STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

August 3, 2012

ADDENDUM #1

To: Plan Holders

From: Wanda H. Austin, PE Wanda H Austin
Proposals Engineer

RE:
Contract ID: DN00074
County: Clay
Letting Date: August 28, 2012

The invert elevations for pipe 4-1 and 4-2 have been revised to correct the hydraulic grade line of the system. A revised pipe data summary sheet is attached for your use.

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

I, _____ representing _____
(SIGNATURE)

Acknowledge receipt of Addendum #1.

Fourteenth Division Office
Phone: (828)586-2141 *253 Webster Road, Sylva, North Carolina 28779* *Fax: (828)586-4043*

6/21/00

COMPUTED BY: CBC	DATE: 01-18-12
CHECKED BY: RMS	DATE: 01-18-12

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.	SHEET NO.
BD-5114F	3-A

RIGHT OF WAY AREA DATA

PARCEL NO.	PROPERTY OWNERS NAMES	TOTAL ACREAGE	AREA TAKEN (sf)	AREA REMAINING RT. (Acre)	AREA REMAINING LT. (Acre)	CONST. EASE. (sf)	PERM. DRAIN. EASE. (sf)	TEMP. DRAIN. EASE. (sf)
1	KENNETH WEST, ET. UX.	–	6304	–	–		67	
2	CLAY IVESTER	–	285	–				
3	ELIZABETH ANNE KING	–	3468		–			
4	JAMES E. HYATT, JR.	–	2736	–				

PAVEMENT REMOVAL SUMMARY

IN SQUARE YARDS					
LINE	LOCATION	ASPHALT REMOVAL	ASPHALT BREAK-UP	CONCRETE REMOVAL	CONCRETE REMOVAL
–L–	10+25 TO 11+57.67	294.82			
–L–	12+00 TO 12+40.19	89.31			
	TOTAL	384.13			
	SAY	390			

Approximate quantities only. Unclassified excavation, borrow excavation, fine grading, clearing and grubbing, and removal of existing pavement will be paid for at the contract lump sum price for "grading".

NOTE: Invert Elevations are for Bid Purposes only and shall not be used for project construction stakeout. See "Standard Specifications For Roads and Structures, Section 300-5".

SUB-REGIONAL & REGIONAL LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48" & UNDER)

STATION / SIZE / THICKNESS OR GAUGE	LOCATION (LT,RT, OR CL)	STRUCTURE NO. FROM	STRUCTURE NO. TO	TOP ELEVATION	INVERT ELEVATION	INVERT ELEVATION	SLOPE CRITICAL	DRAINAGE PIPE (RCP, CSP, CAAP, HDPE, or PVC) 12"	15"	18"	24"	30"	36"	42"	48"	DO NOT USE RCP	DO NOT USE CSP	DO NOT USE CAAP	DO NOT USE HDPE	C.S. PIPE 12"	15"	18"	24"	36"	42"	48"	R.C. PIPE (CLASS III) 15"	18"	24"	30"	36"	42"	48"	R.C. PIPE (CLASS IV) 12"	15"	18"	24"	30"	36"	42"	48"
																				.064	.064	.064	.064	.079	.109	.109															
–L– 11+05	LT	4-2		1715.82	1712.49																																				
–L– 11+05	LT	4-2	OUT		1712.49	1711.90																					16														
–L– 11+20	LT	4-1	4-2		1712.61	1712.49																												28							
–L– 11+33	LT	4-1		1715.86	1712.61																																				
TOTAL																											16							28							

STATION	*** R.C. PIPE (CLASS V)	*** R.C. PIPE CULVERTS, CONTRACTOR DESIGN PIPE	*** R.C. PIPE CULVERTS, CONTRACTOR DESIGN PIPE	15" SIDE DRAIN PIPE	18" SIDE DRAIN PIPE	ENDWALLS STD. 838.01, STD. 838.11 OR STD. 838.80 (UNLESS NOTED OTHERWISE) CU. YDS. R.C.P.	CU. YDS. C.S.P.	QUANTITIES FOR DRAINAGE STRUCTURES * TOTAL L.F. FOR PAY QUANTITY SHALL BE COL. "A" + (1.3 X COL. "B") PER EACH (0' THRU 5.0')	LIN. *FT. A 5.0' THRU 10.0'	LIN. *FT. B 10.0' AND ABOVE	C.B. STD. 840.01 OR STD. 840.02	FRAME, GRATES AND HOOD STANDARD 840.03 TYPE OF GRATE E	F	G	CONCRETE TRANSITIONAL SECTION CATCH BASIN	DROP INLET	T.B.D.I. STD. 840.35	T.B.D.I FRAME WITH TWO GRATES STD. 840.29				CORR. STEEL ELBOWS NO. & SIZE	CONC. COLLARS CL. "B" C.Y. STD 840.72	CONC. & BRICK PIPE PLUG, C.Y. STD. 840.71	PIPE REMOVAL LIN.FT.	REMARKS
–L– 11+05								1								1		1	1								
–L– 11+05																											
–L– 11+20																											
–L– 11+33								1								1		1	1								
TOTAL								2								2		2	2								

ABBREVIATIONS

C.B.	CATCH BASIN
N.D.I.	NARROW DROP INLET
D.I.	DROP INLET
G.D.I.	GRATED DROP INLET
G.D.I. (N.S.)	GRATED DROP INLET (NARROW SLOT)
J.B.	JUNCTION BOX
M.H.	MANHOLE
T.B.D.I.	TRAFFIC BEARING DROP INLET
T.B.J.B.	TRAFFIC BEARING JUNCTION BOX

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.
G = GATING IMPACT ATTENUATOR TYPE 350
NG = NON-GATING IMPACT ATTENUATOR TYPE 350

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH STRAIGHT	LENGTH SHOP CURVED	LENGTH DOUBLE FACED	WARRANT POINT APPROACH END	WARRANT POINT TRAILING END	"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH APPROACH END	FLARE LENGTH TRAILING END	W APPROACH END	W TRAILING END	ANCHORS XI MOD	XI	GRAU 350	M-350	TYPE III	CAT-1	B-77	BIC	AT-1	IMPACT ATTENUATOR TYPE 350 EA	G	NG	SINGLE FACED GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
–L–	10+48.12	11+47.04	RT	100				11+47.04	4	6	81.85		6				1		1											
–L–	10+49.32	11+46.57	LT	100			11+46.57		4	6		77		4.5			1		1											
–L–	12+29.20	13+37.20	RT	112.5			12+29.20		4	6		89.25		1			1		1											
–L–	12+29.20	13+37.20	LT	112.5				12+29.20	4	6	89.25		1				1		1											
		SUBTOTAL		425													4		4											
		LESS DEDUCTIONS FOR ANCHORS																												
		GRAU-350 4 @ 50'=		–200																										
		TYPE III 4 @ 25'=		–100																										
		PROJECT TOTALS:		125																										
		ADDITIONAL GUARDRAIL POSTS=5 EA.																												

SYTLEFT$$ CN$$ $$ LINE$$ RNAE$$ $$