



INVITATION-TO-BID
“MARKET ST. RESURFACING & SIDEWALKS”
- SPLOST 08
RESPONSE TO QUESTIONS

Question #1 Received on August 15th, 201 at 7:10 PM :

If the prime contractor is qualified DBE already, will the DBE 12% requirement be covered since the prime is a DBE or does the prime still need to use another DBE to have that requirement satisfied.

Response to Question #1:

The prime, subcontractor (s) or any combination thereof are permitted to satisfy the minimum 12% DBE requirement.

Question #2 Received on August 16th, 2021 at 2:35 PM:

I have one question regarding the insurance requirements for the Market Street Bid. On p15 of the bid package it says:

(2) Automobile liability insurance with policy limits of not less than ONE MILLION DOLLARS (\$3,000,000.00) combined single limit per accident or occurrence covering each motor vehicle operated on City property.

Response to Question #2:

This automobile liability limit should read as follows:

(2) Automobile liability insurance with policy limits of not less than ONE MILLION DOLLARS (\$1,000,000.00) combined single limit per accident or occurrence covering each motor vehicle operated on City property.

Question #3 Received on August 19th, 2021 at 11:56 AM:

1. The face of rail on the entire SBT-FAT terminal sections, one at each end of rail and each approximately 30ft long anchor has to be out of the clear zone. The clear zone on the road is 7 ft behind the curb. There is not enough shoulder to install those anchors. Please Clarify?
2. There is no State Detail for installing Steel Backed Guardrail product on the R.O.W. What is the face of Rail location from the face of curb? Please Clarify
3. Per detail 617-61 SBT-FAT there is 5 ft of additional shoulder behind the back of the rail. There is not enough shoulder for and there is a pipe culvert at the beginning of the run of guardrail. Please Clarify?
4. There is a bid item for 220 lf of Guardrail wooden There is a 158 ft run shown. Please Clarify?

Response to Question #3:

#1 – The posted speed limit on Market St is 15 MPH. There is sufficient shoulder width (and clear zone) to allow for a tie-down/anchor

#2 – The face is wood - timber. No state funds are being utilized on this project nor is the road “on-system”

#3 – The beginning point will be located at least 10 feet from the outlet of the culvert – potentially more. Adjustments can be made in the field as necessary. The change in horizontal alignment of the roadway begins a few feet past (north) the culvert.

The shoulder width behind the curb is a minimum of 4 feet. If the contractor needs to adjust the shoulder width, at the direction of the city, then this will be a scope change and change order as appropriate.

#4 – The quantity should be 158 feet – not 220 feet
