

**ADDENDUM NUMBER ONE
TO
CHESTNUT MOUNTAIN PARK MAIN ENTRANCE - PHASE 2 STREAMBANK REPAIRS
CANTON, NORTH CAROLINA**

This Addendum Number ONE is issued this nineteenth day of October 2026, to all parties who hold a set of Bidding Documents for the project entitled: "Chestnut Mountain Park Main Entrance - Phase 2 Streambank Repairs". This Addendum No. 1 shall become part of the Contract Documents and its receipt shall be acknowledged on the Bid Form (Article 3.01) at the time of bidding. Bidders shall include all costs associated with the revisions described herein in their Bid. No separate payment will be made except as provided in the Bid Schedule.

GENERAL:

- The erosion and sedimentation control (E&SC) measures in the Drawings have been revised to match the E&SC plan submitted to NCDEQ-DEMLR. Revised Sheets G-001, G-002, C-100, C-101, C-102, C-103, C-201, C-202 and C-500 are attached and replace the same sheets in the Bidding Documents. The revised E&SC sheets reflect the plan submitted to NCDEQ-DEMLR. Any future agency comments requiring additional revisions will be addressed by subsequent addendum if received prior to bid opening. The principal changes are:
 - a. The silt fence along Hominy Creek is changed to super silt fence (Detail EC-3, Sheet C-500): run SF-1 at Area 1 (approximately 174 LF, Sheet C-101) and run SF-2 at Area 2 (approximately 555 LF, Sheets C-102 and C-202), approximately 730 LF total. Super silt fence is used in place of double row silt fence because of the limited space between the work and the creek.
 - b. Sediment wattle rows (Detail EC-22, Sheet C-500) are shown upslope of the super silt fence: 127 LF at the new top of bank in Area 1 (Sheet C-101), with the ends turned upslope, and 447 LF and 229 LF rows on the regraded Area 2 bank (Sheets C-102 and C-202).
 - c. The dewatering filter bag on a stone pad (Detail M-77) is located on Sheet C-101 (Erosion Control Note 1). All E&SC measures are located inside the limits of disturbance shown on Sheet C-100.
 - d. Sheet G-002 adds an Erosion Control Maintenance Plan, final-phase removal of temporary measures, and the NCDOT Special Provision 38 requirement that erosion and traffic control devices be in place before work in the US 19-23 right-of-way.
- Gabion Wall Material Revision: Revise the gabion wall specified on Sheets W100 through W400 and related specifications to require PVC (vinyl) coated galvanized wire mesh gabions in lieu of galvanized wire mesh gabions. All gabion baskets, mattresses, lacing wire, spiral binders, and related components shall be PVC-coated over galvanized steel. All other requirements of the Contract Documents remain unchanged.
- Section 013000 - Measurement and Payment, Item 4 - Erosion & Sediment Control: Delete the first sentence after "Lump sum." and replace it with the following: "Includes installation, maintenance, and removal of all erosion and sediment control measures required by the NCDEQ-approved E&SC plan, including super silt fence (Detail EC-3), silt fence outlets, sediment wattles, construction entrance, dewatering filter bag and stone pad, concrete washout containment, and temporary

stabilization." The remainder of Item 4 is unchanged. Item 4 remains a lump sum item and the Bid Form is unchanged.

QUESTIONS AND RESPONSES:

The following questions have been received by prospective bidders and responses provided below:

- 1) Will the engineer provide further design parameters for the bypass pump around?
 - a) The Engineer will not provide a detailed bypass pumping design. Bypass sizing, equipment selection, contingency planning, operational procedures, and overall implementation shall be the responsibility of the Contractor and shall be sufficient to safely complete the Work. The bypass system is intended to manage normal baseflow conditions and minor rainfall events anticipated during construction. Continuous operation of the bypass for the full duration of the project is not required. The bypass shall be installed, operated, maintained, and removed as necessary to facilitate completion of the work requiring flow diversion.
 - b) Reference rainfall and flow information for planning purposes is provided below. Rainfalls are from NOAA Atlas 14 for a 24-hr duration. Discharges are from USGS Streamstats Peak Flow Statistics. The rainfall and discharge information are intended solely to assist bidders in understanding general site conditions. The information is not a guarantee or representation of actual conditions and shall not be relied upon as sole design criteria for bypass pumping or dewatering systems. The Contractor shall be responsible for independently determining the capacity and configuration of all temporary flow diversion measures required to complete the Work.
 - (1) Approximate 2-year rainfall and corresponding discharge: 2.94 inches, 713 cfs
 - (2) Approximate 5-year rainfall and corresponding discharge: 3.61 inches, 1280 cfs
 - c) The pump around is provided as a means to allow construction activities to occur in the dry. The size, configuration, and operation of the bypass system shall be the responsibility of the Contractor. The Contractor may propose alternative methods for maintaining flow and/or passing water through the site, provided such methods comply with all applicable permit requirements and regulatory conditions. Any additional permitting required as a result of the Contractor's means and methods shall be obtained at the Contractor's expense.
- 2) Will the contractor need to secure any additional permits?
 - a) Permits required for the project have been obtained by the Owner. The Contractor shall remain responsible for securing any permits, approvals, notifications, licenses, or certifications associated with its means and methods, equipment, staging activities, haul routes, or other contractor-selected operations, if applicable.
- 3) Will the gabion baskets require geogrid in between the mattresses?
 - a) No. Geogrid is not included as part of the design between gabion mattresses. The design includes geotextile fabric in these locations as shown on Sheet W400 and no additional geogrid is required.
- 4) What is the permissible bridge loading for the downstream bridge?
 - a) The bridge was designed for an equivalent HL-93 load rating. The term *equivalent* is intentionally used as the design loading configuration does not exactly match the AASHTO HL-93 loading requirements. Specifically, the continuous design lane load of 0.64 kips per linear

foot (640 lbs/ft) simultaneously with the design truck as prescribed by AASHTO was not applied. The intended use of the bridge would not ordinarily accommodate continuous bumper-to-bumper traffic as a realistic loading condition.

b) The design loading used for the bridge consisted of the following:

(1) Design Truck: Three-axle truck with a total weight of 72 kips or 72,000 lbs, consisting of an 8-kip front axle and two 32-kip rear axles spaced 14 feet apart.

(2) Design Tandem: Two 25-kip axles spaced 4 feet apart, for a total load of 50 kips or 50,000 lbs.

c) The Contractor shall be responsible for verifying that proposed construction vehicles, equipment, and loading conditions are compatible with the bridge design loading and intended use.

5) What is the intent of the erosion control measures along the bank in the grading section between bridges?

a) The erosion control measures shown in this area are intended to prevent sediment and newly disturbed soils from entering the stream during construction activities. The silt fence shown on the plans is the basis of design. Alternative erosion and sediment control measures may be proposed by the Contractor, provided such measures meet or exceed the performance requirements of the plans and comply with applicable NCDEQ standards and permit requirements.

6) Would the contractor be permitted to install another stream bypass for the placing of riprap under the downstream bridge?

a) No. Construction of an additional stream bypass in this location is not consistent with the project design intent and is not permitted. Riprap placement beneath the downstream bridge shall be completed to the maximum practical extent from the adjacent wingwall and bank areas without implementation of a secondary bypass system. At a minimum, riprap shall be placed a distance of 2 feet beneath the bridge, measured from the face of the bridge structure.

ATTACHMENTS:

- REVISED SHEETS G-001 AND G-002 (GENERAL NOTES)
- REVISED SHEETS C-100, C-101, C-102 AND C-103 (EROSION CONTROL PLANS)
- REVISED SHEETS C-201 AND C-202 (PROPOSED PLANS)
- REVISED SHEET C-500 (EROSION CONTROL DETAILS)

END OF ADDENDUM NO. 1

This Addendum Number ONE is issued this nineteenth day of October 2026.

MICHAEL HANSON, PE, LEED AP



5400 Trinity Road, Suite 107
Raleigh, North Carolina 27607
919-378-9111
Firm License No.: C-0459

PROJECT NO. 25.03006



A. CONTRACT

- ## CONCRETE

- ## DRAINAGE

- ## EXCAVATIONS

- STRUCTURAL FILL

- ## COMMON FILL

- ## RIP-RAP

- ## ASSESSMENT OF MATERIAL FOR USE AS FILL

- ## GABION WALL

- ## TEMPORARY STREAM BYPASS AND DEWATERING

- ### CMP CULVERT EXTENSION

- ## PHASE 1 INTERFACE

- ## CONSTRUCTION SEQUENCE

- ## PERMITS AND COORDINATION

- ## SITE STAGING AND STOCKPILING

- | | |
|--|--|
| | |
| | |



NO.	
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NOT TO SCALE

(ORIGINAL SIZE: 22"x34")

OFFICE MANAGER	DESIGNER
M. GATHEY	M. FLYNN

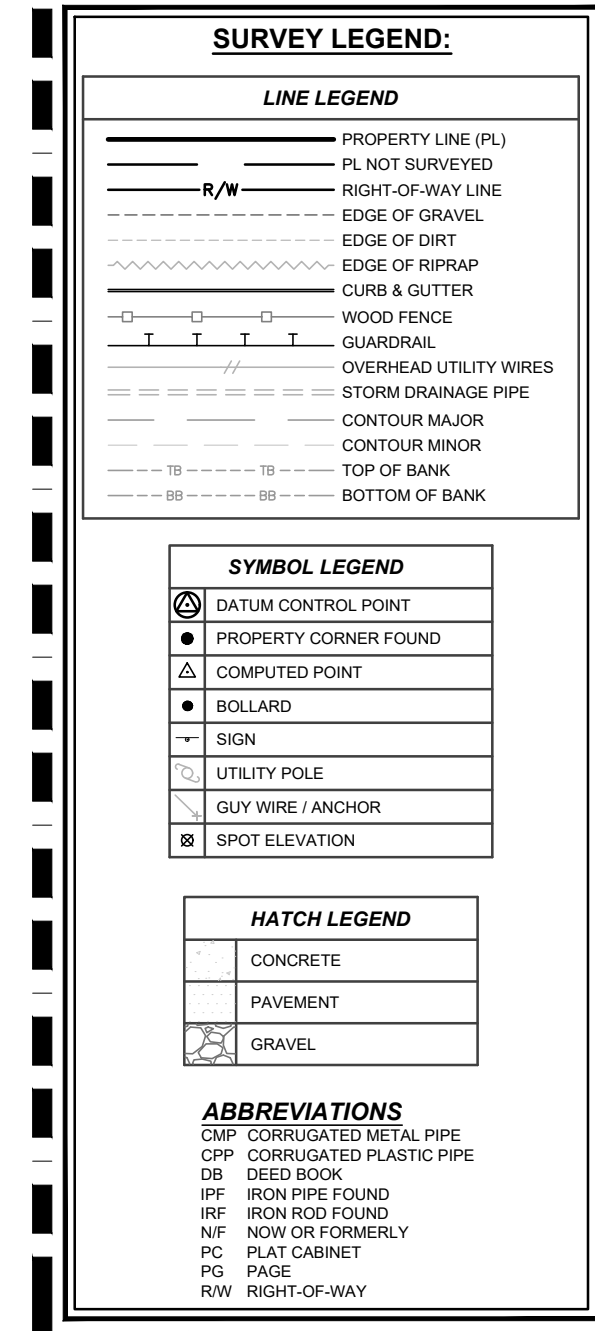
M. CATHEY	M. FLYNN
PROJECT MANAGER	REVIEWER

GENERAL NOTES 2 OF 2

DATE	PROJECT #	FUNDING
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SHEET

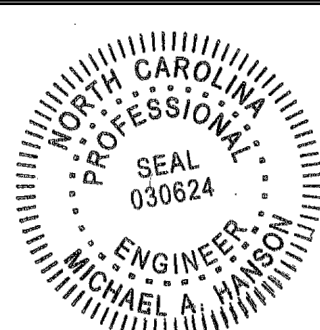
G-002



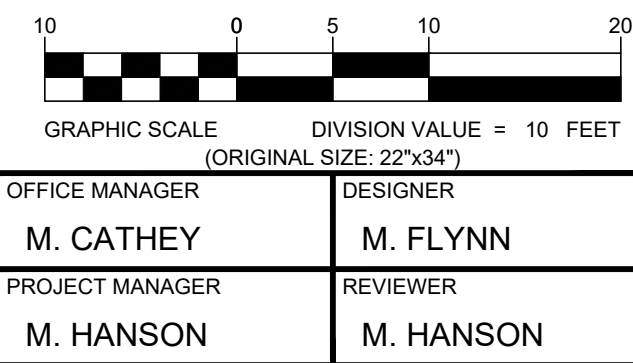
EROSION CONTROL CONTACT RESPONSIBLE FOR MAINTENANCE
LISA STINNETT, TOWN MANAGER
TOWN OF CANTON
LSTINNETT@CANTONNC.COM

LINE TABLE: BASELINE 1: HOMINY CREEK			
STATION	DEFLECTION	DIR	DISTANCE
0+00.00			12.89
0+12.89	15°35'59.83"	RT	28.5
0+41.39	16°19'29.36"	RT	31.21
0+72.60	24°54'35.65"	RT	47.76
1+20.36	06°11'31.74"	RT	5.23
1+25.59	00°10'28.45"	RT	29.22
1+54.81	01°10'24.11"	RT	38.86
1+93.67	15°06'26.49"	LT	13.92
2+07.59	00°37'12.78"	LT	22.37
2+29.96	28°05'16.45"	LT	80.18
3+10.14	14°26'55.60"	LT	53.35
3+63.49	05°05'34.87"	RT	83.74
4+47.23	00°01'02.73"	RT	16.03
4+63.26	00°41'12.48"	LT	101.23
5+64.49	09°13'41.71"	RT	127.64
6+92.14	07°24'03.95"	LT	155.08
8+47.22	04°38'59.89"	LT	166.26
10+13.48	13°10'12.60"	LT	103.98
11+17.46	43°13'51.78"	RT	8.06
11+25.52	48°11'45.33"	LT	23.74
11+49.26	20°55'19.22"	RT	44.66
11+93.92	06°31'49.76"	LT	23.28
12+17.20	07°30'38.14"	LT	41.23
12+58.43			

LINE & CURVE TABLE: BASELINE 2: BOTTOM OF WALL					
STATION	DEFLECTION	DIR	DISTANCE	RADIUS	DELTA
0+00.00			75.34	172.24	25°03'47" 15° RT
0+75.34	04°42'34.79"	LT	53.5		
1+28.84					

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CHESTNUT MOUNTAIN
STREAMBANK REPAIRS
TOWN OF CANTON
CANTON, NORTH CAROLINA

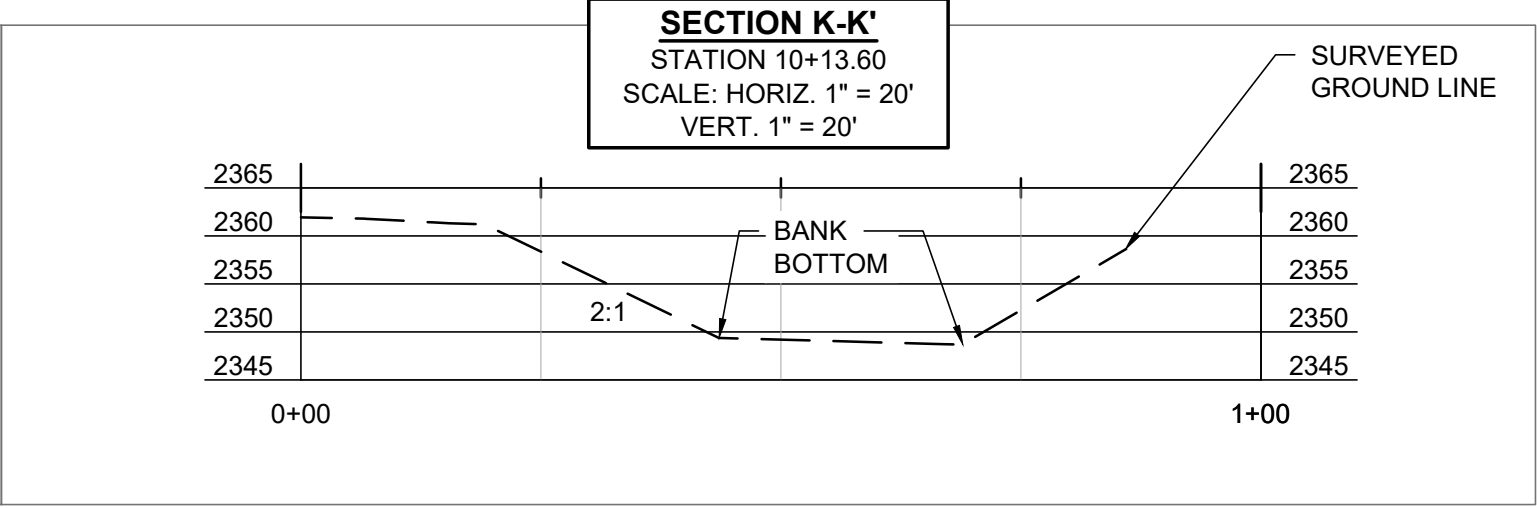
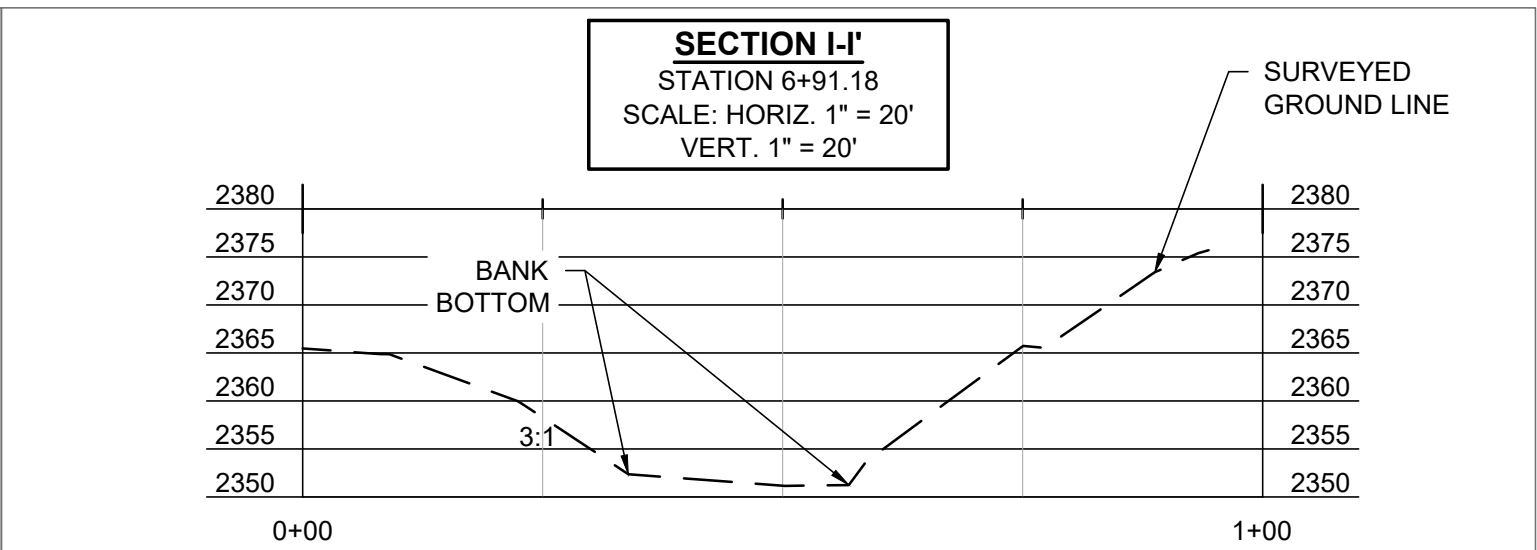
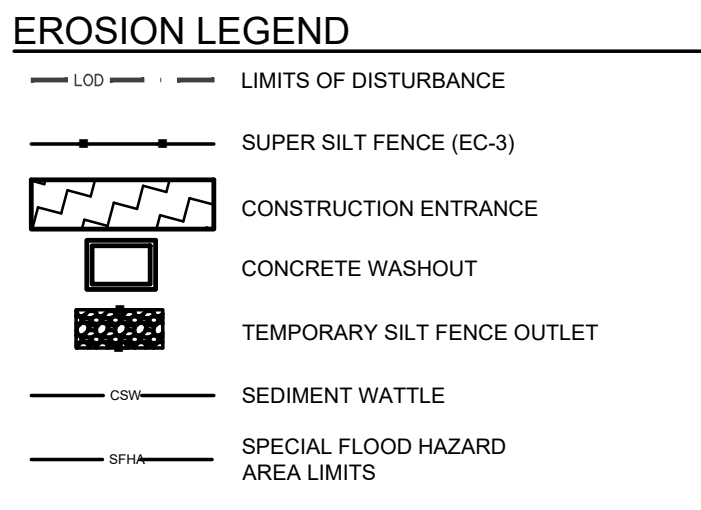


CHESTNUT MNT MAIN ENTRANCE EX
CONDITIONS AND EC PLAN
PHASE 2

DATE	PROJECT #	FUNDING #
SEPTEMBER 2026	25.03006	N/A

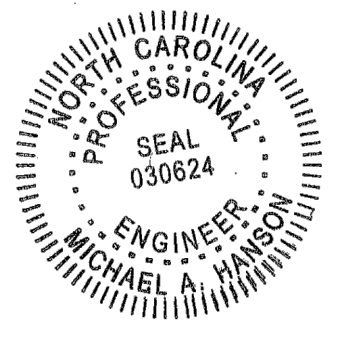
SHEET

C-101



LINE TABLE: CENTERLINE ALIGNMENT - HOMINY CREEK				
STATION	DEFLECTION		BEARING	DISTANCE
0+00.00			N 79°34'43.24" E	12.89
0+12.89	15°35'59.83"	RT	S 84°49'16.93" E	28.5
0+41.39	16°19'29.36"	RT	S 68°29'47.57" E	31.21
0+72.60	24°54'35.65"	RT	S 43°35'11.92" E	47.76
1+20.36	06°11'31.74"	RT	S 37°23'40.18" E	5.23
1+25.59	00°10'28.45"	RT	S 37°13'11.73" E	29.22
1+54.81	01°10'24.11"	RT	S 36°02'47.62" E	38.86
1+93.67	15°06'26.49"	LT	S 51°09'14.10" E	13.92
2+07.59	00°37'12.78"	LT	S 51°46'26.89" E	22.37
2+29.96	28°05'16.45"	LT	S 79°51'43.34" E	80.18
3+10.14	14°26'55.60"	LT	N 85°41'21.07" E	53.35
3+63.49	05°05'34.87"	RT	S 89°13'04.07" E	83.74
4+47.23	00°01'02.73"	RT	S 89°12'01.34" E	16.03
4+63.26	00°41'12.48"	LT	S 89°53'13.82" E	101.23
5+64.49	09°13'41.71"	RT	S 80°39'32.11" E	127.64
6+92.14	07°24'03.95"	LT	S 88°03'36.06" E	155.08
8+47.22	04°38'59.89"	LT	N 87°17'24.05" E	166.26
10+13.48	13°10'12.60"	LT	N 74°07'11.45" E	103.98
11+17.46	43°13'51.78"	RT	S 62°38'56.77" E	8.06
11+25.52	48°11'45.33"	LT	N 69°09'17.90" E	23.74
11+49.26	20°55'19.22"	RT	S 89°55'22.88" E	44.66
11+93.92	06°31'49.76"	LT	N 83°32'47.36" E	23.28
12+17.20	07°30'38.14"	LT	N 76°02'09.22" E	41.22
12+58.43				

EROSION CONTROL CONTACT RESPONSIBLE FOR MAINTENANCE
LISA STINNETT, TOWN MANAGER
TOWN OF CANTON
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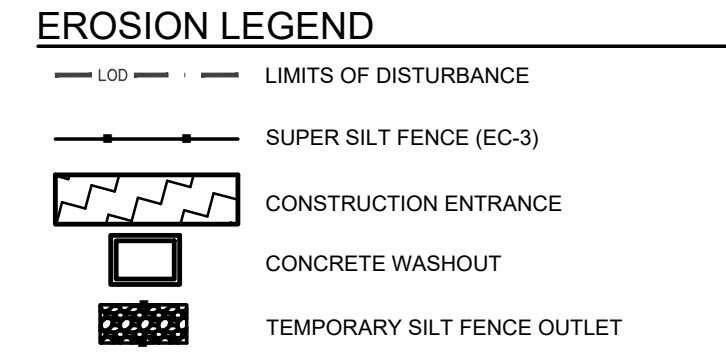
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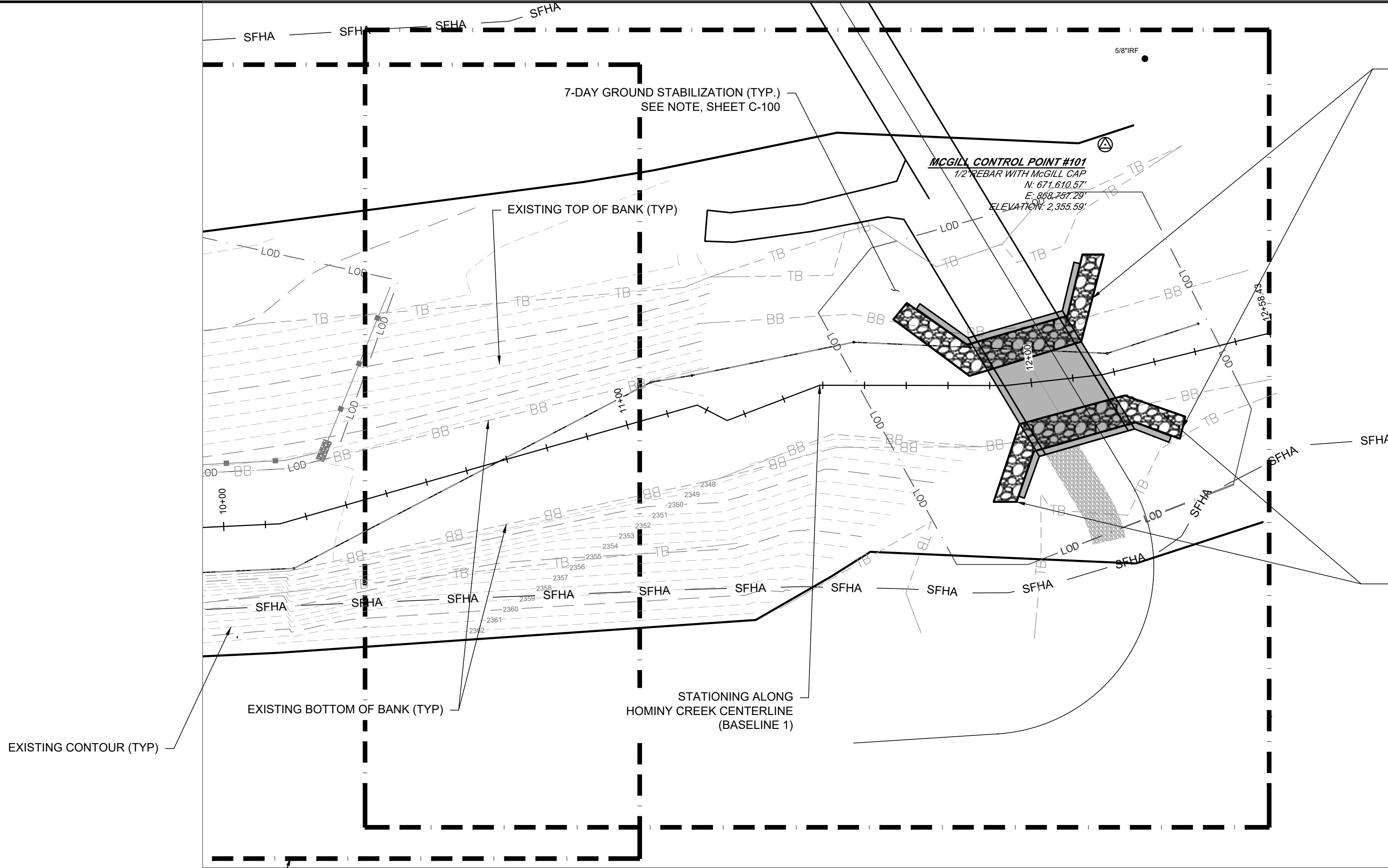
GRAPHIC SCALE DIVISION VALUE = 20 FEET
(ORIGINAL SIZE: 22"x34")

OFFICE MANAGER	DESIGNER
M. CATHEY	M. FLYNN
PROJECT MANAGER	REVIEWER
M. HANSON	M. HANSON

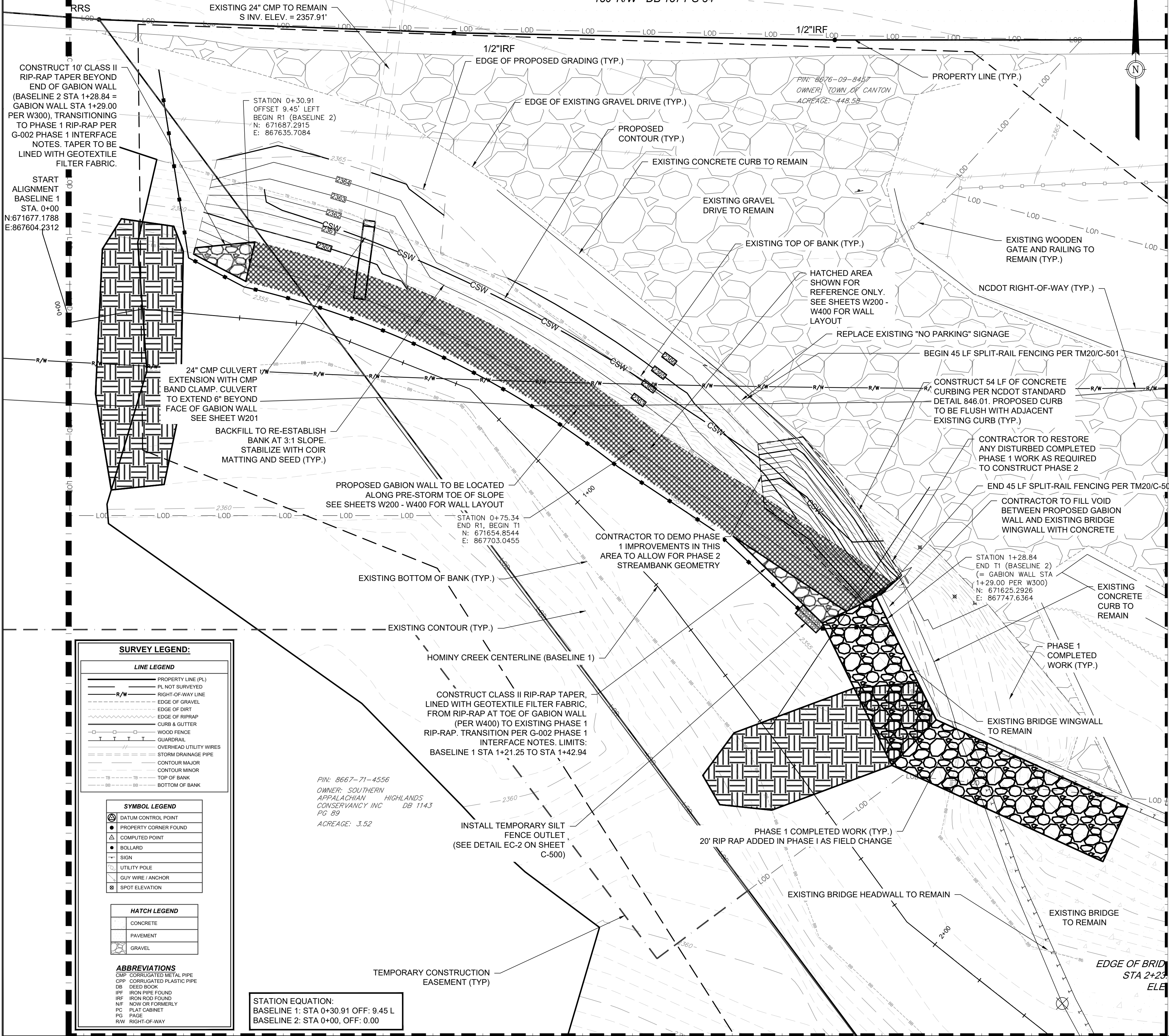
SHEET
C-102



EROSION CONTROL CONTACT RESPONSIBLE FOR MAINTENANCE
LISA STINNETT, TOWN MANAGER
TOWN OF CANTON
LSTINNETT@CANTONNC.COM



U.S. 19-23 ASHEVILLE HIGHWAY
150' R/W - DB 157 PG 34



NOTE:

EXISTING CONDITIONS SHOWN ARE BASED ON A COMPOSITE OF TOPOGRAPHIC SURVEYS BY MCGILL ASSOCIATES, DATED 03/31/2025 & 04/04/2025. GRADES WITHIN THE HATCHED AREA REPRESENTING PHASE 1 MAY NOT REFLECT POST-CONSTRUCTION FIELD CONDITIONS. CONTRACTOR SHALL FIELD-VERIFY EXISTING GRADES PRIOR TO CONSTRUCTION.

LINE TABLE: BASELINE 1: HOMINY CREEK			
STATION	DEFLECTION	DIR	DISTANCE
0+00.00			12.89
0+12.89	15°35'59.83"	RT	28.5
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1+20.36	06°11'31.74"	RT	5.23
1+25.59	00°10'28.45"	RT	29.22
1+54.81	01°10'24.11"	RT	38.86
1+93.67	15°06'26.49"	LT	13.92
2+07.59	00°37'12.78"	LT	22.37
2+29.96	28°05'16.45"	LT	80.18
3+10.14	14°26'55.60"	LT	53.35
3+63.49	05°06'34.87"	RT	83.74
4+47.23	00°01'02.73"	RT	16.03
4+63.26	00°41'12.48"	LT	101.23
5+64.49	09°13'41.71"	RT	127.64
6+92.14	07°24'03.95"	LT	155.08
8+47.22	04°38'59.89"	LT	166.26
10+13.48	13°10'12.60"	LT	103.98
11+17.46	43°13'51.78"	RT	8.06
11+25.52	48°11'45.33"	LT	23.74
11+49.26	20°55'19.22"	RT	44.66
11+93.92	06°31'49.76"	LT	23.28
12+17.20	07°30'38.14"	LT	41.23
12+58.43			

LINE & CURVE TABLE: BASELINE 2: BOTTOM OF WALL					
STATION	DEFLECTION	DIR	DISTANCE	RADIUS	DELTA
0+00.00			75.34	172.24	25°03'47.15" RT
0+75.34	04°42'34.79"	LT	53.5		
1+28.84					

BASILINE 2 STATIONING CORRESPONDS TO GABION WALL STATIONING ON SHEETS W201 AND W300 (BASELINE 2 STA 0+00 = GABION WALL STA 0+00.00). END STATIONS DIFFER BY 0.16' DUE TO ROUNDING ON W300.

SURVEY LEGEND:

LINE LEGEND

- PROPERTY LINE (PL)
- PL NOT SURVEYED
- RIGHT-OF-WAY LINE
- EDGE OF GRAVEL
- EDGE OF DIRT
- EDGE OF RIPRAP
- CURB & GUTTER
- WOOD FENCE
- GUARDRAIL
- OVERHEAD UTILITY WIRES
- STORM DRAINAGE PIPE
- CONTOUR MAJOR
- CONTOUR MINOR
- TOP OF BANK
- BOTTOM OF BANK

SYMBOL LEGEND

- DATUM CONTROL POINT
- PROPERTY CORNER FOUND
- COMPUTED POINT
- BOLLARD
- SIGN
- UTILITY POLE
- GUY WIRE / ANCHOR
- SPOT ELEVATION

HATCH LEGEND

- CONCRETE
- PAVEMENT
- GRAVEL

ABBREVIATIONS

- CMP CORRUGATED METAL PIPE
- CPV CORRUGATED PLASTIC PIPE
- DB BED ROCK
- IRF IRON PIPE FOUND
- IRF IRON ROD FOUND
- NF NOW OR FORMERLY
- PC PLAT CABINET
- PG PAGE
- R/W RIGHT-OF-WAY

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Asheville, NC 28801
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4/30/26	MBF	ADDED G-002, FENCING, RESTATIONED ALIGNMENTS ALONG CL	
NO.	DATE	BY	DESCRIPTION

CHESTNUT MOUNTAIN
STREAMBANK REPAIRS
TOWN OF CANTON
CANTON, NORTH CAROLINA

10 0 5 10 20
GRAPHIC SCALE DIVISION VALUE = 10 FEET (ORIGINAL SIZE: 22"x34")

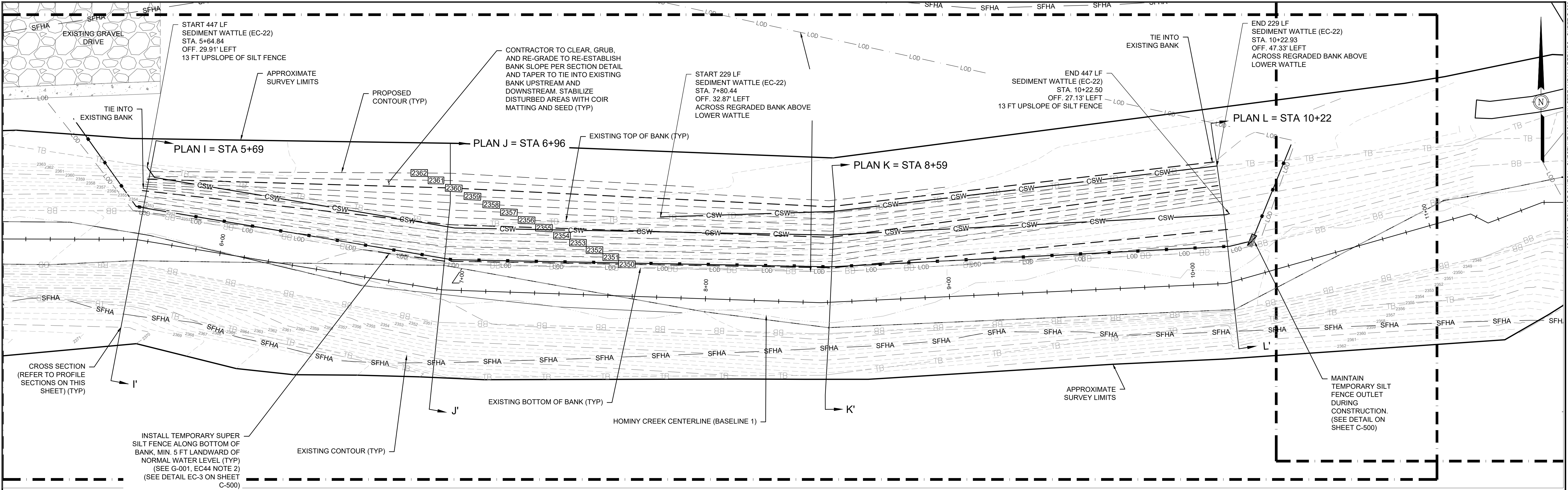
OFFICE MANAGER	DESIGNER
M. CATHEY	M. FLYNN
PROJECT MANAGER	REVIEWER
M. HANSON	M. HANSON

CHESTNUT MNT MAIN ENTRANCE
REPAIR ENGINEERING PLAN
PHASE 2

DATE	PROJECT #	FUNDING #
SEPTEMBER 2026	25.03006	N/A

SHEET
C-201

P:\2025\25.03006-CANTON\NC-CHESTNUT MTN MAIN ENTRANCE PERDRAWINGS\SHEET\SPHASE 2\25.03006 PHASE 2 PLANS - FOR FINAL.DWG PLOT DATE: 10/7/2026 3:09 PM MICHAEL FLYNN



SURVEY LEGEND:

LINE LEGEND

- PROPERTY LINE (PL)
- PL NOT SURVEYED
- RIGHT-OF-WAY LINE
- EDGE OF GRAVEL
- EDGE OF DIRT
- EDGE OF RIPRAP
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- GUARDRAIL
- OVERHEAD UTILITY WIRES
- STORM DRAINAGE PIPE
- CONTOUR MAJOR
- CONTOUR MINOR
- TOP OF BANK
- BOTTOM OF BANK

SYMBOL LEGEND

- DATUM CONTROL POINT
- PROPERTY CORNER FOUND
- COMPUTED POINT
- BOLLARD
- SIGN
- UTILITY POLE
- GUY WIRE / ANCHOR
- SPOT ELEVATION

HATCH LEGEND

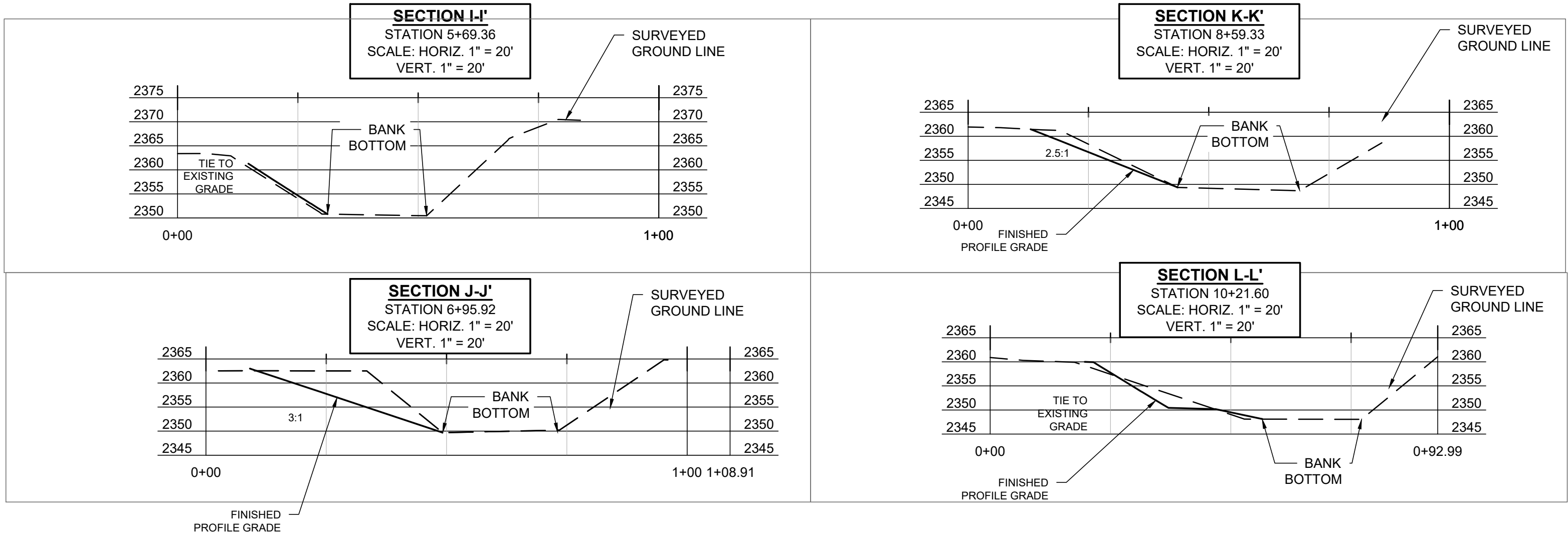
- CONCRETE
- PAVEMENT
- GRAVEL

ABBREVIATIONS

- CMP CORRUGATED METAL PIPE
- CPH CORRUGATED PLASTIC PIPE
- DB DEED BOOK
- IFP IRON PIPE FOUND
- IRF IRON ROD FOUND
- N/F NOW OR FORMERLY
- PC PLAT CABINET
- PG PAGE
- R/W RIGHT-OF-WAY

EROSION LEGEND

- LIMITS OF DISTURBANCE
- SUPER SILT FENCE (EC-3)
- CONSTRUCTION ENTRANCE
- CONCRETE WASHOUT
- TEMPORARY SILT FENCE OUTLET
- SEDIMENT WATTLE
- SPECIAL FLOOD HAZARD AREA LIMITS



- NOTES:**
- WORK MAY NOT EXTEND BEYOND BOTTOM OF BANK INTO HOMINY CREEK.

LINE TABLE: CENTERLINE ALIGNMENT - HOMINY CREEK				
STATION	DEFLECTION		BEARING	DISTANCE
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12+17.20	07°30'38.14"	LT	N 76°02'09.22" E	41.22
12+58.43				

55 Broad Street
Asheville, NC 28801
828.252.0575
NC Firm License # C-0459
mcgillassociates.com

NO.	DATE	BY	DESCRIPTION

CHESTNUT MOUNTAIN
STREAMBANK REPAIRS
TOWN OF CANTON
CANTON, NORTH CAROLINA

OFFICE MANAGER M. CATHEY	DESIGNER M. FLYNN
PROJECT MANAGER M. HANSON	REVIEWER M. HANSON

HOMINY CREEK STREAM RESTORATION
PLAN

DATE: SEPTEMBER 2026
PROJECT #: 25.03006
FUNDING #: N/A

SHEET
C-202

