

CITY OF GRIFFIN
KINCAID AND HAMILTON INTERSECTION REALIGNMENT
AND EAST COLLEGE STREET SIDEWALK
BID # 26-001

FROM: LJA ENGINEERING, INC.
350 AIRPORT ROAD
GRIFFIN, GA 30224

TO: ALL BIDDERS OF RECORD

RE: Addendum No. 1, dated August 29, 2025

This Addendum forms a part of the Contract Documents and modifies the original Bidding Documents dated July 2025.

This Addendum consists of five (5) pages, a revised Bid Form consisting of two (2) pages, a revised Bid Tabulation consisting of five (5) pages, and revised plan set titled "Kincaid and Hamilton Intersection Realignment" consisting of 31 pages.

CONTRACT DOCUMENTS AND SPECIFICATIONS

Add. 1.1 Modification: A revised plan set titled "Kincaid and Hamilton Intersection Realignment" is attached to this addendum, modifications have been made to Sheets 8, 26, and 28.

Add. 1.2 Contractor Question: Who is the bridge manufacture, and will they supply the design for the bridge abutments?

Response: Abutment designs are shown on Sheet 28 of the revised plan set. Please use this along with the updated bid tab to price accordingly.

Add. 1.3 Contractor Question: At the pre-bid meeting, it was mentioned of either dealing and/or installing of water lines. Can clarification be given if there is an existing water line drawing and/or will there be new water lines needing to be installed; if so, will water line plans be provided.

Response: Please refer to Sheets 13 and 14 of the construction documents for existing and proposed waterline locations.

- Add. 1.4 Contractor Question: Please clarify the Completion Days for this project. Page AFB-2 states substantial completion is 165 days and final payment is 195 days. But, Page BF-4 states Substantial completion to be 60 days.
- Response: This information has been updated to reflect the substantial completion timeline of 165 days. A revised Bid Form dated August 26, 2025, is attached to this Addendum.
- Add. 1.5 Contractor Question: You are requesting a lump sum price for Landscaping however, there's no provided landscaping plans for the College Street Section.
- Response: This line item was shown in error and has been removed from the revised bid tab dated August 28, 2025.
- Add. 1.6 Contractor Question: What is the Engineer's budget?
- Response: There is no engineer's budget provided.
- Add. 1.7 Contractor Question: Can we close Hamilton Blvd while work is going on?
- Response: Hamilton Blvd should remain open during construction. Should the need arise, a request can be made depending on the type of work and duration needed.
- Add. 1.8 Contractor Question: When is the NTP anticipated?
- Response: 30 days post bid.
- Add. 1.9 Contractor Question: Is Geotech testing in the contractor's contract or the Cities'?
- Response: Geotechnical testing (if needed) is the responsibility of the contractor.
- Add. 1.10 Contractor Question: We noticed that in-place fill is a bid item on the sheet; is the in place fill coming from cut onsite or imported?
- Response: If suitable material is available via excavation, onsite material can be used for fill areas. Otherwise, it is the responsibility of the contractor to provide suitable fill material for all fill conditions.
- Add. 1.11 Contractor Question: There is no structural design nor details for the reinforced concrete bridge abutments that support the structural steel portion of the bridge. Contech always excludes the design and never provides details for the reinforced concrete abutments. Are structural designs available for the bridge abutments? If so, please provide us with a copy. If not, who is responsible for this design

engineering work for the bridge abutments? We have constructed enough of these bridges to make our cost assumptions, but someone must be responsible for performing the design engineering.

Response: Precast bridge abutments are now included on Sheet 8 of the plan set. The contractor of record may substitute a cast in place equivalent to be approved by the engineer of record.

Add. 1.12 Contractor Question: There is no foundation design nor details for the support of the bridge abutments. Most, but not all, similar pedestrian bridges are pile-supported with two (2) steel H-piles under each bridge abutment. We need to know the size of the piles, the required driving resistance for the piles, whether or not one or more dynamic pile tests will be required, etc. Almost all bid documents for projects which include bridge construction contain a BFI (Bridge Foundation Investigation) which have been prepared by a geotechnical engineering firm which includes geotechnical borings and addresses some but not all of the foundation design questions. Has a BFI been performed for this bridge? If so, please provide us with a copy. If not, is a BFI required? Who is responsible for performing the BFI?

Response: Foundation designs are included on Sheets 26 and 28 of the construction documents. Please refer to the specific details for each side of the bridge and the specific requirements for each. Three helical piles will be used on the northeastern side of the pedestrian bridge. Each pile for bidding purposes will be assumed at a length of 35' and include two 12" heads.

Add. 1.13 Contractor Question: Depending upon the geotechnical investigation and the findings of the BFI, pilot holes are sometimes required where steel H-piles cannot be driven into the ground due to the presence of rock. Are pilot holes required on this project? If so, what is the depth for each pilot hole?

Response: Pilot holes are not anticipated for the project.

Add. 1.14 Contractor Question: Assuming a pile foundation will be required underneath each bridge abutment, a crane will be required to access each end of the bridge to drive the piles. If pilot holes are required, then a large drill rig will also be required. Both the crane and the drill rig will require access behind each bridge abutment and a shoulder of sufficient width to be constructed to support a crane. The grading plan does not indicate that the shoulders will be wide enough to fit a crane or drill rig behind each bridge abutment. Also, there are existing overhead utilities (including overhead electrical lines) immediately adjacent to this new pedestrian bridge. These overhead power lines must be temporarily or permanently relocated near the pedestrian bridge to allow cranes and drill rigs to safely operate with the appropriate safe clear distance. Otherwise, these

overhead electrical lines must be de-energized throughout the bridge construction duration. What provisions have been made to accomplish this?

Response: No cranes are anticipated for the successful construction and placement of the pedestrian bridge and its associated elements.

Add. 1.15 Contractor Question: Are there any existing or proposed underground utility lines that may be in conflict with the pedestrian bridge abutments, foundations, or crane pads?

Response: There are no anticipated utility conflicts.

Add. 1.16 Contractor Question: Has the city already purchased the pedestrian bridge from Contech and is it already being fabricated? Contech's current lead time for producing shop drawings and engineering calculations is between 8 and 10 weeks. Once the shop drawings and engineering calculations have been approved by the city's engineers, Contech's current lead time for fabrication and delivery is between 20 and 24 weeks. If the city has not already purchased the bridge, the shop drawing lead time, the shop drawing approval time, and the bridge fabrication and delivery time will be somewhere between 30 weeks and 38 weeks (7 to 9 months). Does the current project completion date take these timeframes into account?

Response: The city has purchased the pedestrian bridge, and it is currently in process. The expected delivery date is November to December. Should delivery take place outside the project timeline, a separate mobilization and install timeline will be negotiated with the contractor of record.

Add. 1.17 Modification: A revised Bid Form dated August 26, 2025, is attached to this Addendum, and becomes a part of the Contract Documents. Alternate A Total Construction has been added to Article 5 – Basis of Bid. The number of days to for substantial and final completion has been revised in Article 6 – Time of Completion. All Bidders should use the revised Bid Form when submitting a bid.

Add. 1.18 Modification: A revised Bid Tabulation dated August 28, 2025, is attached to this Addendum, and becomes a part of the Contract Documents. All Bidders should use the revised Bid Tabulation when submitting a bid.

Add. 1.19 Modification: The line item 'CONCRETE ABUTMENTS FOR PEDESTRAIN BRIDGE PER DETIAL (2) INCLUDING GRAVEL FOOTING' has been modified to 'CONCRETE ABUTMENTS FOR PEDESTRAIN BRIDGE PER DETIAL (2)'. This change applies to the Bid Tabulation for Project A – Hamilton Boulevard Realignment.

- Add. 1.20 Modification: The line item 'BRIDGE FOOTING PER DETAIL' has been added with a quantity of 1. This change applies to the Bid Tabulation for Project A – Hamilton Boulevard Realignment.
- Add. 1.21 Modification: The line item '2" ROUND HELICAL PILE (OR NEXT TO NOMIAL SIDE EQUIVALENT UP) (ASSUME 3 PILES AT 35' DEPTH)' has been added with a quantity of 105. This change applies to the Bid Tabulation for Project A – Hamilton Boulevard Realignment.
- Add. 1.22 Modification: The line item '12" HELICAL HEAD (2 PER PILE)' has been added with a quantity of 6. This change applies to the Bid Tabulation for Project A – Hamilton Boulevard Realignment.
- Add. 1.23 Modification: The line item 'PILE CAP PER DETAIL' has been added with a quantity of 1. This change applies to the Bid Tabulation for Project A – Hamilton Boulevard Realignment.
- Add. 1.24 Modification: Section 'ALTERNATE A' has been added. This change applies to the Bid Tabulation for Project A – Hamilton Boulevard Realignment.
- Add. 1.25 Modification: The line item 'Landscaping per plans' has been removed. This change applies to the Bid Tabulation for Project C – E. College Street Sidewalk.

End of Addendum No. 1