



November 14, 2024

Addendum 2

BL139-24, Resurfacing of Major County Roads on a Term Contract

Clarification:

Question and Answer:

- Q1. Will MTV (material Transfer Vehicle) be required for placement of these asphalt mixes?**
A1. *Shuttle buggy usage shall be in accordance with current GDOT Requirements for road length and tonnage.*
- Q2. Could you please list the quantity of asphalt mix to be placed on each road. This would include milling, 12.5mm, patching and leveling.**
A2. *No assurance can be provided of exact work quantities prior to bidding. Each section gets evaluated for repairs and enhancements prior to construction starting.*
- Q3. What is the thickness of asphalt patching?**
A3. *Patching and 19mm depths shall normally be removed to a depth of 3 inches. Any changes made to the depth can only be done with the engineer's approval.*
- Q4. What is spread rate of asphalt leveling?**
A4. *Leveling areas and spread rate shall be per the engineer's direction.*
- Q5. Will leveling be full width and entire length of road or will it be spot leveling?**
A5. *Leveling areas and spread rate shall be per the engineer's direction. Leveling shall be placed in the area prescribed by the engineer.*
- Q6. Will MH and VB be adjusted using concrete or will adjust-O-Rings be allowed for this work item?**
A6. *Adjustments shall be made with concrete and shall be in accordance with the specifications. Considerations will be made for unique situations where the public's inconvenience could be taken into account.*
- Q7. Will it be required that work on any of these roads be completed at night? If so, please identify which and provide work hours for daytime & nighttime work?**
A7. *All work hours are 9am to 4pm. Requests for working at night should be submitted in writing by the successful bidder identifying those roads for evaluation by the County. Decisions will be made by what is in the best interest of the County at that time.*
- Q8. Bids are to be submitted in duplicate. Does this mean 2 original or 1 original and 1 copy?**
A8. *One original and one copy.*
- Q9. For the shoulder reconstruction by the mile, will this be centerline miles or shoulder miles?**

- A9. *Per the bid documents, please refer to section II Special Provisions, subsection J-Shoulder Reconstruction, item F, the shoulder reconstruction is paid for per Shoulder Mile.*
- Q10. will the county require seed mats to cover the shoulders after reconstruction?**
A10. *No*
- Q11. Are we required to bid all three sections, or are we able to elect to bid two of the three for instance or even one of the three?**
A11. *A contractor can bid on any or all sections applicable. If more than one or all sections are bid on, please keep in mind that you must be able to complete all awarded sections within the term of the contract. **Separate bid bonds are required for each section bid on.***
- Q12. If night work is to be considered, what hours would be allowed?**
A12. *Requests for working at night should be submitted in writing by the successful bidder identifying those roads for evaluation by the County. Decisions will be made by what is in the best interest of the County at that time.*
- Q13. Are there any roads where night work will not be allowed?**
A13. *Requests for working at night should be submitted in writing by the successful bidder identifying those roads for evaluation by the County. Decisions will be made by what is in the best interest of the County at that time.*
- Q14. Regarding the pay items labeled "Soil-Cement Base" are these items for the cement material to be used for FDR?**
A14. *That is correct.*
- Q15. Could you clarify the intended use for the asphalt underlying fabric?**
A15. *The pay item shall be used as an area treatment over existing asphalt pavements in accordance with section 446 as directed by the engineer.*
- Q16. What is the intended patching depth?**
A16. *Patching and 19mm depths shall normally be removed to a depth of 3 inches. Any changes made to the depth can only be done with the engineer's approval.*
- Q17. What is the intended depth for 19MM and what roads is it to be used?**
A17. *Patching and 19mm depths shall normally be removed to a depth of 3 inches. Any changes made to the depth can only be done with the engineer's approval. **It may also be used on special projects the county needs as a widening component as stipulated under Award of Contract.***
- Q18. What is the intended depth for 25MM and what roads is it to be used?**
A18. ***This may be used on special projects the county needs as a widening component as stipulated under Award of Contract.***
- Q19. What is the intended depth for milling?**
A19. *The pay item shall be interpreted to mean variable depth milling(0 to 4") to accommodate the needs of the county to prepare the road for resurfacing.*
- Q20. Is milling to be full width or edge milling?**
A20. *Typically edge milling. More may be stipulated to adjust/correct existing conditions.*
- Q21. Is the contractor required to obtain a mix design for FDR?**
A21. *No.*

Q22. What depth is the FDR?

A22. *8" is the anticipated depth.*

Q23. May wet curing be used in lieu of prime and sand on FDR?

A23. **Yes.**

Q24. Will the County provide and cover the costs for the FDR mix design?

A24. **See Question #21**

Q25. Will the County provide and cover the costs for any testing required for the FDR?

A25. **See Question #21**

Q26. What is the desired depth for the FDR?

A26. *8"*

Q27. Is water curing allowed for the FDR in lieu of prime coat? The prime coat can be messy and get on any cars traveling on it.

A27. *Prime use will be determined by the engineer based on field conditions, see also Question #23.*

All bidders shall acknowledge receipt of this addendum by inserting its number and date in the Bid Form. Failure to do so may subject the bidder to disqualification. This addendum forms a part of the Contract Documents.

Thank you,

Michael Milstein
Purchasing Associate II