ADDENDUM NO. 1

CHAPMAN ROAD & SR 3 / US 41 IMPROVEMENTS
RINGGOLD, GEORGIA

The following changes shall be made to the Contract Documents and Specifications:

I. CONTRACT DOCUMENTS

A. ***Section 00 42 00, Bid Schedule.*** DELETE Page 00 42 00-2 and SUBSTITUTE therefor the attached Page 00 42 00-2.1.

II. PRE-BID MEETING

A. Pre-Bid Meeting Notes and Sign-In Sheet are attached.

III. CLARIFICATIONS

A. Clarifications Pages: Attached 1 through 4.

City of Ringgold
Date: October 6, 2016 /s/ Dan Wright, City Manager

ITEM NO.	DESCRIPTION	UNITS	EST. NO. OF UNITS	UNIT PRICE	ITEM TOTAL
SCHEDULE II - CR 253 / CHAPMAN ROAD					
000-1000	MOBILIZATION & BONDING (MAX 4% OF SCH II)	LS	1	$	$
150-1000	TRAFFIC CONTROL, IN ACCORDANCE WITH MUTCD, INCLUDING COORDINATION WITH GDOT AND CITY	LS	1		
210-1010	CONSTRUCTION TESTING (APPENDIX E)	LS	1		
310-1101	GR AGGR BASE (GAB) CRS	TN	1,000		
402-3130	RECY ASPH 12.5 MM SP, GP 2 ONLY, INCL BITUM MATL & H LIME, AND MILLED BUTT JOINTS TO TIE IN TO EXISTING	TN	130		
402-3190	RECY ASPH 19 MM SP, GP 1, INCL BITUM MATL & H LIME	TN	250		
413-1000	BITUM TACK COAT	GL	125		
429-1000	RUMBLE STRIPS	EA	5		
441-0300	CONC SPILLWAY ON BOTH SIDES OF ROAD WITH EITHER CULVERT OPTION	SY	300		
500-3200	CLASS B CONCRETE, IN AREAS DIRECTED BY THE ENGINEER	CY	10		
610-9230	REMOVE EXISTING CULVERT(S), INCL WINGWALLS	EA	3		
652-2501	SOLID TRAF STRIPE, 5 IN WHITE	LF	800		
652-2502	SOLID TRAF STRIPE, 5 IN, YELLOW	LF	820		
653-1704	THERMO SOLID TRAF STRIPE, 24 IN WHITE	LF	30		
EROSION CONTROLS					
163-0240	TEMPORARY STABILIZATION, AS NEEDED - MULCH [Ds1]	SY	750		
163-0300	CONSTRUCTION EXIT, AS NEEDED [Co]	EA	1		
163-0529	HAYBALE CHECK DAMS [CD-Hb]	EA	1		
171-0030	TEMPORARY SILT FENCE TP C [SD1-S]	LF	850		
603-1024a	STN PLAIN RIP RAP, TP 1 BLEND [Ch-Rp] [St]	TN	150		
603-1024b	STN PLAIN RIP RAP, TP 3 BLEND [Ch-Rp] [St]	TN	200		
700-6910	PERMANENT STABILIZATION - GRASSING, INCLUDING 4" TOPSOIL, AGRICULTURAL LIME, FERTILIZER, SEED, AND MULCH [Ds3]	SY	750		
708-0100	TOPSOIL [Tp]	CY	100		
713-0100	STRAW BLANKET [MB]	SY	750		
TOTAL SCHEDULE II - CR 253 / CHAPMAN ROAD				$	

RINGGOLD, GEORGIA
CHAPMAN ROAD & SR 3/ US 41 IMPROVEMENTS

PRE-BID MEETING NOTES
OCTOBER 4, 2016 - 10:00 A.M.

I. Sign-in Sheet (Attached)

II. Introduction of City and CTI staff

Dan Wright, City Manager
Mike Cagle, Public Works Director
Philip Schofield, Engineer

III. General Project Overview

a. The Project consists of the following major elements: replacement of triple culverts and rebuilding Chapman Road for approximately 500 linear feet; and adding a center turn lane on Highway 41 between SR 2 and South Chickamauga Creek. AGL (natural gas company) is in the process of relocating utilities on Chapman Road.

b. Construction schedule - 90 Days

c. Last date for receipt of written questions Monday, October 17, 2016

d. Bid opening date: Friday, October 21, 2016 at Ringgold City Hall, 150 Tennessee Street, Ringgold, Georgia, 30736 at 2:00 PM, local time.

IV. Questions/Comments

a. The contractor shall coordinate all traffic control on Highway 41 with Ray Dalton (GDOT) 770-359-9577.

b. Headwall dimensions shall be according to the details and not scaled from the plan drawing.

c. The guardrail posts over the precast box culverts shall be attached in accordance with GDOT standard details.

d. Paving subcontractor shall be on the GDOT approved list. Guardrail installers can be on either the Tennessee DOT, Alabama DOT, or Georgia DOT list.

e. Ray Dalton clarified that a Shuttle Buggy will not be required for the 12.5mm asphalt on this project.

V. Any additional questions about the plans and specifications should be directed to CTI Engineers, Philip Schofield, at 423-267-7613, pschofield@ctiengr.com

SIGN-IN SHEET
PREBID MEETING
CITY OF RINGGOLD, GEORGIA
CHAPMAN ROAD IMPROVEMENTS
October 4, 2016, 10:00 a.m.

Attending:

Name	Company	Phone Number	FAX Number	E-Mail Address
Philip Schofield PRS	CTI Engineers	423-267-7613	423-267-0603	pschofield@ctiengr.com
FRANK GEISMAR	BROWN BROS	893-9595	893-9660	fge.smar@gmail.com
Jeff Moore	PhaHless	622-1037	622-9823	jeff@phaltless.com
Bo Murphy	Talley Construction	706-866-0556	706-866-0624	bo@talleyconstruction.net
MIKE KLEUCKLING	C. W. MATTHEWS	770 422-7520	770 422-9361	MIKEK@CWMATTHEWS.COM
Ray Dalton	GDOT	770-359-9577	706-272-2357	Mdalton@dot.ga.gov
HERBIE SOWDER	Simpson Const. Co-Greenstar LLC	423-472-4553	423-472-9824	SCC@simpsonconst.net
Mike Cagle	City of Ringgold	423-619-8831	706-935-2280	Mike.Cagle@yahoo.com
Dan Wright	City of Ringgold	706-935-3061	706-965-7446	danwright@CATT.COM

CHAPMAN ROAD & SR 3/ US 41 IMPROVEMENTS
ADDENDUM NO. 1 CLARIFICATIONS
RINGGOLD, GEORGIA

This project is being administered by the City of Ringgold. Due to permit and grant requirements, we have utilized as much of the GDOT specs and typical payment items as possible. However, the bid schedule has been developed to fit the needs of the City. The answers to bidder questions are listed below:

1. Question: On the "Bid Schedule of Items" form, Schedule I, IIA, & IIB each have a Grading Complete – 1 Lump Sum bid item, however Schedule II does not. Is this correct or should Schedule II have a Grading Complete item as well?

   Answer: The grading associated with Schedule II is either going to be in Schedule IIA or IIB. If it was listed in Schedule II, it would be a duplicate.

2. Question: On the "Bid Schedule of Items" form, Schedule II has a bid item for Top Soil – 100 CY, but you have also included it (4" Top Soil) in the Permanent Stabilization bid item description directly above it. Is this a duplication? Schedule I just has 4" Top Soil in its Permanent Stabilization bid item description. The inconsistency of the bid form is a bit confusing.

   Answer: The 4" of topsoil is to be included in the permanent stabilization (Item 700-6910). The 100 cy of topsoil (Item 708-0100) is a contingency item if more topsoil is needed in areas as directed by the City or engineer.

3. Question: Typically GDOT will not make the Contractor place "Top Soil" on the slopes, shoulders and medians of its roadways, we are generally allowed to just use the native soils from the project as long as we can get a good stand of grass. Is this the City's intent or do you actually want to purchase Top Soil for the top 4" on the entire project?

   Answer: Native soil is okay for the 4" in the stabilization item (Item 700-6910) as long as the native topsoil is removed and stored properly for use later in stabilization. The Top Soil - 100 CY contingency item (Item 708-0100) should be considered purchased topsoil and must be approved prior to placement.

4. Question: On the "Bid Schedule of Items" form, Schedule I has a bid item for "All Other BMPS Not Listed In Schedule I – Lump Sum. However Schedule II does not have this item so we can only assume that you have bid items for all BMPS shown on the Schedule II plans, is this a correct assumption? Would you consider establishing bid items for all BMPS for all schedules so that we are not trying to guess at what may or may not be covered by bid items since the bid Schedules do not appear to be consistent? Typically on projects that follow GDOT Specifications all BMPS are set up as individual bid items.

Answer: The "all other BMPs" are included in Schedules IIA and IIB within the stream diversion, dewatering, etc., pay item. We have established unit items for most BMPs; however, there are some BMP items that may be needed that are not listed due to the means and methods selected by the contractor.

5. Question: Which plan sheet(s) should be used for BMPS quantification for the "ALL OTHER BMPS NOT LISTED IN SCHEDULE I – 1 LUMP SUM item for Schedule I, our guess is Drawing 7.0 & 8.0, SR 3/ US 41 Drainage Plan? Please clarify this.

   Answer: The BMPs for Schedule I are depicted on Drawings 7 and 8. As noted above, the "all other BMPs not listed" are additional BMP items that the contractor may deem necessary due to their means and methods.

6. Question: What is the City's expected Notice to Proceed Date for the work on this project?

   Answer: The project includes an LMIG grant which requires a start date prior to December 31, 2016.

7. Question: On the "Bid Schedule of Items" Schedule II has bid item 603-1024 STN PLAIN RIP RAP, TP 1 AND TP 3 BLEND -350 TONS, what is the ratio of the "Blend" (50% / 50% ?, Or something else), this is very important to know since Type I and Type III have very different material and hauling costs associated with them. Ideally, it would be better if these were separate bid items.

   Answer: I will look into splitting this pay item. We have bid this item similarly on multiple projects and not had an issue. If you visit the site you will see on the downstream side of the channel on Chapman Road a large eroded area. The larger riprap will be needed in the bottom of the channel and the smaller riprap will be layered near the top and on the side slopes.

8. Question: We have not been able to find any scalable Earthwork Cross Sections that can be used to quantify the Grading needed for either SR 3/ US 41 or Chapman Rd. There appears to be some contour information shown on Drawing 13.0 but the scale is such that we are not sure that a takeoff would be very accurate. Typically Cross Sections are provided by GDOT for determining earthwork calculations, can we request that Cross Sections be provided for this project? The Typical Sections you have provided on Drawings 11.1 and 15.0 are not to scale and are too far apart to accurately determine the grading needs. Ideally we would need cross sections cut on 50' Intervals (Minimum) showing the existing ground elevations vs the proposed elevations.

   Answer: If you sign a waiver, CTI can provide an autocad drawing for your takeoff. We feel that the plan contours and typical sections for this particular project are enough for a bidder to get an accurate takeoff.

9. Question: On the "Bid Schedule of Items" form Schedule I has an item 611-5551 Relocate & Reset Sign – 5 Each, should this be Remove & Reset Sign?

   Answer: Yes, you will need to remove the sign to relocate and reset it.

10. Question: It looks like Chapman Road will need to be closed to perform this work shown in the plans. Will we be allowed to close Chapman Road for the project's entire 90 Day duration?

    Answer: Road closure will need to be coordinated with both the City and County. Since Chapman Road is a loop that connects to Hwy 41 on both ends, the road will be able to be closed during construction. The contractor will need to coordinate closely with City, County, School System, and Emergency Response personnel. Advance notification signage will be required.

11. Question: Does the City have a Specific Detour Route that we should use (provide Detour Signage for) when Chapman Road is closed?

    Answer: As discussed in # 10 above, Chapman Road makes a loop and connects to Hwy 41 on both ends. Therefore closing the road to local traffic will not be a problem. Coordinating with emergency response agencies and the school system will be the most important.

12. Question: Are you anticipating the need for any of the Grassing on this project to be Sod? If so how much should we include in our bid?

    Answer: We are not anticipating utilizing sod.

13. Question: Your Bid Items are using GDOT seven digit codes but some of the bid item descriptions you show are much different than what that GDOT code typically represents. Should we bid what the GDOT Code is typically used for or should we bid what your description calls out?

    Answer: This is not a GDOT administered project. Your bid should be based upon the descriptions for each pay item as written in the bid schedule.

14. Question: For commercial driveways along Highway 41, should they be saw cut and replaced all the way to the right-of-way line?

    Answer: The way the project is developed is that the added pavement widths are being built with layers of 25mm, 19mm, and then the entire road will be topped with 12.5 mm. At the driveway aprons, sawcutting will be performed to install the GAB and the 25 mm and 19 mm layers. The 12.5 mm layer will be used to make the transitions at the driveways.

15. Question: Why is curb and gutter not being installed on this project?

Answer: The grant does not include funding for curb, gutter, inlets and pipe for this project. If the drainage were to be concentrated, then a considerable amount of pipe would be required to tie into the stream behind the commercial buildings. This would require easements. The grant requires that construction begin prior to December 31, 2016 and does not allow time to obtain easements. Basically, this project proposes to not redirect drainage from where it currently is going.

16. Question: When we tie into the existing at the new proposed edge of pavement for US 41, that we may force water onto the adjacent businesses. Especially at National Title Pawn & Complete Cash they have asphalt berms at the current gutter line that is forcing the water to stay on US 41. The new cross slope of the new pavement and raising the road up may open these two place up to taking on water from US 41 that they are currently not getting because of the asphalt berms. Other places I guess your intent is to tie the new US 41 Edge of Pavement into whatever curb or island that is currently there?

Answer: The intent is to tie as close as possible to the existing grades at or near the new asphalt lane edge. The topping layer may need to transition a bit to make a smooth connection. The existing curbs and asphalt berms are not to be removed as part of this project.

17. Question: Rumble Strips on Chapman Road, do you want these to go back as Thermoplastic or Asphalt? 429-1000 defaults in as Asphalt but I can also be the GDOT number that is used if you want Thermoplastic. I think you have Thermoplastic out there now.

Answer: Thermoplastic