



PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

December 9, 2016

ADDENDUM # 4

To: Plan Holders

From: Jeffrey E. Alspaugh
Proposal Engineer

^{DS}
JEa

RE: **Request for Information**
Contract ID: DN00124
County: Clay
Letting Date: December 13, 2016

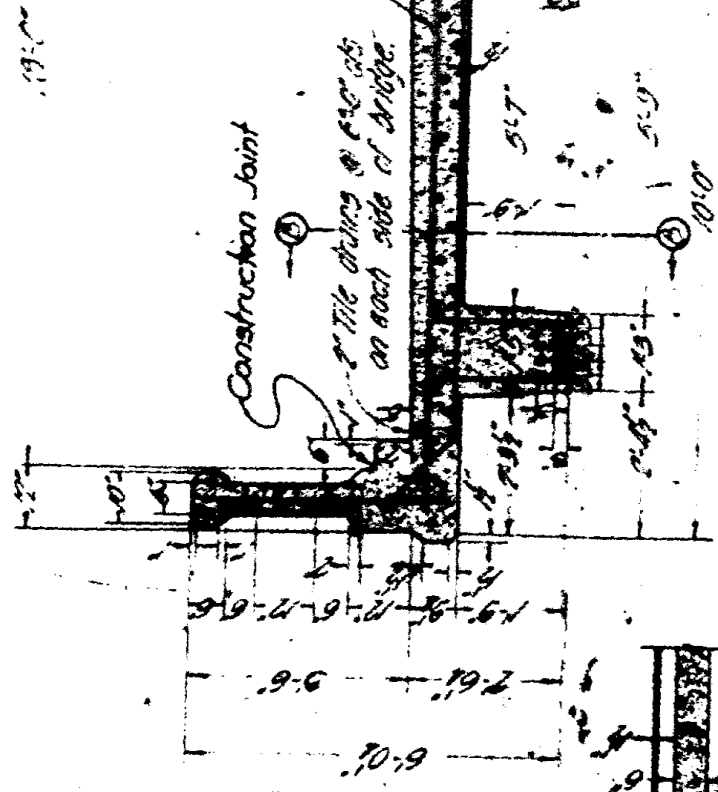
A bidder has requested the as-built plans for the existing bridges. The only plans that are available are attached.

These revisions do not change bid items or the associated quantities.

Please access ebs addenda files on Bid Express®.

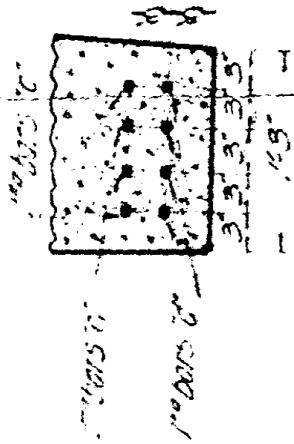
Please insert this letter into the addendum section of the proposal and sign the verification. Thank you for your attention to this matter.



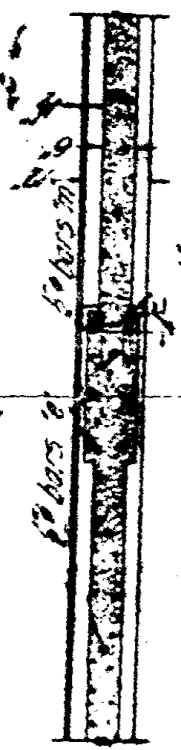


HALF INTERIOR SECTION AT RIGHT

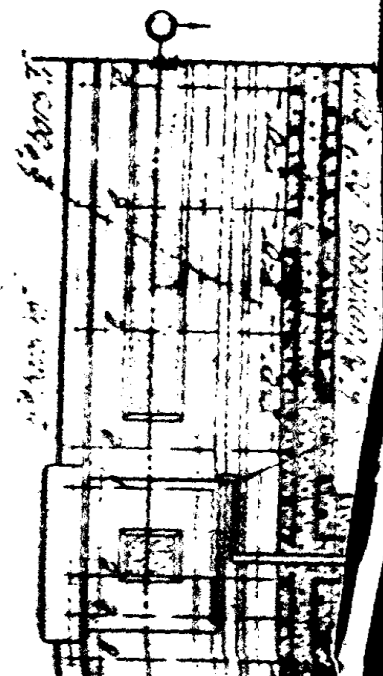
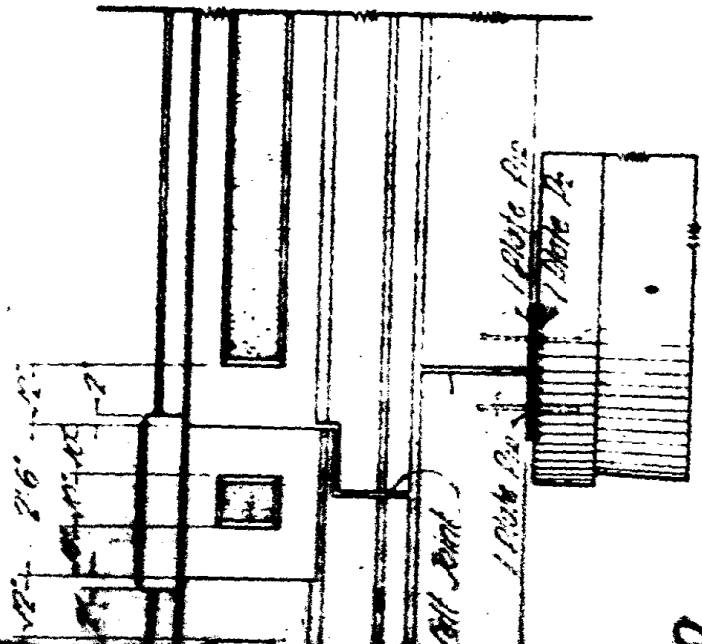
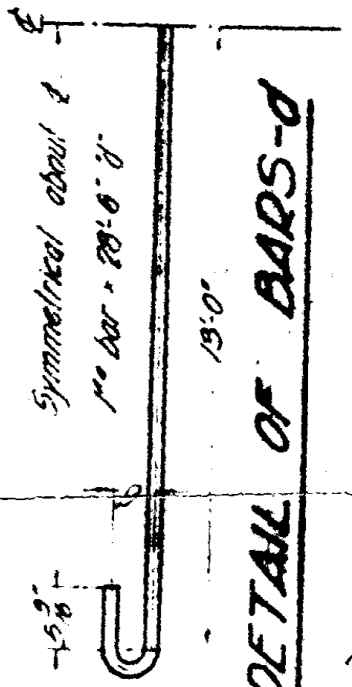
DESIGN DATA
 Specifications
 Assumed Live Load
 Impact Allowance
 Steel in Tension
 Concrete in Compression
 2000 Concrete in Shear



DETAIL OF GIRDER



SECTION C-C

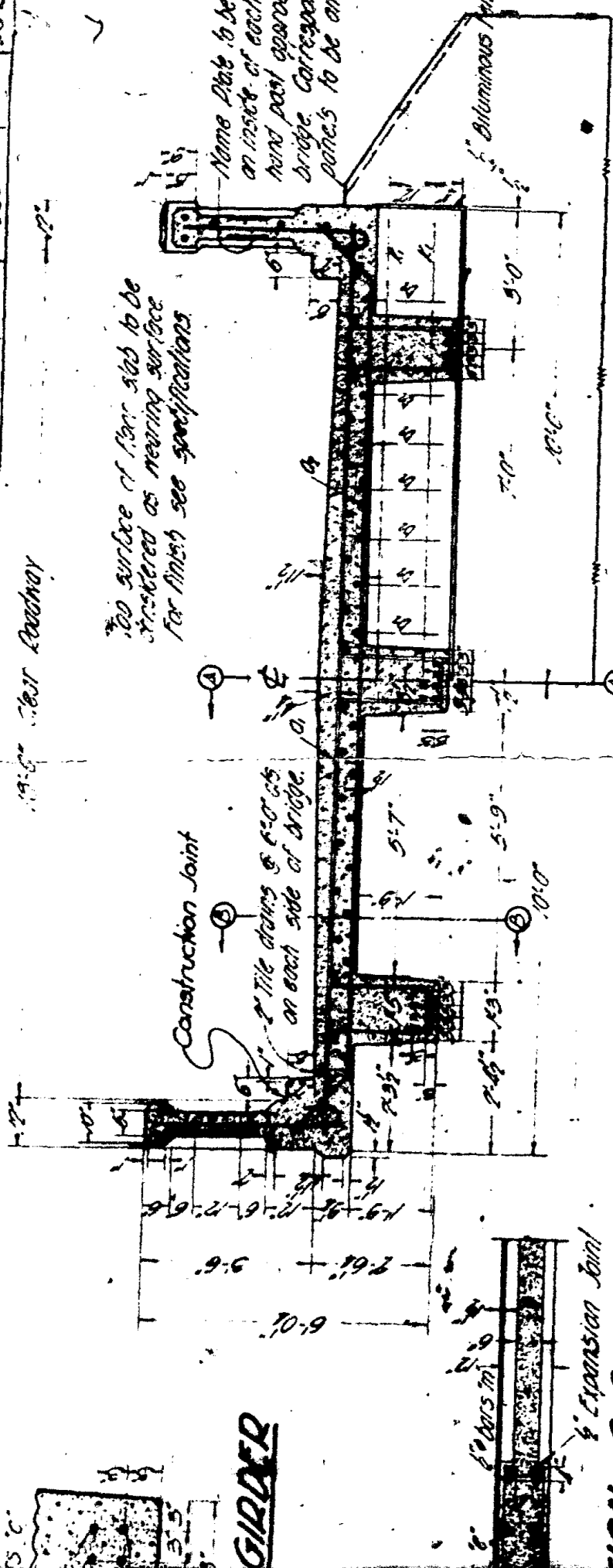


FED. ROAD DIST. NO.	STATE	FED. AID PROJECT NO.	FISCAL YEAR	SHEET NO.
10	N. C.	920		500

19'-0" West Roadway

Top surface of floor slab to be finished as wearing surface for finish see specifications

Name Plate to be placed on inside of each right hand post approaching bridge. Corresponding plates to be omitted



HALF INTERIOR SECTION HALF SECTION AT ABUTMENT
AT RIGHT ANGLES TO ϕ OF ROAD

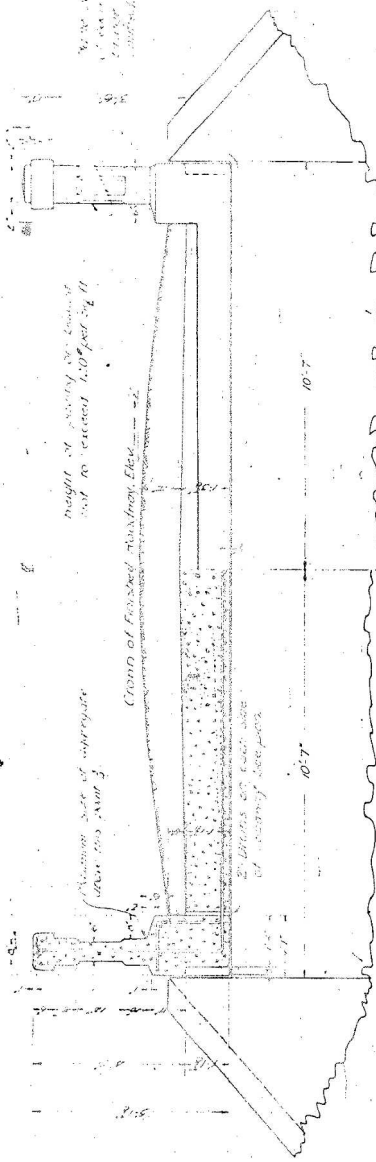
DESIGN DATA

- Specifications
 - Assumed Live Load
 - Impact Allowance
 - Steel in Tension
 - Concrete in Compression
 - Main Concrete in Shear - Class A
 - Reinforced Concrete in Shear - Class A
- N.C. State Highway Commission
80 lbs per sq ft of typical 25 ton trucks
30% of Live Load
16000 lbs per sq in
650 lbs per sq in
40 lbs per sq in

Symmetrical about ϕ .
#6 bar - 28'-6" ϕ

NUMBER OF BARS - ϕ

13'-0"



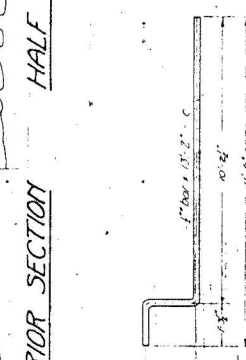
HALF INTERIOR SECTION HALF END VIEW

DESIGN DATA

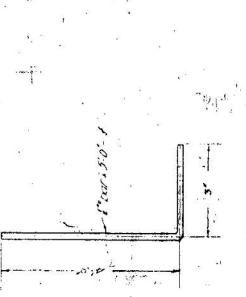
Spec. for concrete: 3% air, 1400 lbs. per cu. yd. (1400 lbs. per cu. yd. of concrete)
 Height of parapet: 10'-7\"/>

GENERAL NOTE

Class of concrete shall be used throughout
 In handling where Class 3 concrete is used, all dimensions relative to reinforcement shall be increased as follows:
 All dimensions shall be increased as follows:
 All materials used must be of the same quality as specified in the contract documents.
 Reinforcement shall be of the same quality as specified in the contract documents.
 All dimensions shall be as shown on the drawings unless otherwise specified.
 The design is based on the following assumptions:
 1. The bridge is a simple span bridge.
 2. The bridge is subjected to a single lane traffic load.
 3. The bridge is subjected to a wind load of 10 lbs. per sq. ft.
 4. The bridge is subjected to a seismic load of 0.1g.



MAKE 14 BARS - C



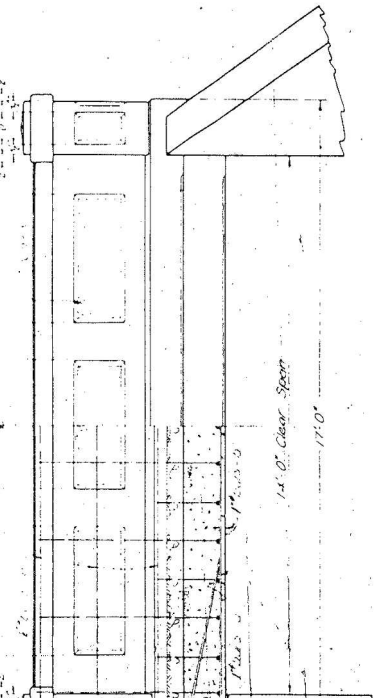
MAKE 16 BARS - F



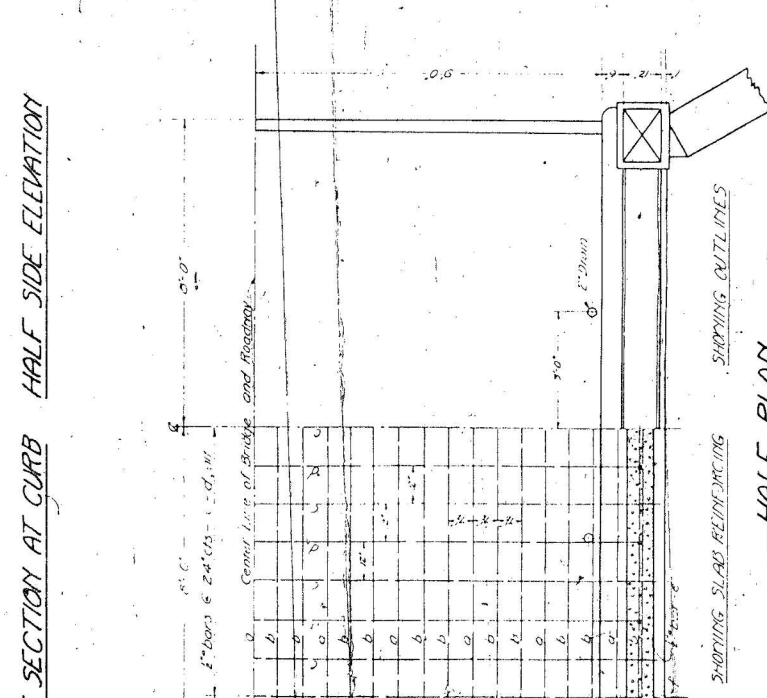
MAKE 22 BARS - B



MAKE 11 BARS - G



F SECTION AT CURB HALF SIDE ELEVATION

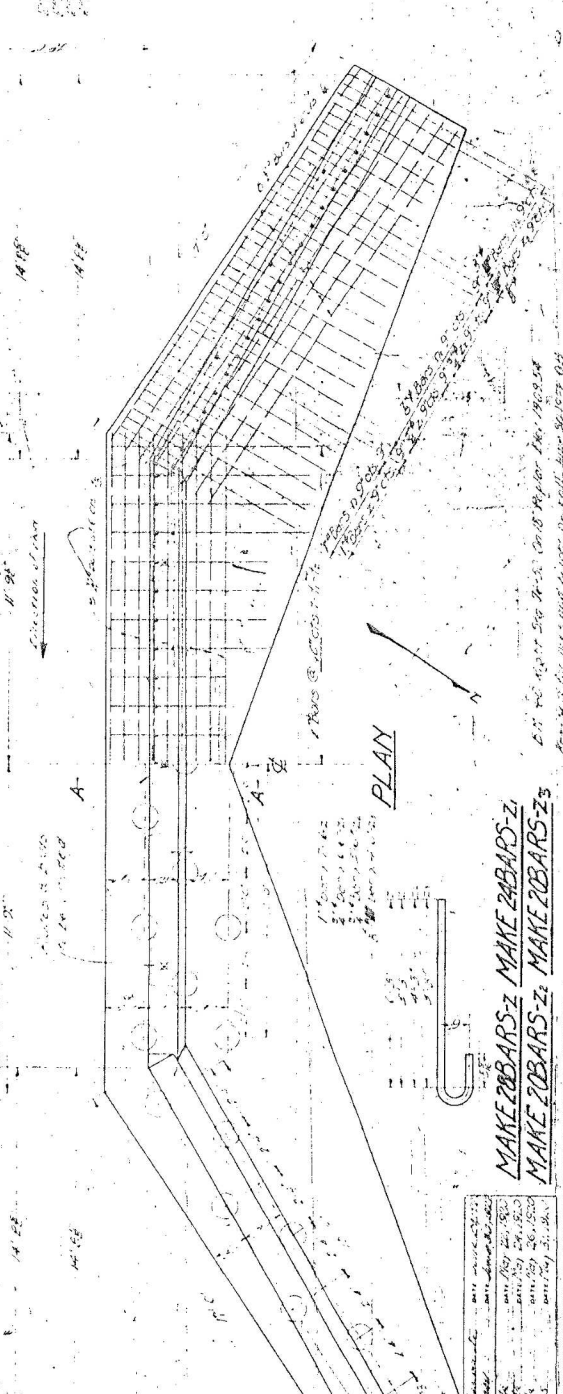
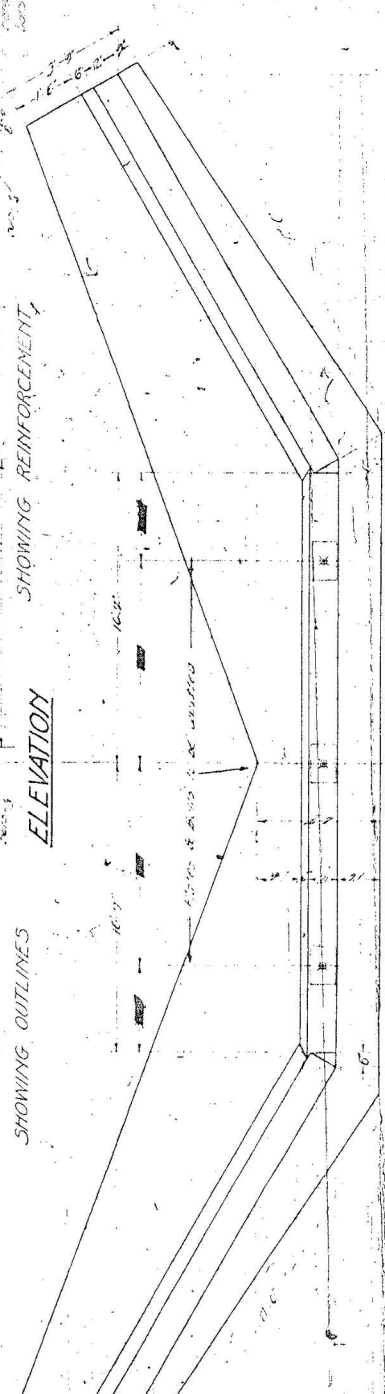
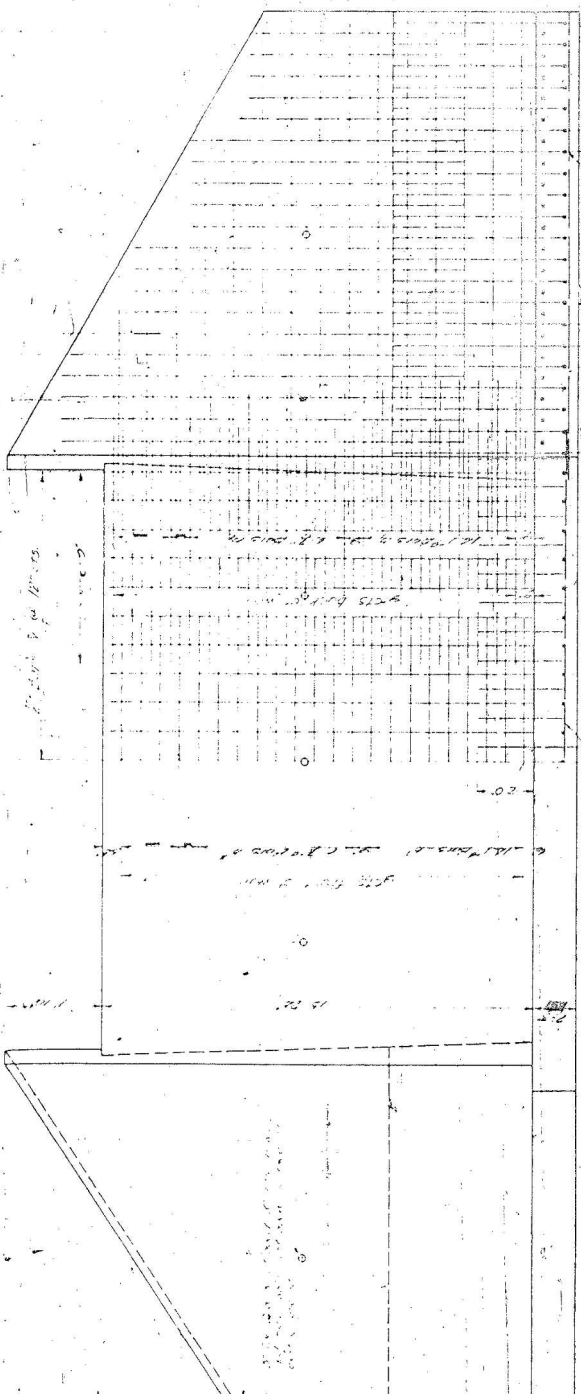


SHORING SLABS REINFORCING HALF PLAN

BILL OF MATERIAL	
Bars No.	2174
Size	11'-0"
Length	11'-0"
Weight	499
Quantity	1098
Weight	1177
Quantity	214
Weight	110
Quantity	60
Weight	2174
Quantity	65
Weight	110

STATE OF NORTH CAROLINA
 REINFORCED CONCRETE
 CLEAR SPAN 14'-0"
 December 1910.
 DRAWN BY: J. H. ...
 CHECKED BY: J. H. ...

REVISIONS
 NO. 1
 DATE
 BY



SECTION A-A

END OF WING SECTION A-A

NO.	SIZE	LENGTH	WEIGHT	NO. OF BARS	TOTAL WEIGHT
1	1/2"	10.0'	1.10	10	11.00
2	3/8"	10.0'	0.55	10	5.50
3	1/4"	10.0'	0.28	10	2.80
4	1/2"	10.0'	1.10	10	11.00
5	3/8"	10.0'	0.55	10	5.50
6	1/4"	10.0'	0.28	10	2.80
7	1/2"	10.0'	1.10	10	11.00
8	3/8"	10.0'	0.55	10	5.50
9	1/4"	10.0'	0.28	10	2.80
10	1/2"	10.0'	1.10	10	11.00

MAKE 20 BARS - hⁱ MAKE 12 BARS - hⁱⁱ
 MAKE 4 BARS - hⁱⁱⁱ
 MAKE 20 BARS - h^{iv}
 MAKE 12 BARS - h^v
 MAKE 4 BARS - h^{vi}
 MAKE 20 BARS - h^{vii}
 MAKE 12 BARS - h^{viii}
 MAKE 4 BARS - h^{ix}
 MAKE 20 BARS - h^x
 MAKE 12 BARS - h^{xi}
 MAKE 4 BARS - h^{xii}

DESIGN DATA

GENERAL NOTE

PROG. CLAY STA. 574

STATE HIGHWAY STA. 574

REINFORCED CONCRETE

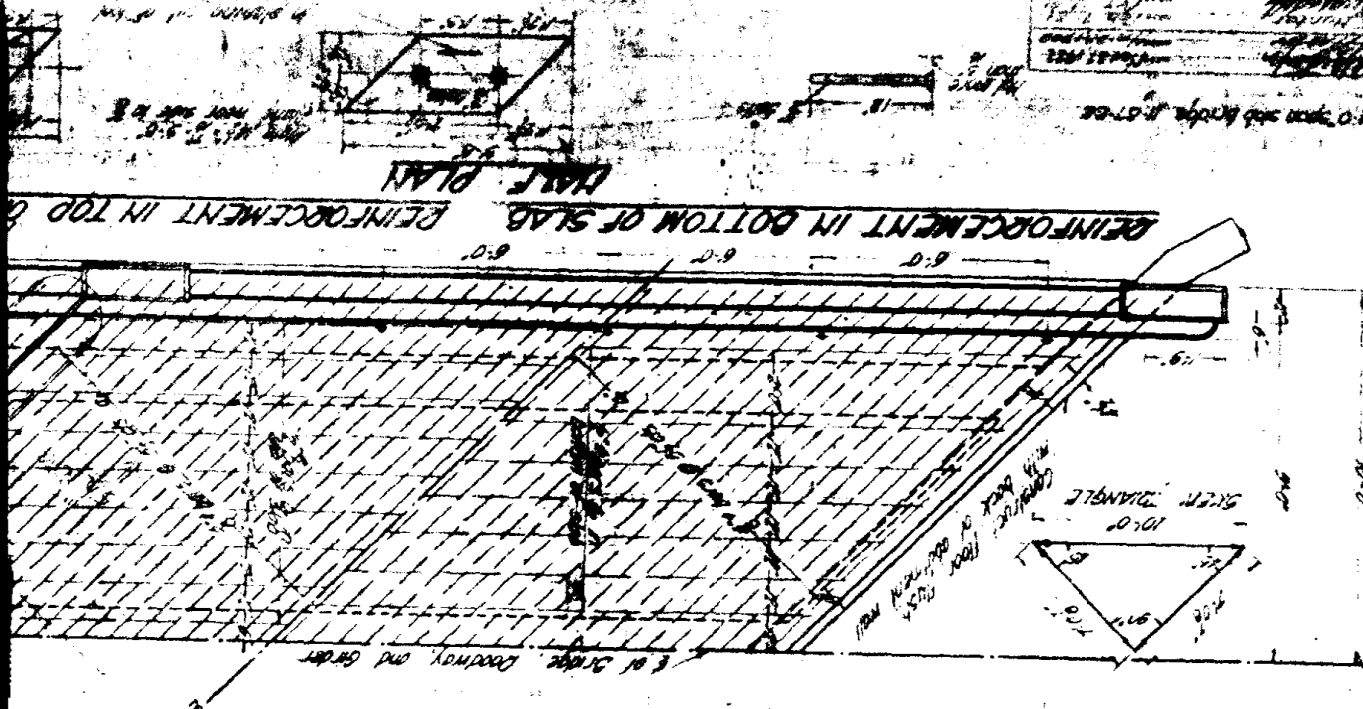
GIRDER HEIGHT

BAR NO.	SIZE	LENGTH	WEIGHT	NO. OF BARS	TOTAL WEIGHT
1	1/2"	10.0'	1.10	10	11.00
2	3/8"	10.0'	0.55	10	5.50
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27	1/4"	10.0'	0.28	10	2.80
28	1/2"	10.0'	1.10	10	11.00
29	3/8"	10.0'	0.55	10	5.50
30	1/4"	10.0'	0.28	10	2.80

MAKE 20 BARS - z¹ MAKE 2 BARS - z²
 MAKE 20 BARS - z³ MAKE 2 BARS - z⁴

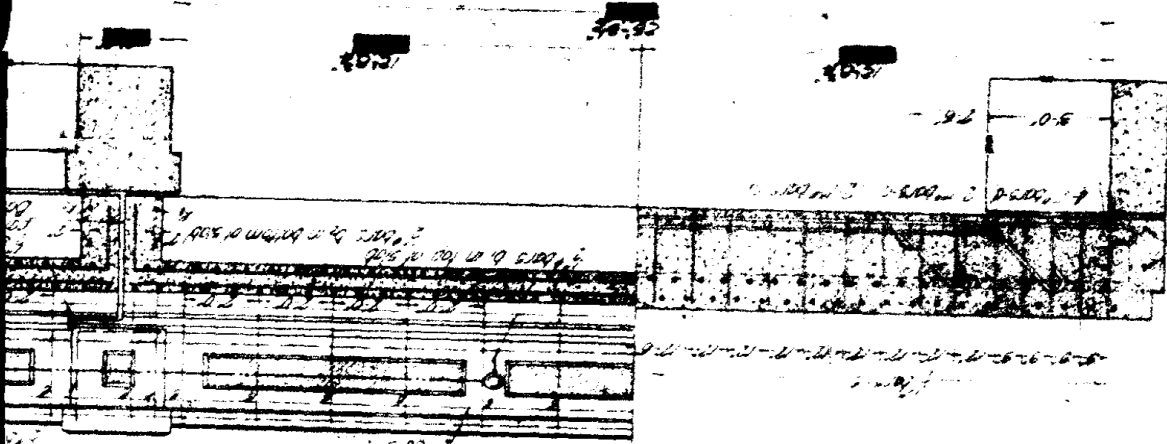
BAR NO.	SIZE	LENGTH	WEIGHT	NO. OF BARS	TOTAL WEIGHT
1	1/2"	10.0'	1.10	10	11.00
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29	3/8"	10.0'	0.55	10	5.50
30	1/4"	10.0'	0.28	10	2.80

NO. 100	DATE	BY
100		
100		
100		

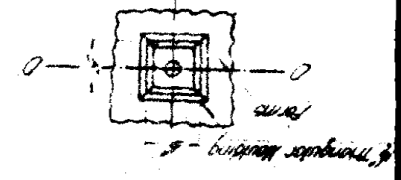


HALF SECTION AA
 HALF SECTION BB
 PARALLEL TO & ROAD

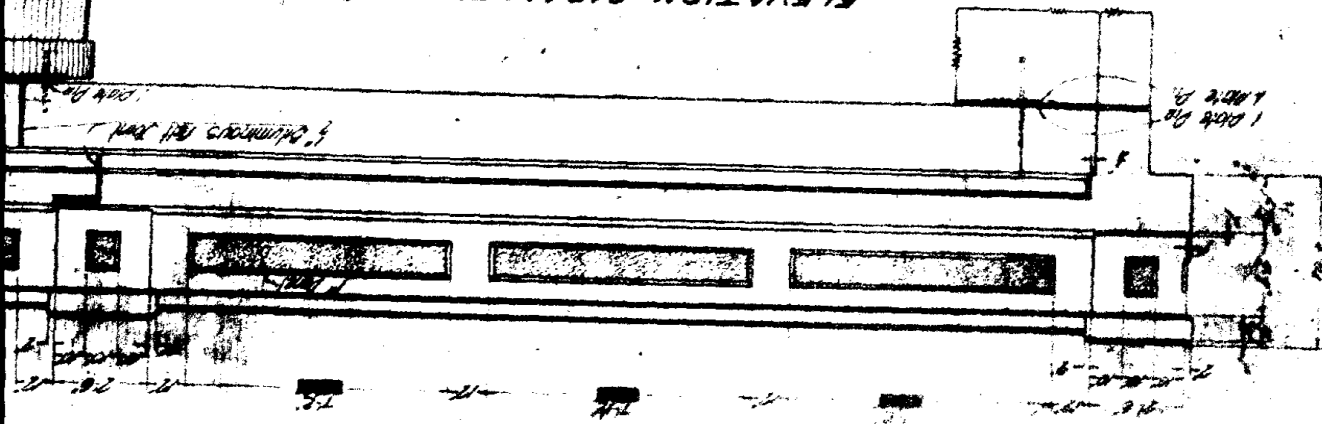
SECTION B-B



PLAN OF DRAIN BEAD



ELEVATION PARALLEL TO & OF ROAD



CLAY CO.
 #87
 KEEL #21

Bar No.	Length	Area	Weight	Remarks
1	10.0	0.10	1.57	
2	10.0	0.10	1.57	
3	10.0	0.10	1.57	
4	10.0	0.10	1.57	
5	10.0	0.10	1.57	
6	10.0	0.10	1.57	
7	10.0	0.10	1.57	
8	10.0	0.10	1.57	
9	10.0	0.10	1.57	
10	10.0	0.10	1.57	
11	10.0	0.10	1.57	
12	10.0	0.10	1.57	
13	10.0	0.10	1.57	
14	10.0	0.10	1.57	
15	10.0	0.10	1.57	
16	10.0	0.10	1.57	
17	10.0	0.10	1.57	
18	10.0	0.10	1.57	
19	10.0	0.10	1.57	
20	10.0	0.10	1.57	
21	10.0	0.10	1.57	
22	10.0	0.10	1.57	
23	10.0	0.10	1.57	
24	10.0	0.10	1.57	
25	10.0	0.10	1.57	
26	10.0	0.10	1.57	
27	10.0	0.10	1.57	
28	10.0	0.10	1.57	
29	10.0	0.10	1.57	
30	10.0	0.10	1.57	
31	10.0	0.10	1.57	
32	10.0	0.10	1.57	
33	10.0	0.10	1.57	
34	10.0	0.10	1.57	
35	10.0	0.10	1.57	
36	10.0	0.10	1.57	
37	10.0	0.10	1.57	
38	10.0	0.10	1.57	
39	10.0	0.10	1.57	
40	10.0	0.10	1.57	
41	10.0	0.10	1.57	
42	10.0	0.10	1.57	
43	10.0	0.10	1.57	
44	10.0	0.10	1.57	
45	10.0	0.10	1.57	
46	10.0	0.10	1.57	
47	10.0	0.10	1.57	
48	10.0	0.10	1.57	
49	10.0	0.10	1.57	
50	10.0	0.10	1.57	

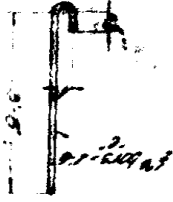
Bar No.	Length	Area	Weight	Remarks
1	10.0	0.10	1.57	
2	10.0	0.10	1.57	
3	10.0	0.10	1.57	
4	10.0	0.10	1.57	
5	10.0	0.10	1.57	
6	10.0	0.10	1.57	
7	10.0	0.10	1.57	
8	10.0	0.10	1.57	
9	10.0	0.10	1.57	
10	10.0	0.10	1.57	
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17	10.0	0.10	1.57	
18	10.0	0.10	1.57	
19	10.0	0.10	1.57	
20	10.0	0.10	1.57	
21	10.0	0.10	1.57	
22	10.0	0.10	1.57	
23	10.0	0.10	1.57	
24	10.0	0.10	1.57	
25	10.0	0.10	1.57	
26	10.0	0.10	1.57	
27	10.0	0.10	1.57	
28	10.0	0.10	1.57	
29	10.0	0.10	1.57	
30	10.0	0.10	1.57	
31	10.0	0.10	1.57	
32	10.0	0.10	1.57	
33	10.0	0.10	1.57	
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36	10.0	0.10	1.57	
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43	10.0	0.10	1.57	
44	10.0	0.10	1.57	
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46	10.0	0.10	1.57	
47	10.0	0.10	1.57	
48	10.0	0.10	1.57	
49	10.0	0.10	1.57	
50	10.0	0.10	1.57	

MAKE & PLATES AS SHOWN ON MAKE & PLATES ON HAND DIT

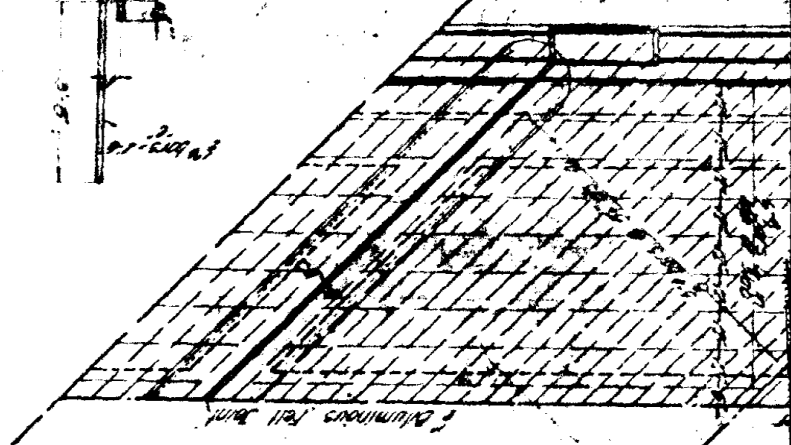
DATE: 11.1.55

REVISION: 1

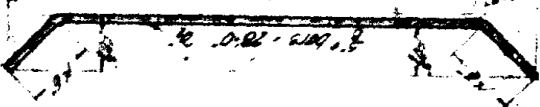
DETAIL OF BARS



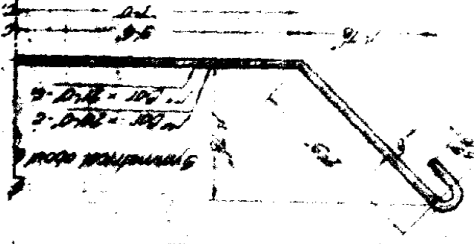
REINFORCEMENT IN TOP OF SLAB



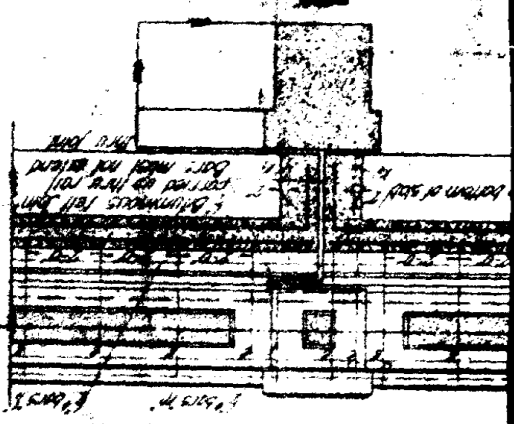
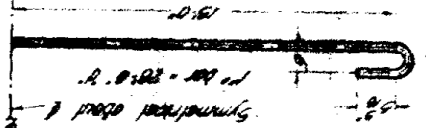
DETAIL OF BARS



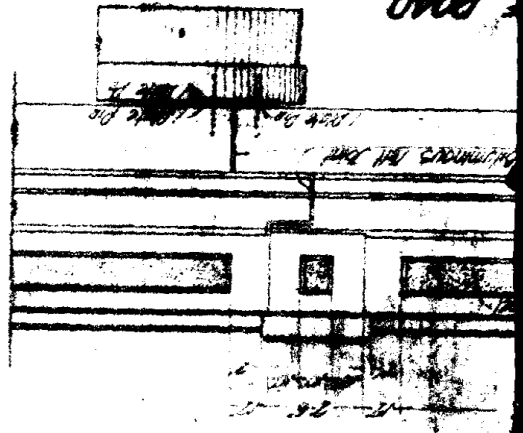
DETAIL OF BARS



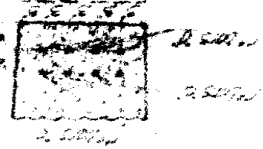
DETAIL OF BARS



ROAD



DETAIL OF GIRDER



DETAIL OF BARS



CLASS: CONCRETE SHALL BE USED THE HIGHEST STRENGTH CLASS THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND WORKMANSHIP AS SPECIFIED IN THE S.D. SPECIFICATIONS OF THE I.C. STATE WITH REVERSED FIGURES AND LETTERS TO THE CONTRACTOR. THE DESIGN OF THE CONCRETE SHALL BE RESPONSIBLE FOR THE CONTRACTOR. THE DESIGN OF THE CONCRETE SHALL BE RESPONSIBLE FOR THE CONTRACTOR. THE DESIGN OF THE CONCRETE SHALL BE RESPONSIBLE FOR THE CONTRACTOR.

GENERAL NOTE

DESIGN DATA

ASSUMED LIVE LOAD

IMPERFECT ALIGNMENT

STEEL IN TENSION

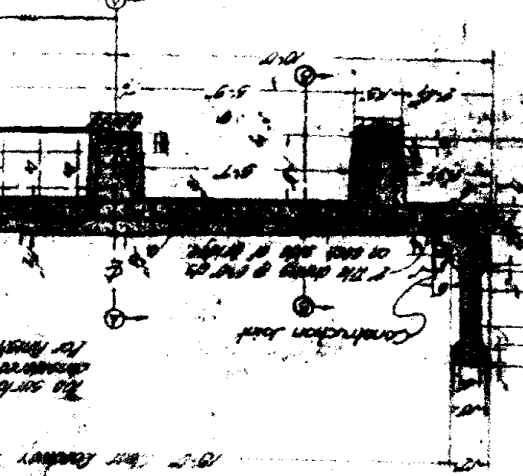
CONCRETE IN COMPRESSION

REINFORCEMENT SHALL BE DESIGN NOT TO BE CONSIDERED DEFORMED BARS

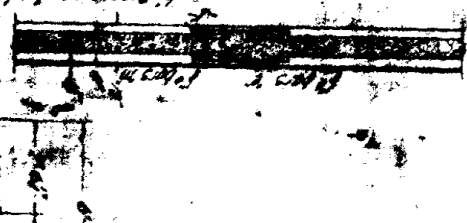
REINFORCEMENT SHALL BE DESIGN NOT TO BE CONSIDERED DEFORMED BARS

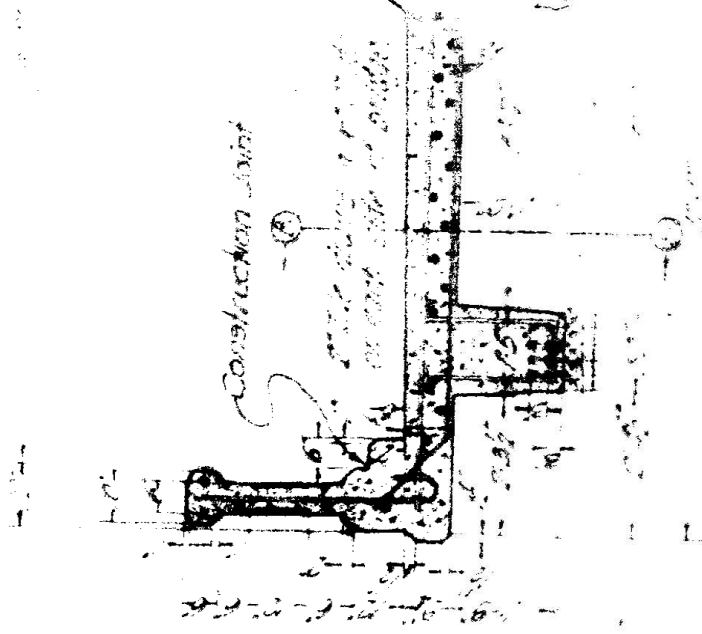
REINFORCEMENT SHALL BE DESIGN NOT TO BE CONSIDERED DEFORMED BARS

HALF INTERIOR SECTION WALL AT RIGHT ANGLES

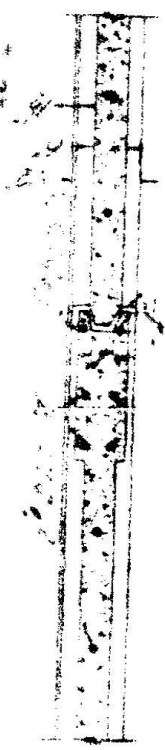


SECTION C-C



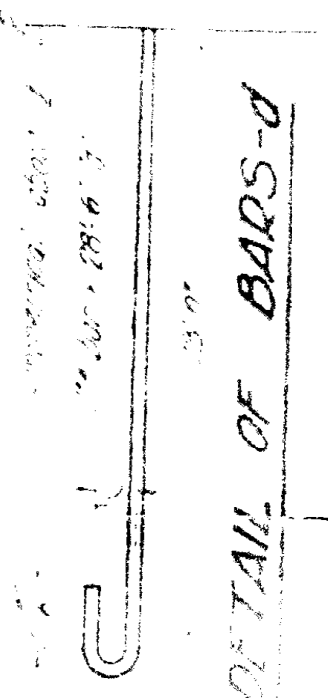


DETAIL OF GIRDER



SECTION C-C

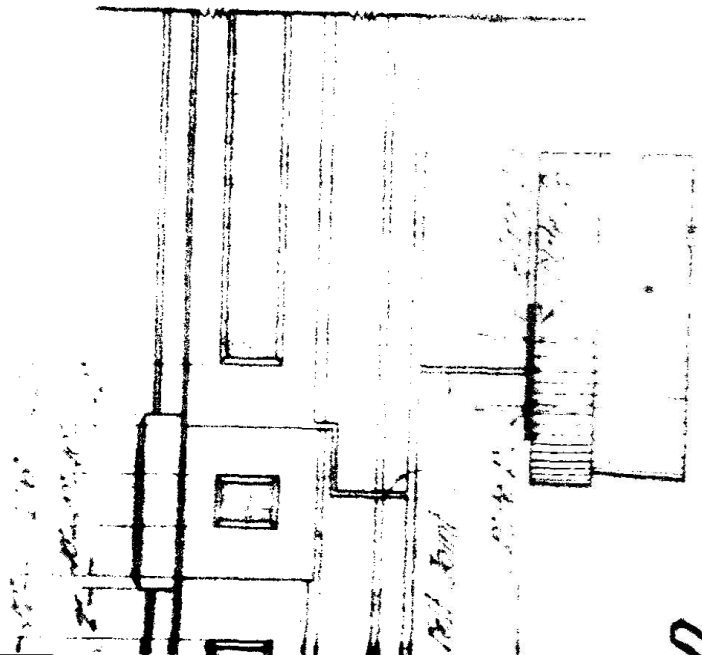
HALF INTERIOR SECTION AT RIGHT



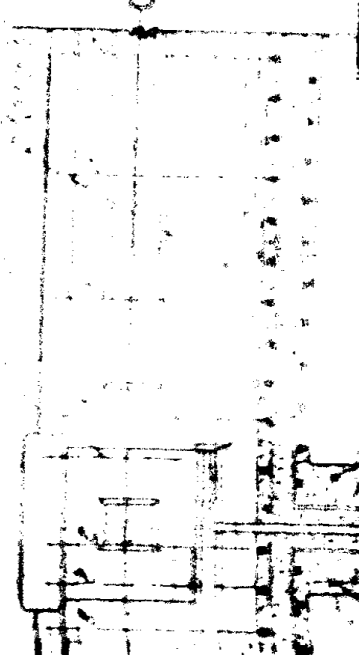
DETAIL OF BARS-D

DESIGN DATA

1. *[Faint handwritten notes]*
 2. *[Faint handwritten notes]*
 3. *[Faint handwritten notes]*
 4. *[Faint handwritten notes]*



Detail of Girder



Detail of Girder