

CHATHAM COUNTY PURCHASING & CONTRACTING DEPARTMENT

ADDENDUM NO. 1 TO 14-0042-4

**FOR: PAVEMENT REHABILITATION OF SEA LANE, PELICAN DRIVE AND
PELICAN COURT**

**PLEASE SEE THE FOLLOWING FOR ADDITIONS, CLARIFICATIONS AND/OR
CHANGES:**


NOTE:

- 1. SEE ATTACHED SHEET FOR RESPONSES TO QUESTIONS RECEIVED
(2 sheets)**
- 2. PLEASE REPLACE THE CURRENT BID SHEET WITH THE ATTACHED REVISED
BID SHEET. (1 sheet)**

BID OPENING REMAINS: 2PM, THURSDAY, MAY 29, 2014

**THE PROPOSER IS RESPONSIBLE FOR MAKING THE NECESSARY CHANGES
AND MUST ACKNOWLEDGE RECEIPT OF ADDENDUM.**

5-23-14
DATE


ROBERT E. MARSHALL
SENIOR PROCUREMENT SPECIALIST
CHATHAM COUNTY

**Pre-Bid Questions for Pavement Rehabilitation of Sea Lane, Pelican Drive & Pelican Court
Bid No. 14-0042-4**

Q1. How are the Leveling Quantities for these types of projects generated?

A1. For this project we allowed for an estimated 165 lb/sy on Sea Lane and 220 lb/sy on Pelican Drive. We did not use cross sections to determine quantities. As you can see by looking at the road, the cross section varies considerably and the exact amount of leveling required to restore the cross slope is undetermined.

Q2. Also I'm a bit stuck on leveling across the road to provide a 2% cross slope while not raising the interior edge of paving more than 1.5" with the surface course at 165 LBS/SY. I thought I heard mention of the possibility of up to 4" of leveling along the inner edge. The rain was coming down fairly well, did I hear that comment correctly?

A2. As discussed, it is a tricky situation. We need to restore the cross slope to achieve positive drainage, but we are also constrained by drainage which comes across the road from private property. If we don't raise the road enough water will stand on the road. If we raise the road too much, we leave standing water in the yards adjacent to the road. There is some slope in the road now. The cross slope needs to be a minimum of 1% so that we don't have water standing in the road. We will raise the road as much as required to achieve that as a minimum with the leveling. A cross slope of 2% would be preferred if it can be obtained without raising the inside edge more than about 1.5 inches with the leveling. The topping will raise the road on both sides by 1.5 inches, so the total increase on the inside edge could be 3.0 inches or more depending on what is required to achieve a minimum 1% cross slope.

*Q3. And you said the existing material was 1.5" of Asphalt on top of 5" of soil cement correct?
My notes got wet and I can't make the numbers out.*

A3. That is correct, the approximate thickness of the existing material was 1.5 inches of asphalt (samples ranged between 0.8 and 1.8 inches) with 5 inches of soil cement base (samples ranged between 4 and 6 inches).

Q4. Would the County entertain changing the sequence of operations from shoulder work to begin after all paving is completed to shoulder work to begin after the asphalt leveling is completed. The final surface and permanent striping would be completed after the shoulder is completed.

A4. Options can be discussed at the preconstruction conference. There are a number of factors to consider, and it would be the responsibility of the contractor to demonstrate that another sequence of operations could produce satisfactory results.

Q5. Will the County entertain the use of Asphalt Binder in the driveway for buildup. Most driveway entrances are being raised 4". The asphalt surface item 12.5MM would have to be placed in minimum 2 lifts inconveniencing the home owner. We will use 9.5 MM for driveway surface to tie them to the 12.5 MM finished roadway surface. Please add the bid items for Asphalt 19 MM Binder and the 9.5 MM surface for the driveways or an item for driveway tie-ins per each, allowing the contractor to determine which mixes will work. The 9.5 MM will provide a smoother entrance than the 12.5 MM.

A5. The driveways will need to be built up during the leveling operation to avoid leaving drop offs. The mix for the drives would be determined by the leveling mix being used on the road and paid as leveling. A 9.5 mm mix could be used for topping on the driveways. A separate pay item will be established for the 9.5 mm mix.

Q6. Does the County expect any other erosion control items other than baled straw will be necessary?

A6. The amount of erosion will depend on how quickly graded areas are grassed, how quickly the grass is established and how much rain there is during that time frame. The contractor will be responsible for ensuring that sediment does not leave the project. Erosion control items other than grassing or baled straw may be required as necessary.

Q7. Who is responsible of any testing?

A7. The Contractor is responsible for testing of the asphalt and paint as per the Georgia Department of Transportation (GDOT) Standard Specifications. Compaction of the shoulders is required as per GDOT specifications and will be approved by visual inspection by County personnel.

PAVEMENT REHABILITATION
SEA LANE, PELICAN DRIVE AND PELICAN COURT

Bid Sheet

Revised 5/23/14 Addendum 1

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
150-1000	TRAFFIC CONTROL	LS	1		
163-0240	MULCH	TN	3		
163-0991	BALED STRAW	LF	100		
163-0999	CONSTR & REM INLET STRUCTURE FILTER	EA	2		
210-0100	GRADING COMPLETE	LS	1		
402-1812	RECYCLED ASPH CONC, LEVELING, INCL BITUM MATL & H LIME	TN	550		
402-3130	ASPH CONC 12.5 MM SP, GP 2 ONLY, INCL BITUM MATL & H LIME	TN	750		
402-3100	RECYCLED ASPH CONC 9.5 MM SP, GP 1 OR BLEND 1, INCL BITUM MATL & H LIME	TN	20		
413-1000	BITUM TACK COAT	GL	2,000		
446-1200	PAVING REINFORCEMENT FABRIC , FULL WIDTH, TP 2	SY	5,300		
652-1501	SOLID TRAF STRIPE, HIGH BUILD STD, 5 IN, WHITE	LF	4,600		
652-1502	SOLID TRAF STRIPE, HIGH BUILD STD, 5 IN, YELLOW	LF	4,600		
652-1704	SOLID TRAF STRIPE, HIGH BUILD STD, 24 IN, WHITE	LF	25		
700-6910	PERMANENT GRASSING	AC	0.60		
700-7000	AGRICULTURAL LIME	TN	0.90		
700-7010	LIQUID LIME	GL	2		
700-8000	FERTILIZER MIXED GRADE	TN	0.60		
700-811	FERTILIZER NITROGEN CONTENT	LB	45		
700-9300	SOD	SY	1,300		
700-9900	GRASS & SOD MAINTENANCE	MO	3		
Carry item totals to two decimal places, round off total bid to whole dollar.					Total Bid

Name/ Title

Company

Address

Phone/ Fax Numbers

E-mail