



## Douglas County Board of Commissioners

8700 Hospital Drive • Douglasville, GA 30134 • Telephone 770.920.7247 • Fax 770.920.7219

### Purchasing Department

April 29, 2016

Re: Invitation to Bid – Patching, Milling, Leveling, and Resurfacing of Various Douglas County Roads Solicitation No. 16-008, Addendum No. 1

Dear Ladies and Gentlemen,

This **Addendum** No.1, to Douglas County's Invitation to Bid covering Patching, Milling, Leveling, and Resurfacing of Various Douglas County Roads for Douglas County Department of Transportation, is hereby issued to provide clarification to the Invitation to Bid in the following particulars only, all made a part of the Invitation to Bid document.

- Inquiry** - *“Post Rd and Maroney Mill Rd have “30 & 35 MPH” words (respectively) stenciled on the existing pavement. However I cannot find bid item for you to pay to put these back. Will they need to go back in place and if so how do you intend to pay for this item of work?”*

**Response** - These markings are to go back. These costs are to be included in the Lump Sum Bid Price for Item 150 – Traffic Control, as noted on page I-12 and general note number 21.
- Inquiry** - *“.Johnston Rd has the word “School” stenciled on the existing pavement. However I cannot find bid item for you to pay to put this back. Will it need to go back in place and if so how do you intend to pay for this item of work?”*

**Response** - These markings are to go back. These costs are to be included in the Lump Sum Bid Price for Item 150 – Traffic Control, as noted on page I-12 and general note number 21.
- Inquiry** – *“Chapel Hill Rd has a set of 3 Rumble Strips on the southbound lane as you approach SR 166. However I cannot find bid item for you to pay to put these back. Will they need to go back in place and if so how do you intend to pay for this item of work?”*

**Response** - These costs are to be included in the Lump Sum Bid Price for Item 150 – Traffic Control.
- Inquiry** – *“McIntosh Rd (1), Maroney Mill Rd (2) and N. Burnt Hickory Rd (1) each have “RR Xing” symbols stenciled on the existing pavement. However I cannot find bid item for you to pay to put these back. Will they need to go back in place and if so how do you intend to pay for this item of work?”*

**Response** - These markings are to go back. These cost are to be included in the Lump Sum Bid Price for Item 150 – Traffic Control, as noted on page I-12 and general note number 21.
- Inquiry** – *“The width for Riverside Pkwy is listed as 36 Ft however much of the roadway is only 24 Ft wide. Are we to assume that the 36 Ft width listed in the proposal is an average width, taking all of the turn lanes into consideration throughout the length of the road?”*



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**Response** - The section that is 36 ft. wide is from Thornton Rd to the Cobb County Line which includes a center turn lane the entire length. All acceleration and deceleration lanes have been added in the square yardage quantity provided in the bid documents.

6. **Inquiry** – *“Many of the Roads show a width listed in the proposal document that is relatively close to the actual road width however Chapel Hill Rd (24 Ft), Liberty Rd (24 Ft) and Timberidge Rd (22 Ft) show a width that does not seem to include the various turn lanes within the road limits. Will we be required to pave all of the turn lanes on these roads?”*

**Response** - All turn lanes will require resurfacing. Square yard quantities have been included to cover this resurfacing.

7. **Inquiry** – *“Could you please provide your estimated quantities of patching for each of the roads; this will help the Contractor to come up with a much more accurate patching price since the tons of patching will be relative to the roads location which in turn impacts our hauling price for the patching. It will also help to take some of the guess work out of the patching price.”*

**Response** - Patching for each road is as directed by the engineer and is based on field conditions at the time of the paving operation.

8. **Inquiry** – *“Could you please clarify if the Mill Var Depth will be Edge Milling along curb and gutter locations or will it be Full Width Milling? Once again if you could provide estimated quantities for the milling requirements for each road it will help the contractor provide the County the most accurate price for the milling and will take the guess work out of the prices.”*

**Response** - General note 28 states, “Milling is primarily intended as edge milling. However, there may be isolated areas where other milling may be required as directed by the Engineer. All milling will be as directed by the Engineer. All milling is variable depth.”

9. **Inquiry** – *“Your bid item for 210-0200 Grading Complete (Shoulder Building) does not have a description of what your grading typical section will be or what the shoulder building width expectations are for this project. Please provide a width for the shoulder building for each of the roads that require it.”*

**Response** - The average width will be 2 to 3 feet wide.

10. **Inquiry** – *“Also for Shoulder Building, keep in mind that some locations on some of the roads there is currently no dirt shoulder at all and adding a dirt shoulder could fill in ditches or cause the dirt work to extend off of the County Right of Way into citizens front yards. How are we to price out these situations? Keep in mind this is something that is totally at the discretion of the Engineer and we have no way of knowing how or what to price without a detailed explanation.”*



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**Response** - Price the entire length of the roadway. If there are any areas of concern, the engineer will address these areas of concern.

11. **Inquiry** – *“Will Shoulder Building require any Erosion Control measures such as silt fence? If so could you please establish a bid item for “Temporary Silt Fence” (paid by the LF), since we currently have no idea if or where this might be needed.”*

**Response** - Shoulder building does not require silt fence. It should be stable, when installed properly. ( Rolled, and grassed in a timely manner) Do not do more in a day then you can stabilize in the day.

12. **Inquiry** – *“Post Road has a weight restricted bridge on it, Will the Contractor be allowed to haul loaded asphalt trucks across this bridge during the paving operations for Post Road or will we need to plan on accessing Post Road from both ends and not cross the weight restricted bridge?”*

**Response** - The Post Road bridge is weight restricted to 10 tons. The contactor can run partially loaded trucks not to exceed a GTW of 16 tons.

13. **Inquiry** – *“In Special Provision Section 150 you tell us that Night Time Paving is allowed on certain roads and only at the discretion of the Engineer. Could you please provide a list of the roads that the Night Time paving will be allowed so we can include that cost in our bid.”*

**Response** - Night time paving **MAY BE** allowed on Chapel Hill Rd, Riverside Pkwy, and Post Rd.

14. **Inquiry** - *“Will the County require the Contractor to us a Material Transfer Vehicle (aka Shuttle Buggy) for the placement of any of the mixes on this project?”*

**Response** - A Shuttle Buggy will be used for Chapel Hill Rd, Riverside Pkwy, and Post Rd and only for the topping.

15. **Inquiry** – *“Bid Item 210-0200 Grading Complete (Shoulder Building) has a bid quantity of 7,178.00 LM (we assume LM stands for Linear Mile). 7,178 is an extremely large quantity. Is this really correct? At 7,178 LM divided by the 36.10 miles of roadway that calculates out to be 198 individual Shoulder. Surely there is a decimal error here in this quantity.”*

**Response** - The number of linear miles for this bid item is **71.78** LM.

16. **Inquiry** – *“Regarding the Shoulder Building, does the County intend to pay for it by the Centerline Mile (which include both Shoulders) or for each individual Shoulder Mile of work performed?”*

**Response** - This item is paid for each individual shoulder mile of work performed.



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17. **Inquiry** – *“Can you please identify which roads will require the Shoulder Building? A list and quantity per road would be outstanding.”*  
**Response** - All roadways except Interstate West Pkwy will require some amount of shoulder building. There are sections of roads with curb and gutter which will not require shoulder building.
18. **Inquiry** – *“The Detailed Estimate/Bid Form has very small blocks for us to fill in the Unit Prices and Bid Amount. Could you please reissue this form in a larger scale so that the Blocks are large enough for us to clearly write out the numbers. Larger Scale Blocks will allow for a much clearer and more legible number. Better yet if you could issue the bid form in a pdf format then we could type in the Unit Price and Bid Amount which is clearly more desirable for not only the Contractor but I would assume for the County.”*  
**Response** - Since we have to change the quantity for bid item 210-0200, we will Issue another bid form (revised bid form attached). This revised bid form can be inserted as an amended page in the bid documents. **DO NOT DISASSEMBLE THE BID DOCUMENTS.**
19. **Inquiry** – *“Could you please provide an Anticipated Notice to Proceed Date for this project? This will help us to better determine if the work can be completed in 2016.”*  
**Response** - DCDOT will hold a preconstruction meeting approximately one week after the award of the contract. The Notice to Proceed will be issued at the meeting or within a few days depending on the receipt of all contract documents.
20. **Inquiry** – *“On the Cover page of the bid document, in the center of the page, it says “LET DATE: May 17, 2016” but elsewhere in the document it tells us the bid date is May 6, 2016, which is correct?”*  
**Response** - Yes, bids are due May 6<sup>th</sup>. The contract is estimated to be awarded on May 17, 2016. NTP will follow shortly after the award of the contract.
21. *Within the BID DOCUMENTS General Note #22 states, “**REPLACEMENT OF SIGNAL LOOPS**: The contractor shall, upon cutting into a signal loop, contact the County at (770-920-4932) for replacement and/or corrective action.”* Should be corrected as follows:  
  
General Note #22 should read, “**REPLACEMENT OF SIGNAL LOOPS**: The contractor shall, upon cutting into a signal loop, contact the County at (770-920-4932) for notification and the contractor is responsible for coordination, replacement and to have operational within seven (7) days of damage to the loop. Reference Special Provision **150.11 B. TRAFFIC LOOPS**.”



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Thank you for your attention to this Addendum No.1, and interest in Douglas County. Please acknowledge receipt of this addendum via, return fax, at 770.920.7219 and include this addendum and your acknowledgement in your bid/proposal package.

All other terms and conditions remain the same.

Sincerely,

*Bill C. Peacock*

Bill Peacock  
Director, Purchasing

### ACKNOWLEDGEMENT

COMPANY: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

TITLE: \_\_\_\_\_ DATE: \_\_\_\_\_

We acknowledge receipt of your Addendum No. 1.

Attachment

Item No.	Item Description	Units	Quantity	Unit Price	Bid Amount
150-1000	TRAFFIC CONTROL -DCR-01-16	LS	1		
402-1802	RECYCLED ASPH. CONC. PATCHING, INCL BITUM MATL & H LIME	TN	24,272		
402-1812	RECYCLED ASPH. CONC. LEVELING, INCL BITUM MATL & H LIME	TN	3,835		
402-3103	RECYCLED ASPH. CONC. 9.5 MM SUPERPAVE, TPII, GP2 ONLY, INCL BITUM MATL & "H" LIME	TN	40,557		
413-1000	BITUM TACK COAT	GL	73,000		
432-5010	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	25,661		
647-6200	6X6 Setback Detection Loop	EA	8		
647-6300	6X40 Quadrupole Presence Detection Loop	EA	9		
653-1501	THERMOPLASTIC SOLID TRAFFIC STRIPE, 5 IN, WHITE	LM	87.21		
653-1502	THERMOPLASTIC SOLID TRAFFIC STRIPE, 5 IN, YELLOW	LM	85.61		
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	1,519		
654-1001	RAISED PAVEMENT MARKERS -TP1	EA	5,760		
654-1003	RAISED PAVEMENT MARKERS -TP3	EA	565		
210-0200	GRADING COMPLETE (SHOULDER BUILDING)	LM	71.78		
700-6910	PERMANENT GRASSING	AC	8.70		
700-7000	AGRICULTURAL LIME	TN	5.22		
700-8000	FERTILIZER MIXED GRADE	TN	5.22		
700-8100	FERTILIZER NITROGEN CONTENT	LB	435		
				<b>TOTAL BID:</b>	

**CONTRACTOR NAME:**

**CONTRACTOR SIGNATURE:**