



IFB # 25-002

Resurfacing 2025

ADDENDUM # 2

The following addendum amends or modifies the solicitation terms, conditions, and/or specifications as originally issued. Listed below are answers to questions submitted regarding the Invitation for Bid for Resurfacing 2025.

This Addendum is issued to modify or interpret the bidding documents. Bidders are hereby instructed that the terms and specifications for the above referenced project are modified, corrected, or/and supplemented as hereinafter described. Bidders are hereby instructed to acknowledge receipt of this Addendum.

Question: How much are we milling out for the patching?

Answer: Patching quantities, where required, are specified in the Item Pricing Sheet included in the bid document.

Question: How thick will the patching be?

Answer: The thickness of any patching should be to the full depth of existing conditions encountered.

Question: What will be the thickness of the 12.5 mm?

Answer: The required paving thickness for each street is specified in the Item Pricing Sheet.

Question: Can we pave the 12.5 in one run?

Answer: Not sure what exactly is being asked. If the 12.5mm is less than 2.5" thick, then yes it can be paved on one lift. If the 12.5mm is greater than 2.5" thick, then it must be done in two separate compacted lifts.

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Question: I see some streets only require edge milling . What will be the width for edge milling?

Answer: The standard milling width for edge milling is three (3') feet.

Question: Adjusting the Structures will we need to adjust with ring risers?

Answer: Yes. The expectation for man-hole adjustment is the use of ring spacers.

Question: Will we need to pour a concrete collar around the MH that doesn't have a concrete collar?

Answer: No.

Question: Are there certain areas that will need patching or will the whole road need patching?

Answer: The estimated quantity required for patching is identified, for each street separately, in the Item Pricing Sheet. The expectation is that the awarded contractor will be able to identify those areas, in conjunction with the on-site inspector, that require patching.

Question: What is the anticipated NTP for the project?

Answer: The NTP is negotiable upon contract award. The City wishes to start the project as soon as possible.

Question: In the Invitation for Bid Item 2 General Description and Scope of Work notes that base reclamation is included in this work. There are no pay items for this work, or any other information provided for this scope. Is base reclamation required on this project?

Answer: The intent behind "base reclamation" in the area sited is to address the reclamation of millings. Asphalt millings, produced as part of the milling process, must be reclaimed/sent back to plant.

If the question refers to the Full Depth Reclamation process that involves adding cement to the sub-base; the answer is no.

Question: In the Instructions to Respondents Item 18 Proposal Results notes that results will be posted upon issuance of Notice of Intent to Award or upon final contract execution. Will the bid opening be public and the apparent results read aloud?

Answer: As required by Georgia Law, all bids received will be opened and read aloud at the stated date and time in the Instructions to Respondents, item #3.

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Question: In the Terms and Conditions Item 18 Insurance Requirements there is a requirement for the Contractor to provide Professional Liability Insurance with a limit of \$2,000,000 per aggregate and \$1,000,000 per claim. This requirement is not typical for a construction project. Please remove this requirement or at a minimum reduce the aggregate limit to \$1,000,000.

Answer: This is standard for all projects in the City of Powder Springs. The City of Powder Springs will not remove or reduce this requirement.

Question: What hours are lane closures allowed?

Answer: Lane closure hours will be allowed during typical business hours. 8am-5pm.

Question: Are advanced warning signs required to be post mounted?

Answer: No. The only requirement is that the public be notified.

Question: What milling width is considered for the edge milling quantity?

Answer: A standard edge milling width of three (3) feet is expected.

Question: Based on our takeoff the resurfacing and edge milling quantities, on Brooks Road, Glenn Street, and Weston Drive, are going to overrun by approximately 70%. Please consider revising the bid quantities on these roads.

Answer: Please base any bid quantities off of the stated quantities within the Bid Proposal Form.

Question: What is the order of operations the city expects for the overlay operation? Mill, patch, overlay or patch, mill, overlay?

Answer: This question addresses a method of construction. The City does not intend to dictate any contractors method/s of construction. Instead, the City will rely on the awarded contractors expertise and experience. Any questions about the City's preferences can be addressed with the awarded contractor at the pre-construction meeting.

Question: In addendum 1 it notes that a milled surface can be left opened to traffic for 24 to 48 hours as long as dirt is not encountered? Please confirm that the city will allow an area milled up to 3" deep opened to traffic because that is not what is typically done for milling more than 1.5" deep.

Answer: The city will only allow a milled depth of 1.5" to remain open for 24 hours.

Question: On most roads there is an item for adjust minor structure to grade. Please confirm that this item is intended to adjust manholes to grade. If so, is a concrete collar required for the manhole adjustment or will riser ring be adequate? If not, please provide details for this work.

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Answer: Correct, it is for the adjustment of manholes. A riser ring is acceptable.

Question: What is the existing pavement thickness on roads that require a moderate or thick overlay?

Answer: The actual thickness of asphalt on existing streets is unknown.

Question: It appears that the City wants 12.5mm Recycled asphalt placed up to 3" thick. Please note that when 12.5mm asphalt is placed more than 2.5" thick it will negatively impact the ride quality of the pavement because compaction issues are created when placing 12.5mm mix that thick.

Answer: If there is a milled surface of 3" deep, the requirement for 3" of 12.5mm wearing surface will need to be achieved in two separate, compacted, lifts.

In the bid proposal form, the City has provided a milling thickness range. In the case of streets identified for full-width milling, that range is 2" – 3". As stated earlier, the City will not impose any requirements for things considered a method of construction. The only requirement will be that the milled thickness be within that range.

Question: In exhibit A all roads have a Recycled Asphalt Patching item. What is the depth of the patching? What mix will the City allow to be used on the patching? Will the patching be performed in full lane widths or spots? If spot patching will the spot patch be the width of a half lane milling machine?

Answer: In areas to be patched, the patch should be full depth. An estimated milling amount has been provided for each street that requires patching. The City will answer any other specific question about patching to the awarded contractor, but will depend on that contractor for best practices/methods of construction.

Question: In Exhibit A Brooks Lane, Glenn Street, and Weston Drive are listed as Edge Mill + Thin Overlay (1.5 – 2.0). Is the target depth of the overlay 1.5" or 2"? The depth has an impact on the milling cost because it changes the amount of material that must be hauled.

Answer: Streets identified as "Thin overlay" should have a target depth of 1.5".

Streets identified as "Moderate overlay" should have a target depth of 2"-2.5"

Streets identified as "Thick overlay" should have a target depth of 2.5"-3" (If 3" depth is necessary, 12.5 overlay must be done in two lifts)

*So long as the actual depth milled and overlaid is within the desired range provided for each street, the City will accept.

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Question: In Exhibit A Longwood Court is listed as EM/FWM + Moderate Overlay (2.0-3.0). Which portions of the road are edge milled and which are full width milled? Also is the target depth 2" or 3"? The depth has an impact on the milling cost because it changes the amount of material that must be hauled.

Answer: Please consider Longwood Court as FWM without any edge milling. *Note: the quantities in the Bid Proposal exhibit for this street was calculated for FWM for the entire length identified.

Streets identified as "Thin overlay" should have a target depth of 1.5".

Streets identified as "Moderate overlay" should have a target depth of 2"-2.5"

Streets identified as "Thick overlay" should have a target depth of 2.5"-3" (If 3" depth is necessary, 12.5 overlay must be done in two lifts)

*So long as the actual depth milled and overlayed is within the desired range provided for each street, the City will accept.

Question: In Exhibit A Gwen Drive, Woodbridge Court, Quail Hunt, Cemetery Street, Kipling Drive, Calcutta Court, Delhi Drive, Lancer Court, and Flint Hill Road are listed as FWM + Thick Overlay(>2.0 – 3.0). Is the target depth of the overlay 2.5" or 3"? The depth has an impact on the milling cost because it changes the amount of material that must be hauled.

Answer: Streets identified as "Thin overlay" should have a target depth of 1.5".

Streets identified as "Moderate overlay" should have a target depth of 2"-2.5"

Streets identified as "Thick overlay" should have a target depth of 2.5"-3" (If 3" depth is necessary, 12.5 overlay must be done in two lifts)

*So long as the actual depth milled and overlayed is within the desired range provided for each street, the City will accept.

Question: In Exhibit A Woodcrest Trail is listed as FWM + Thick Overlay (>2.0 – 3.0) + Strctrl Pch. Please provide details of the structural patch work? What pay item should the structural patch work be included in? Is the target depth of the overlay 2.5" or 3"? The depth has an impact on the milling cost because it changes the amount of material that must be hauled.

Answer: Please base bid on the quantities identified in the Bid Proposal exhibit. Questions about this type of patching can be answered by the City in the pre-construction meeting.

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- Question:** On Cemetery Street there is an asphalt paved area extending to the north as you get closer to Pineview Drive. Is this area included in the scope of the project?
- Answer:** No.
- Question:** In Exhibit A the limits for Brooks Lane are from Glenn Street to Weston Drive. It appears that Brooks Lane goes from Weston Drive to a dead end. Please confirm the resurfacing limits.
- Answer:** Brooks Lane should be paved from Weston Drive to the End of Pavement. Please use the quantities provided in the Bid Proposal exhibit.
- Question:** In Exhibit A the limits for Glenn Street are from Weston Drive to Brooks Lane. It appears Glenn Street goes from Weston Drive and dead ends into a cul-de-sac. Please confirm the resurfacing limits.
- Answer:** Glenn Street should be paved from Weston Drive to the End of Pavement. Please use the quantities provided in the Bid Proposal exhibit.
- Question:** Is the contractor required to mill and pave onto side roads and driveways that are off Flint Hill Road?
- Answer:** Please use the provided quantities on the Bid Proposal exhibit for bidding purposes. The City will require a pre-construction meeting with the awarded contractor to discuss any potential questions like this.
- Question:** The pavement marking pay items for Flint Hill Road do not cover all the pavement marking items currently in place. How will RPMs, arrows, and thermo skips, and thermo of other widths be paid?
- Answer:** Please use the provided quantities on the Bid Proposal exhibit for bidding purposes.

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