

July 23, 2020

**Subject: ITB #1845-B: Fayette County Resurfacing Program – FY 2020
Addendum #2**

Gentlemen/Ladies:

Below, please find responses to questions, clarification, or additional information for the above referenced Invitation to Bid. You will need to consider this information when preparing your bid.

1. Will Fayette County utilize the GDOT Asphalt Cement Index for this project? Or will this be a Non Indexed project?

The GDOT Asphalt Index is typically used when projects are planned to span over several years. This resurfacing project is scheduled to be completed within one year, therefore it is not anticipated to utilize the index.

2. Does the 90 Calendar Day intermediate completion duration apply to each road individually or does it apply to all three as a Group? In other word does the Paving Operation have to be completed on all three roads within 90 Calendar Days? Or do we get 90 Calendar Days for each individual road?

The 90 calendar day complete paving operations duration applies to all roads as a group. In other words, work on Tyrone Road, Beaugard/Redwine Road, and Peachtree Parkway South must be complete within 90 calendar days. See Special Provision 108.08 item #3.

3. When should the Contractor expect to get a Notice to Proceed for this project?

Once the lowest responsive, responsible bidder is identified and approved to award by the Fayette County Board of Commissioners (typically within three weeks of bid opening), the bid proposal will be submitted to both GDOT and FHWA for review and approval prior to award and Notice to Proceed. Although time between bid opening and bid award and/or Notice to Proceed is not expected to be substantial (within two months), the award process of a similar project this summer has taken more than 60 days.

4. How long will the contractor be allowed to let traffic run on the Milled surface before placing the Leveling or Final surface?

Failure to cover each milled area, within three (3) calendar days per milled area will result in the assessment of Liquidated Damages at a rate of \$1,000.00 per calendar day. See Special Provision 108.08 Item #2.

5. Can the County tell us the planned depth for the Leveling surface?

The leveling depth will vary throughout the project.

6. Will the Patching areas be wide enough for the contractor to use a milling machine to remove the existing material?

Patching widths will vary throughout the project. See Road Logs for details.

7. Since the County is following GDOT bid items, would you consider combining the Item #432-5010 – MILL ASPH CONC PVM, VARIABLE DEPTH in the Item #402-1802 – RECYCLED ASPH CONC PATCHING, INC BITUM MATL & H LIME?

The price bid for Recycled Asph Conc Patching, Bid item 402-1802, shall include any necessary milling. Bid item 432-5010 shall be used for milling in areas that do not require patching. These bid items will not be combined.

8. Will the contractor be allowed to use Advance Warning Signs on Temporary Stands? Or will the County require all signs to be post mounted?

Temporary traffic control signage is adequate. All traffic control shall conform to the current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

9. Will there be any restricted work hours on any of the roads listed in the proposal?

See Special Provision 150.6 for lane closure and traffic control restrictions.

10. Will the County consider adding a Pay Item for each of the Adjustments of Manholes, Grates and Valves? These items should be paid for on an each item basis as the LM of Grading per Mile could be adjusted on site and would result in not covering the cost of any needed adjustments.

The adjustment of one grate inlet on the Redwine/Beauregard Road segment is listed on the road logs. Contingency pay items to address any adjustments of manholes, grates, and valves have been added to each road segment.

11. Typical Sections for the various roadways indicate Recyc 12.5 mm Type II for the asphalt mix. The Recyc 12.5 mm Type II mix does not exist in GDOT specifications. Should the mix be Recyc 12.5 mm, GP 1 OR 2?

Pay Item 402-3113, Recycled Asph Conc 12.5 MM Superpave, Gp 1 or 2, Incl Bitum Mat'd & H/Lime is the proposed mix design.

12. The roadway logs indicate Single Surface Treatment (SST) on all of the roadways, however there is no pay item for the SST. If SST is required, then please provide the appropriate pay item.

Single surface treatment will not be required.

- 13. The typical sections and roadway logs indicate 2" of milling and 2" of mix. As a result, the edge of pavement would remain the same for all roadways. Since the edge of pavement would be unchanged, the pay items for Grading Per Mile and associated grassing pay items (i.e. fertilizer, wood fiber blanket, etc.) would not be required. Please advise if the grading and grassing items were included in error.**

The bid item for Grading Per Mile is a contingency included to address any shoulder damage resulting from the construction process.

- 14. The summary of quantities and pay items for Grading Per Mile indicate that adjustment of water valves, manholes, and grates should be included in the pay item for Grading per Mile. The inclusion of structure adjustments in the Grading Per Mile pay item is not part of the Grading Per Mile scope per GDOT specifications. In GDOT contracts, the adjustment of structures are included as per GDOT Specification Section 611 (i.e. 611-8050 Adjust Manhole and 611-8140 Adjust Water Valve). If water valve, manholes, and grate inlet adjustments are required on behalf of the contractor, then will the county add the appropriate pay items and quantities?**

The adjustment of one grate inlet on the Redwine/Beauregard Road segment is listed on the road logs. Contingency pay items to address any adjustments of manholes, grates, and valves have been added to each road segment.

- 15. General Note 27 indicates that the contractor shall be responsible for testing. On GDOT projects, the contractor performs AC content and gradation testing at the plant and GDOT performs all roadway testing (i.e. cores and density). Will the county or contractor be handling the roadway testing? If the contractor is responsible for roadway testing, please indicate the testing type and frequency of testing required for the project? Noting, GDOT has different requirements for on system and off system projects.**

The County or County consultant will perform construction quality assurance testing in accordance with 23 CFR 637 and GDOT's Sampling, Testing and Inspection Manual. GDOT specifications require the Contractor to perform mixture Acceptance testing at the asphalt plant and verification testing for compaction results from the roadway. The Contractor must use suppliers on the Qualified Products List (QPL) and the Contractor must notify the QPL suppliers that they are supplying material for a GDOT project and provide a GDOT project number.

16. Special Provision 108.08.C.6 indicates that the loops shall be replaced within 48 hours. The note for 48 hour replacement of loops appears to be an older GDOT note. The new standard note by GDOT allows the contractor to replace loops within 4 days of placement of final surface. The more current note allows for the milling and paving of all lanes prior to loop replacement. Otherwise, the loop lead in to the pull box would be cut multiple times and the contractor would need to include double or triple the standard pricing of loops in the bid to cover temporary replacement costs.

Four days within placement of final surface is acceptable.

17. Special Provision 150.6.c indicates no night work, no weekend work, and restrictive hours during the weekdays. Would the county revise the hours to allow the contractor to work a 10 hour shift at night or day / weekdays or weekends? Noting a 10 hour shift allows the contractor to utilize our labor and equipment more efficiently which in turns lowers cost for the benefit of the tax payer.

Special Provision 150.6 does not prohibit a 10-hour shift as long as the lane closure restrictions are satisfied. Night and weekend work may be approved upon request from the governing agency of the roadway/roadway segment. All traffic control shall conform to the current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

18. What is the depth of patching on the project?

Patching depth varies throughout the project.

19. Typically, leveling is not required for mill and inlay projects. Was the pay item for leveling included in the bid by error? If leveling is required, please indicate if the leveling is spot leveling or full width leveling. Also, what will be the required spread rate for the leveling?

Minimal leveling may be required in order to maintain appropriate cross slope. The leveling thickness is variable.

20. Will a material transfer device be required for the placement of the Recyc 12.5 mm?

Methods of construction are left up to the contractor. However, construction activities must meet all GDOT requirements.

21. The pay items for the roadways indicate both 2" milling and variable depth milling. If variable depth milling is required in some sections, then please identify the areas of roadway requiring variable depth milling and the typical depth of the variable depth milling.

See road log for locations of variable depth milling. Being variable, the typical depth is unknown.

22. Will the pricing asphalt items and tack coat on the project be subject to adjustment based upon the GDOT AC Index or should the project pricing be firm pricing (i.e. no AC Index adjustment)?

The GDOT Asphalt Index is typically used when projects are planned to span multiple years. This resurfacing project is scheduled to be completed within one year, therefore it will not utilize the index.

23. In the bid package on pages 12-18 it states in the details that all roads get single surface treatment but there is no pay item for this. Will the County please clarify their intent with the roads?

Single surface treatment will not be required.

24. Will testing be required on this project? If so what type?

The County or County consultant will perform construction quality assurance testing in accordance with 23 CFR 637 and GDOT's Sampling, Testing and Inspection Manual. GDOT specifications require the Contractor to perform mixture Acceptance testing at the asphalt plant and verification testing for compaction results from the roadway. The Contractor must use suppliers on the Qualified Products List (QPL) and the Contractor must notify the QPL suppliers that they are supplying material for a GDOT project and provide a GDOT project number.

25. Will a shuttle buggy be required for this project?

Methods of construction are left up to the contractor. However, construction activities must meet all GDOT requirements.

Received by (Name): _____ Company _____

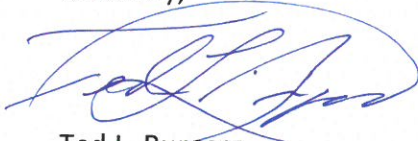
Note: If this addendum is not returned to the Fayette County Purchasing Department or if it is returned not signed, responding individuals, companies or other organizations will still be responsible for the requirements of this addendum and the specifications or changes herein.

The opening time and date for this ITB are 3:00 p.m., Wednesday, July 29, 2020 Bids will be received at the above address until 12:00 p.m., Wednesday, July 29, 2020 in the Purchasing Department, Suite 204. For bids that you may drop off in person, there will be a large metal parcel drop box located outside the front door of the Purchasing Department, Suite 204, in the county complex at 140 Stonewall Avenue West, Fayetteville, Georgia. A virtual bid opening will be held at 3:00 p.m. on that day.

The deadline for inquiries has passed, so the Purchasing Department will not be able to accept any additional questions after this time.

If you have questions, please contact Natasha Duggan, Contract Administrator at (770) 305-5150 fax (770) 719-5534 or email at nduggan@fayettecountyga.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ted L. Burgess", enclosed within a blue oval scribble.

Ted L. Burgess
Director of Purchasing