

September 11, 2024

**Addendum No. 1
BL099-24
(Design Build)
F-1483-01 East Jones Bridge Road at Chattahoochee River Tributary**

NOTICE TO CONTRACTORS:

The bid deadline is being postponed until October 3, 2024

FOR THE CONTRACTORS' INFORMATION:

- Q1. Please confirm who is responsible for purchasing the mitigation credits? - Section 999.1.07 of the bid documents states "the County can purchase the credits", but also says "work covered under this Specification includes the furnishing of all materials, labor, tools, equipment and other incidental items for the designing, detailing, permitting, and construction of the Project contained in the Project Scope and Concept Aerials".
- A1. As stated, it is the desire of the County to have the design of the project to be completed so that there are no impacts to the stream or the stream buffer that require mitigation. The County will purchase mitigation credits if the County agrees that the project design cannot be achieved without requiring 404 impacts and/or stream buffer impacts.**
- Q2. Is the project state or federally funded?
- A2. The project is fully funded with SPLOST funds.**
- Q3. Will the maximum span length criteria included in the GDOT Bridge and Structures Design Manual be applied to designs for this project?
- A3. Following the maximum span length criteria in the GDOT Bridge and Structural Design Manual is preferred, however, if lengths differing from the Manual are to be utilized, the contractors design calculations will need to show that the lengths do not negatively impact the required lifespan or require increased maintenance on the bridge.**

Q4. The East Jones Bridge Road bridge over Chattahoochee Tributary site is within an established FEMA floodway. Therefore, a hydraulic model should be on file at FEMA, which was used to produce the FIRM. Does the County have a copy of the hydraulic model for this reach of the tributary, and can you provide it to prospective bidders?

A4. The County does not have a copy of a model currently.

Q5. The Bid Package states that it is required to perform hydraulic computations in accordance with the GDOT Drainage Manual to ensure that a No Rise Certification is met for the design through the FEMA-studied flood zone. The GDOT Drainage Manual requires 2.0 feet of freeboard between the bridge low chord and the design water surface elevation. Because the current roadway bridge is undersized and the FEMA Flood Insurance Study does not appear to include the two adjacent pedestrian bridges, the new baseline flood elevation used for comparison will be even higher than shown on the FIRM or in the FIS once the modeling is updated to reflect the pedestrian bridges. Would the updated/higher 100-year floodplain and floodway elevations be considered as the baseline for comparison of the post-project floodplain and floodway elevations, or would the County require that the post-project elevations meet the current/effective elevations? This can affect the size and associated cost of the proposed replacement bridge that is required to meet No Rise conditions.

A5. The elevations from the study need to be met, and a No Rise certification from the contractor will be required.

Q6. The GDOT Drainage Manual states that the design storm for the traffic volume on this roadway would be the 50-year storm, and the proposed bridge would be required to have 2.0 feet of freeboard over the design flood elevation. Meeting this requirement could translate to significant roadway grade increase, depending on the span arrangement and superstructure design that is chosen. Is there an opportunity to reduce the design storm and/or freeboard requirement to help optimize the bridge design and associated cost?

A6. The contractor is required to provide a No Rise certification, and to provide freeboard on the bridge. The freeboard provided can be less than 2 ft.

Q7. Will the County salvage any materials from the existing pedestrian bridges or will they remain the property of the contractor?

A7. No

Q8. Can the County provide any geotechnical data?

A8. There is no geotechnical data available.

- Q9. If the existing water main does not conflict with construction of the new bridge, can it be supported in place during construction and re-attached to the new bridge?
- A9. The contractors' means and methods of construction for the watermain are the contractor's responsibility as long as the means and methods do not conflict with GCDWR Specifications.**
- Q10. Can the DWR water main attached to the existing bridge be cut off temporarily during construction within the project limits? For what duration?
- A10. Yes, the water main can be isolated and shut down in the vicinity of the bridge, provided water service is maintained to all adjacent properties. The isolated section of the main can be shut down for a maximum of 150 calendar days.**
- Q11. Will the County allow other utilities to be attached to the new bridge?
- Q11. The County will allow other utilities to attach to the bridge. However, the design of the bridge will dictate what can be attached to the bridge.**
- Q12. Can the County please confirm the presence of ACP (asbestos-cement pipe) water main in the project, including its location and limits? Is the abandoned ACP filled with grout? Is the DB Team required to complete any additional abandonment or just dispose of what is necessary to complete the new bridge? Please provide a special provision if there are any special requirements.
- A12. There is an abandoned 6" ACP pipe along East Jones bridge Rd. If the pipe is dug up as part of this project, it will have to be disposed of in accordance with Local, State, and Federal guidelines for asbestos materials.**
- Q12. Section 999.1.02 makes reference to a "Statement of Qualifications" and reads as if this would have already been submitted to the county with design team members listed. We can find no other reference or requirement for a Statement of Qualifications. Please clarify.
- A12. A statement of qualifications is not required.**
- Q13. Section 999.1.03 includes the required typical section pavement design. Please clarify if Recycled Asphalt mixes are acceptable for use.
- A13. Recycled asphalt can be used in accordance with GDOT specifications.**
- Q14. Please confirm there is no minimum length of the full depth reconstruction required beyond the new bridge structure.

A14. The roadway must be reconstructed a minimum of 50' beyond the limits of the approach slabs, if there are no elevation changes associated with the hydraulic study or bridge design.

RECEIPT OF BIDS HAS CHANGED FROM: 2:50 PM LOCAL TIME, THURSDAY SEPTEMBER 19, 2024, TO 2:50 PM LOCAL TIME, THURSDAY, OCTOBER 3, 2024

All bidders shall acknowledge receipt of this addendum by inserting its number and date in the Bid Form. Failure to do so may subject the bidder to disqualification. This addendum forms a part of the Contract Documents.

Thank you,

Michael Milstein
Purchasing Associate II