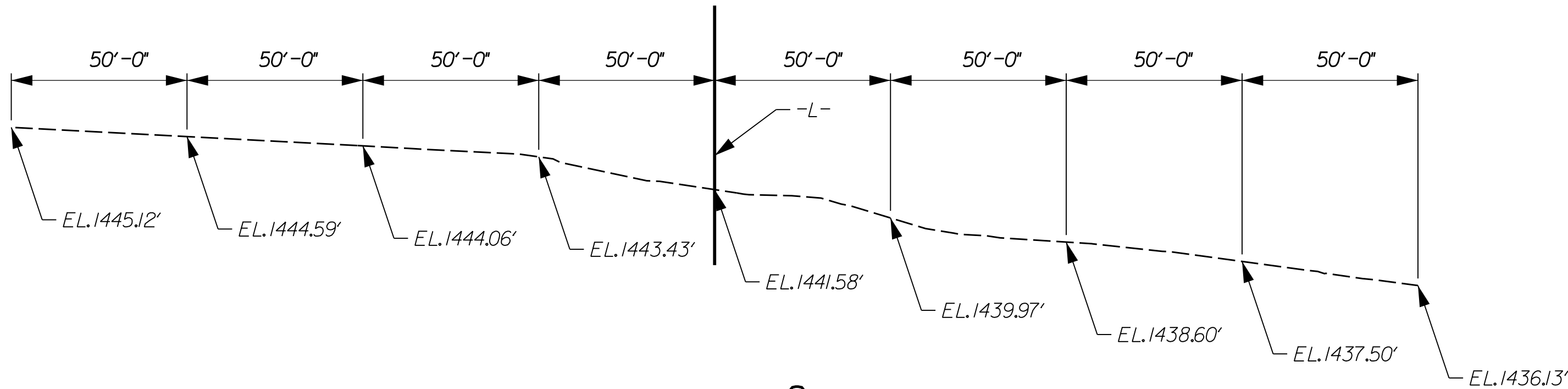
OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 1225 C.F.S.
 FREQUENCY OF OVERTOPPING FLOOD = 500 + YEARS
 OVERTOPPING FLOOD ELEVATION = 1450.1'

TOTAL STRUCTURE QUANTITIES	QUANTITY	UNIT
REMOVAL OF EXISTING STRUCTURE	N/A	LS
30' X 3' PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT STA. 12+13.75 -L-	N/A	LS
CLASS A CONCRETE	42.4	CY

FOUNDATION NOTES

THE SCOUR CRITICAL ELEVATION FOR END BENTS NO. 1 AND 2 ARE THE BOTTOM OF THE FOOTING ELEVATIONS. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING LIFE OF THE STRUCTURE.
 THE SPREAD FOOTINGS AT END BENTS NO. 1 AND 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 4 TSF. CHECK FIELD CONDITIONS FOR THE REQUIRED RESISTANCE OF 9 TSF JUST BEFORE PLACING CONCRETE.
 KEY IN SPREAD FOOTING AT END BENTS NO. 1 AND 2 AT LEAST 12 INCHES INTO WEATHERED ROCK WITH MINIMUM THICKNESS AS SHOWN ON THE PLANS.
 PIER SCOUR PROTECTION IS REQUIRED FOR SPREAD FOOTINGS AT END BENTS NO. 1 AND 2.



PROFILE ALONG CULVERT

NOTES
 ASSUMED LIVE LOAD ----- HL-93 OR ALTERNATE LOADING.
 DESIGN FILL ----- 3'-0"
 FOR OTHER DESIGN DATA AND NOTES SEE STANDARD NOTE SHEET.
 THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.
 FOR BORING INFORMATION, SEE GEOTECHNICAL REPORT.
 SEE ROADWAY PLANS FOR RIP RAP REQUIREMENTS AT CULVERT ENDS.
 FOR ADDITIONAL INFORMATION REGARDING DRAINAGE, GRADING, AND ROADWAY, SEE ROADWAY PLANS.
 THE DETAILS SHOWN ARE FOR GENERAL LAYOUT ONLY, THE SUPPLIER SHALL PROVIDE DESIGNS AND DETAILS FOR REVIEW AND APPROVAL THAT MEET THE REQUIREMENTS OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12, AND ARE SEALED BY A NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER.
 UNLESS OTHERWISE INDICATED, THE SUPPLIER SHALL DESIGN, DETAIL, AND FURNISH ALL STRUCTURAL ELEMENTS AND HARDWARE.
 THE EXISTING STRUCTURE CONSISTING OF ONE 18'-7" SPAN CONSISTING OF TIMBER FLOOR ON TIMBER JOISTS SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.
 THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.
 REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.
 FOR PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT, SEE SPECIAL PROVISIONS.
 THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."
 FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.
 THE CONTRACTOR SHALL STAKE OUT THE LENGTH OF CULVERT FOR ENGINEER REVIEW PRIOR TO ORDERING CULVERT.
 CONTRACTOR WILL MAINTAIN THE ALIGNMENT OF THE CULVERT SECTIONS DURING BACKFILL.
 FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
 FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

PROJECT NO. 17BP.13.R.54
McDOWELL COUNTY
 STATION: 12+13.75 -L-

SHEET 1 OF 2 REPLACES BRIDGE #134



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 30' X 3' PRECAST
 REINFORCED CONCRETE
 THREE-SIDED CULVERT
 ON SR 1433 AT
 TOMS CREEK TRIBUTARY
 JANUARY 2013

NO.	BY:	DATE:	NO.	BY:	DATE:	SHEET NO.
1	SDC	8/16	3			S-1
2			4			TOTAL SHEETS 2

ASSEMBLED BY : C. KING DATE : NOV 2012
 CHECKED BY : S. COOK DATE : DEC 2012

SPECIAL

REVISD TO INCLUDE CULVERT LENGTH

THE LOUIS BERGER GROUP, Inc.
 1001 Wade Avenue, Suite 400
 Raleigh, NC 27605-3322

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