



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

ADDENDUM 1
Rockingham County Four-Bay Salt Storage Building
Wentworth, NC SCO ID# 09-07377-011
July 28, 2014

PLEASE NOTE RECEIPT OF THIS ADDENDUM ON YOUR BID

Item 1: Pre-bid meeting:

A mandatory pre-bid meeting was held on Thursday, July 24, 2014; the pre-bid meeting sign-in sheet is attached to this addendum. After the meeting, all participants observed the proposed building location.

Item 2: Questions/Answers:

1. *Will water and power be available to the GC during construction?*
Yes.
2. *Will GC be required to provide jobsite toilet?*
Yes.
3. *Is there any epoxy coated reinforcement?*
No.
4. *May the CRS-2 asphalt coating be rolled on?*
The CRS-2 coating may be rolled or sprayed, contractor's option.
5. *According to S2, the concrete strengths are expressed at 4,000psi & 5,000psi. Per notes on S4 the concrete strengths are 3,000psi & 4,000psi. Please clarify.*
Notes on S2 are correct. The general notes have been updated.
6. *Re: 1/S2 – No top of footing elevation is shown. No depth dimensions are shown on S3. The sloped site was discussed at the pre-bid meeting. Please provide existing surface grades and top of footing elevations.*
Top of footing elevation was noted on S2 plan notes as -1'-0" below asphalt. However, that has been changed to reflect slope of site. The foundation plan and front elevation have been revised to reflect footing steps and elevations. See attached sheet for elevations taken at the building site.
7. *Re: 1,2,3/S3 – No frieze board is shown where the soffit touches the beam/gable. Will this be a caulk joint?*
The frieze board was not shown because of potential difficulty installing, especially on detail 3/S3. This joint may be caulked.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
FACILITIES MANAGEMENT DIVISION
1525 MAIL SERVICE CENTER
RALEIGH NC 27699-1525

TELEPHONE: 919-707-4540
FAX: 919-715-0399

WEBSITE: WWW.NCDOT.GOV

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC 27601

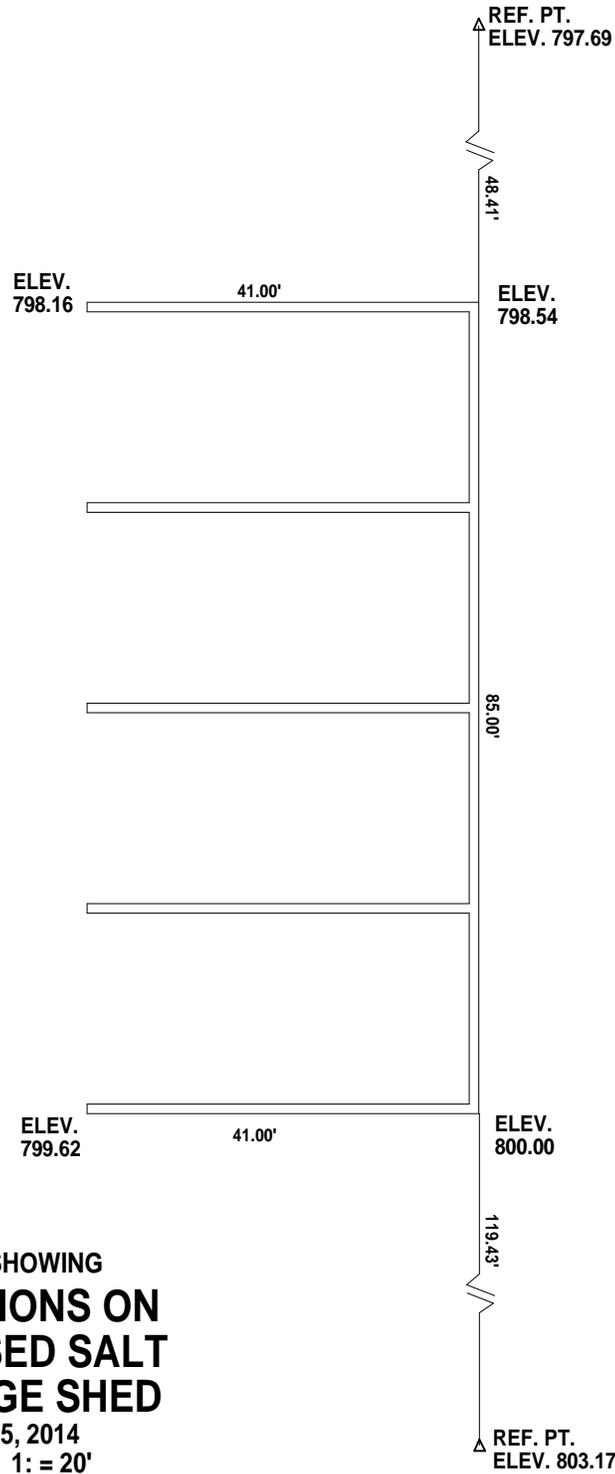
8. *Re: S3 – At the pre-bid meeting it was discussed that concrete paving would be preferable to asphalt where the paving is removed for the footing installation. Please provide information on pavement requirements (design). Also, the actual width of the cut should be at least a foot wider (on each side) to accommodate excavation and installation of the strip footings.*
The plans have been revised to reflect either asphalt or concrete patching material where the existing asphalt is removed for installation of the footings. The existing asphalt thickness is unknown at this time. Assume 6" for bidding purposes. Concrete patch shall be unreinforced concrete on compacted granular fill. Concrete patch on interior shall be 6" minimum thickness and 4" on exterior. If asphalt is used, match existing thickness.
9. *Re: 5/S3 – Are anchor bolts and washers to be galvanized?*
Yes, anchor bolts and washers need to be galvanized. The general notes have been revised accordingly.
10. *Re: 3/S3 – Note indicates "slope to drain." Considering that the existing pavement slopes, clarify the intent of this note. Is this just to slope away from the wall? Will a ½" expansion joint be needed at the wall?*
Expansion joint material is not required at the wall. "Slope to drain" was revised to "slope away from wall," which is the original intent. Slope may be ¼" per foot.
11. *If possible, please provide the existing depth of pavement. The depth of cut and removal (cost) will be affected by the thickness. It's possible that this area was built-up to be thicker than normal.*
The existing asphalt thickness is unknown at this time. Assume 6" for bidding purposes.
12. *Will GC be required to haul excavated material from site?*
Yes.
13. *Which pole will the electrical service be pulled from? How far is the pole from the building?*
The existing pole is located adjacent to the entrance of the existing salt dome. The estimated length of run from the pole to the corner of the new building is approximately 100 feet. Also note the two circuits labeled "4-BAY RECEPTACLES" and "4-BAY LIGHTING" in the panel schedule are provided and installed by GC.
14. *Please explain the concrete finish required on the walls.*
The note on sheet S2 has been revised. The interior surface of the concrete walls is not as critical as the exterior. The intent is for the concrete to have an overall smooth appearance without the added cost/time associated with architecturally exposed concrete. The exterior surface does not require rubbing, but should be patched sufficiently to provide a continuously painted surface.
- Item 3: The revised sheets include S1, S2, S3, and S4. The drawings on the NCDOT web site have been updated to include these revised sheets. **Please verify revision 1 dated 7/28/14 on these sheets in your set.**
- Item 4: **Please see the attached plan showing existing spot elevations of the four building corners.** The building corners have also been marked by NCDOT personnel during measurement of the elevations.

END OF ADDENDUM 1

NCDOT DIVISION 7 PRE-CONSTRUCTION CONFERENCE SIGN-IN SHEET
 ROCKINGHAM COUNTY FOUR-BAY SALT STORAGE

LOCATION: WENTWORTH, NC
 7/24/2014 10:00 PM

NAME	FIRM	PHONE	EMAIL	GC?
1. MIKE MOUNTCASTLE	NCDOT	919 707 4547	mmountcastle@ncdot.gov	N
2. Bob BEAVER	CR BEAVER INC	(336) 496-8829	bob@crbeaver.com	Y
3. BILL CARTER	DH GRIFFIN	INFR 704-213 3591	bcarter@dhgriffin.com	Y
4. Jarod Simmans	Simcon	336-789-4909	jsimmons@simconcompany.com	Y
5. Randy Bragg	Cadet Construction	(919) 803-0307	rbragg@cadetcc.com	Y
6. Jeremy Delapp	NCDOT	336-634-5642	jdelapp@ncdot.gov	N
7. Todd F. Bray	NCDOT	336-634-5642		
8. Floyd E Roberts	NCDOT	336-634-5643		
9. Rocky Newton	Baker & Sons Builders	336-442-2078	(T) strickland517@gmail.com (S) Baker 3423@yahoo.com	
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15.				
16.				
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18.				



PLAN SHOWING
**ELEVATIONS ON
PROPOSED SALT
STORAGE SHED**
JULY 25, 2014
SCALE: 1" = 20'