

Addendum #1

City of Duluth

2020 LMIG Full Depth Reclamation Project on various streets within the City of Duluth

Pre-Bid Meeting Questions and Answers

July 14, 2020, 10am

Audrey Turner, City of Duluth Public Works Director opened the meeting by introducing Daniel Taylor, PE, Project Manager with CHA. Daniel explained the project is a Full Depth Reclamation project of Heath Lane, Chelsea Court and Victoria Way is the alternate project and follows the specifications of the Georgia Department of Transportation Standard Specification 315 (Cement Stabilized Reclaimed Base). Daniel further explained that the plan was to keep the existing curb, gutter and stormwater infrastructure with the exception of several small sections of broken curb, and replacement of up to two catch basin tops if necessary.

Question: Some areas of the bid documents say 120 days for completion and some areas say 90 days. Please clarify.

Answer: The correct time for completion is 90 days. A separate addendum will be issued to correct this error.

Question: The bid mentions erosion control and there is a pay item for erosion control. What specifically are you looking for?

Answer: We are looking for the contractor to take all necessary precautions to prevent runoff of silt, rock, dirt, asphalt or other materials into local streams. Silt fence is not required as there should be no shoulder work. (however, any damage to yards from equipment, materials, vehicles or employees will be the responsibility of the contractor to repair and replant grass to match the existing type of grass or sod). All catch basins and drainage grates should be protected with inlet sediment traps to prevent runoff.

Question: Will the contractor be responsible for mix design?

Answer: Yes. Once bid is awarded, contractor will provide mix design to CHA for United Consulting review and approval. There is no GDOT involvement on this project.

Question: The pavement evaluation summary from United recommends one pavement section, the plans recommend something different, which is correct?

Answer: Eight inches of FDR base and two inches of surface topping shown on the plans is the correct pavement section. A revised pavement evaluation will be provided.

Question: Specifications say limit RAP (recycled asphalt product) to no more than 25%. But the specifications also say to go with Georgia Department of Transportation mix, which has been accepted at over 25%. Please clarify.

Answer: Per GDOT section 402, the maximum ratio of RAP to the recycled mixture is 40 percent for continuous type mix plants and 25 percent for batch type plants. The RAP materials should meet GDOT section 402 requirements.

There was discussion regarding homeowners placing concrete in the gutter to make the transition from the road to their driveway smoother. Contractors asked if that concrete gets ripped out or broken by the machinery are the contractors required to put it back.

Answer: No. Any concrete in gutter at driveways is not required to be replaced by contractor. However, any curb that is damaged is required to be replaced by the contractor.

Discussion was held on the different work hours that are listed in the project manual versus what is listed in the contract. It was explained that those hours were listed due to issues with school busses being able to get through the work zones. Contractors stated they would maintain one lane through the work zone and would make sure all busses and homeowners could get through.

Answer: Work hours are 7:30am until 6pm Monday through Friday. No weekend work is allowed. Contractor is required to keep one lane passable for busses and homeowners.

Question: Do you have a preference for Prime Coat or Wet Curing?

Answer: The FDR should be prepared so that the unconfined compressive strength of the resulting product is at least 300 psi. The laboratory unconfined compressive strength should be at least 450 psi.

Discussion was held on GDOT section 315 – that section states a compressive strength of 300, but your specs state 450.

Answer: Compression in field is waived as long as everything meets GDOT specs.

Question: Your specs state that all equipment must be moved out on nights and weekends, is that still required?

Answer: Yes. Commercial property is available close by to park equipment, but contractor is responsible for working with property owner to get approval.

Question: You want finished asphalt level to match existing curb?

Answer: Yes.

Discussion was held regarding existing road levels and crowns and what exactly was expected.

Answer: The finished product should generally match what is existing now, which should have a crown line of one to two percent (1-2%). Currently, we know of no flooding or standing water issues on any of the roads, with the exception of #1 shown below, we expect that to be the same when the project is finished.

#1 At the corner of Heath Lane and Victoria Way, the curb has sunk and a higher asphalt curb has been added to prevent flooding, with the road corrected and the curb replaced, this issue should go away.

Obviously, if issues or concerns are encountered once the project begins, we will work with the winning contractor to adjust plans as necessary.

Question: Please confirm catch basin top or throat replacement.

Answer: There are two catch basin tops that are called out for replacement. One is on Victoria Way, one is on Heath Lane. They are called out as "reconstruct" in the plans. Contractor will not be required to replace any catch basin throats.