

**DOCUMENT 00903 – ADDENDUM NUMBER THREE**

DATE: December 22, 2020

PROJECT: **MHA BUS DUCT, SWITCHBOARD & EMERGENCY POWER FEED RENOVATION**  
1301 Adams Avenue  
Montgomery, Alabama 36104

FROM: CCR Architecture & Interiors  
2920 First Avenue South  
Birmingham, Alabama 35233

TO: Prospective Bidder

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This addendum forms a part of the Contract Documents and modifies the original Construction Documents Dated August 19, 2020, as noted below.

**CLARIFICATIONS:**

1. **New East Bus Duct Route from Basement to Second Floor** – Refer to attached Revised Sheets E300 through E303, all Revision #1 dated 12/21/20, for the revised routing of the new East bus duct. From the Basement, the new bus duct will run at a lower elevation than the existing bus duct to remain. In the first floor east Electrical Room, the new bus duct will turn up along the east end of the north wall (south wall of existing mechanical Shaft space). The new bus duct will run vertical, but stop below the existing high bus duct above and turn 90 degrees horizontal to clear the existing bus duct, turn 90 degrees vertical to get up to the existing bus duct height and then run parallel to the existing bus duct as shown on revised Sheet E301, Revision #1 dated 12/21/20.
2. **Fire Sprinkler modification** – As part of the Base Bid, relocate existing side wall sprinkler heads in existing Electrical rooms either further north along the southeast walls or to the adjacent southwest wall as required to prevent existing sprinkler heads from being located in the same location as the new bus duct. Grout fill/patch the old sprinkler wall penetrations and provide a new fire-caulked wall penetration at new sprinkler side wall locations.
3. **Concrete curbs around bus duct penetrations** – Concrete curbs around bus duct penetrations are a code requirement of the National Electrical Code. The curb size and clearance can be oversized to allow for bolt and drilling access. Also, in the case of both the existing and new bus duct penetrations being in close proximity to each other, the contractor has the option of providing 1 larger oversized curb to surround both bus duct penetrations instead of 2 separate, smaller curbs that would restrict bolt and screw access. The back of curb clearance distance for the oversized curb needs to be a maximum of 12” from the face of bus ducts.

**END OF DOCUMENT 00903**

## Attachments:

- Sheets E300, E301, E302 & E303, all Revision #1/Addendum #3, dated 12/21/20.