
SUPPLEMENTAL INFORMATION
ADDENDUM NO. 1

PROJECT: ITB 22-25-008 - Full Depth Reclamation of Ash Roads

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DATE ISSUED: March 31, 2002

ITB 22-25-008 - Full Depth Reclamation of Ash Roads dated February 23, 2022 is hereby amended as noted herein: BIDDER TO ACKNOWLEDGE RECEIPT OF ADDENDUM BY SIGNING ON THE SIGNATURE LINE BELOW AND INCLUDING A COPY WITH SUBMITTED BID. FAILURE TO DO SO MAY, AT THE OWNER'S DISCRETION, SUBJECT THE BIDDER TO DISQUALIFICATION

- 1) **CLARIFICATION:** Pre- pulverization, as recommended by the Asphalt Recycling and Reclaiming Association (ARRA) Specification Guidelines, is required as the basis of the Design in the Specification for Full Depth Reclamation using Asphalt Emulsion (FDRE). The Specification directs that the asphalt emulsion stabilization shall follow the pre-pulverization in a second pass. The Base Bid shall be based upon pre- pulverization. The County may consider, but not be obligated to accepting, a supplemental Contractor's Voluntary Deductive Alternate to delete pre- pulverization. Final acceptance by the County shall be subject to the Contractor proving with his Control Strip that a single pass stabilization can achieve all other specified requirements.
- 2) **CLARIFICATION:** The FDRE Specification indicates that existing subgrade fly ash base material beneath the six (6") inch reclaimed portion of the road will be left in place. In the event that deeper subgrade repairs become necessary and the existing subgrade fly ash base material must be removed, this material shall be segregated from other deeper subgrade materials, and shall be disposed of offsite in accordance with all regulations in effect. Removed subgrade fly ash base material shall be measured and paid for on an all-inclusive Unit Price per Cubic Yard basis. Estimated quantities provided by the Owner for bidding purposes are not guaranteed, and payment for fly ash disposal will be based upon the agreed- upon Unit Price times the documented and verified number of Cubic Yards actually disposed of. Unit Price shall be used as the basis for calculating the value of additive or deductive changes in Scope. Unit Price shall include, but not be limited to, Labor (Salaried and Hourly, Field and Office), Materials, Tools, Equipment, Travel Expense, Material Delivery, Shipping, Land Fill Fees, Construction Materials Testing, Permits, Insurance, Taxes (other than Sales Tax), Bonds, Field Overhead, Office Overhead, and Profit. Unit Price shall exclude the cost of Sales Tax, as this Project is Sales Tax exempt.
- 3) **CLARIFICATION:** The County has provided supplemental Road Maps for most of the roads within this Project. These maps generally show the extent of the work to be done on each road, and the work shown has been generally coordinated with the estimated Quantities the County has provided for bidding purposes in the Bid Breakdown Sheets in the Bid Form. In an instance of discrepancy between the Bid Breakdown Sheet Quantities

and the quantities shown in the Road Maps, the County intends to use the Bid Breakdown Sheet Quantities as the basis of any Contract adjustment with the Contractor. Estimated quantities provided by the Owner for bidding purposes are not guaranteed, and payment for the various elements will be based upon the agreed- upon Unit Price times the documented and verified number of elements actually used.

- 4) CLARIFICATION: The final paved road surfaces shall positively shed water from the road, whether from one side to the other or from a centerline crown, as required. Completed areas found to pond water shall be repaired by the Contractor at no cost to the County.
- 5) QUESTION: Is the County going to have a staging area near the project roads for all of the equipment that will be coming in to do the work on the roads?
ANSWER: The County and its representatives will work with the Contractor to secure an equipment staging area either along each of the Project roads (if possible), or within no more than two (2) miles of each Project road. The County will arrange staging access at no cost to the Contractor. The Contractor will be responsible for all costs associated with moving equipment between the staging areas and the work areas. The Contractor will be responsible for all costs associated with protecting and/ or refurbishing each staging area to its original condition.
- 6) QUESTION: At the Pre-bid meeting it was stated that there would be a limit of 152 days to complete the 22 miles project as currently presented; that would give about 6.9 days per mile. Please clarify the 152 day limitation for all the 3 phases of the work to finish each mile?
ANSWER: The Project Schedule and the 152 Calendar Day Project Completion is required as the basis of the Base Bid. The County anticipates that the Contractor will provide and manage individual Drainage, FDRE, and Paving crews working on multiple roads simultaneously. The County may consider, but not be obligated to accepting, a supplemental Contractor's Voluntary Deductive Alternate to extend the Schedule. For consideration, please propose an alternate approach and Schedule.
- 7) QUESTION: When will the new list, discussed at the pre-bid meeting, which will be broken down by road and including the applicable specifically required work for each road be ready?
ANSWER: The County has asked that the Bid Breakdown Sheets contained within the Bid Form be broken down for each individual road, for both for the Baseline Scope Bid (Single Chip Seal Interlayer/ 2" Hot Mix Asphalt on Corinth Church and Courthouse, with Double Chip Seal on all other roads) and the Alternate Scope Bid (Single Chip Seal interlayer/ 2" Hot Mix Asphalt on all roads). Revised road by road Bid Breakdown Sheets for the Baseline Scope and Alternate Scope are attached to this Addendum for insertion into the original Bid Form. For Work Item Descriptions where estimated quantities have been provided, please use the same Unit Price for all roads. For Work Item Descriptions shown to be Lump Sum, please allocate these general costs on a pro-rata per mile basis.
- 8) QUESTION: We also need to make a recommendation based on the installation of the MC 70 application which has to be sanded and allowed to cure before chip seal can be applied. So our question is can this sanding be added as a line item since it is necessary to allow the MC 70 to cure and allow for traffic?

ANSWER: At the recommendation of Ergon Asphalt and Emulsions and Paragon Technical Services, the County has elected to have an additional MC-70 Bituminous Prime be applied to each of the reclaimed roads just prior to the application of either the Bituminous Surface Treatment (Chip Seal) or the Hot Mix Asphalt paving surfaces. Ergon and Paragon recommend an application rate minimum of 0.10 gallons per Square Yard and a maximum of 0.20 gallons per Square Yard, subject to field conditions. Ergon and Paragon recommend that the MC-70 Prime be blotted with a fine layer of clean sand to prevent prime material pick- up, prior to traffic being opened onto the primed surface. The MC-70 Prime will be measured and paid for on an all- inclusive Unit Price per Gallon basis for the gallons properly applied in accordance with GDOT Specification 412- Bituminous Prime. Estimated quantities provided by the Owner for bidding purposes are not guaranteed, and payment for Prime will be based upon the agreed- upon Unit Price times the documented and verified number of Gallons actually applied. Unit Price shall be used as the basis for calculating the value of additive or deductive changes in Scope. Unit Price shall include the cost of sand blotting. Unit Price shall include, but not be limited to, Labor (Salaried and Hourly, Field and Office), Materials, Tools, Equipment, Travel Expense, Material Delivery, Construction Materials Testing, Permits, Insurance, Taxes (other than Sales Tax), Bonds, Field Overhead, Office Overhead, and Profit. Unit Price shall exclude the cost of Sales Tax, as this Project is Sales Tax exempt.

- 9) QUESTION: Some of the existing driveways are concrete, are they to be replaced with concrete, or are they to be removed and constructed with the FDR?

ANSWER: There are a small number of existing concrete driveways along the various roads within the Project. Provided that none of these requires the installation of a new driveway drain, it is intended that these concrete drives will remain in place. In the event that a new driveway drain is required at an existing concrete driveway, the driveway to road intersections shall be repaired with finished concrete. All existing dirt, gravel, and/or asphalt driveway to road intersections will be stabilized with the FDRE process, and paved with either Chip Seal or Asphalt to match the new road surface.

All other terms and conditions in RFP 22-25-008 remain unchanged.

Effingham County reserves the right to reject any and all proposals, to waive any technicalities or irregularities and to award the offer based upon the most responsive, responsible submission.

Please sign receipt of this Addendum No. 1 below:

Print Name

Signature

Date

END OF ADDENDUM NO. 1