



CITY OF STONECREST, GEORGIA

Honorable Mayor Jason Lary, Sr.

Council Member Jimmy Clanton, Jr. – District 1

Council Member Rob Turner- District 2

Council Member Jazzmin Cobble – District 3

Council Member George Turner- District 4

Council Member Diane Adoma – District 5

CITY COUNCIL WORK SESSION

March 25, 2019

6:00 p.m.

3120 Stonecrest Blvd. Suite 190

Stonecrest, Georgia

I. CALL TO ORDER: Mayor Jason Lary

II. AGENDA ITEMS:

1. Discussion of bid process and vendor selection for the 2019 LMIG resurfacing project—Ken Hildebrandt
2. Discussion of Salem Road/Evans Mill Road Intersection – Mayor Lary
3. IGA and Ordinance Schedule – Winston Denmark
4. City Clerk introductions – Wayne Wright
5. Discussion regarding Arabia Mountain Overlay Steering Committee to assume a role in evaluation of parks acquisition – Councilmember George Turner

III. ADJOURNMENT



CITY COUNCIL WORK SESSION AGENDA ITEM

**SUBJECT: BID PROCESS AND VENDOR SECTION FOR 2019 LMIG
RESURFACING PROJECT**

- | | | |
|--|-------------------------------------|---|
| <input type="checkbox"/> ORDINANCE | <input type="checkbox"/> POLICY | <input type="checkbox"/> STATUS REPORT |
| <input type="checkbox"/> DISCUSSION ONLY | <input type="checkbox"/> RESOLUTION | <input checked="" type="checkbox"/> OTHER |

Work Session: 03/25/2019

Council Meeting: 03/25/2019

SUBMITTED BY: Ken Hildebrandt

PURPOSE: Discussion

HISTORY:

FACTS AND ISSUES:

OPTIONS:

RECOMMENDED ACTION:



Jason Lary, Mayor

November 26, 2018

Lewis Booker
District 7
Georgia Department of Transportation
5025 New Peachtree Road
Chamblee, GA 30341

Re: 2019 LMIG Application

Dear Mr. Booker:

We are pleased to submit the attached application for 2019 LMIG funding. Per the attached letter from Commissioner Russell McMurry, our anticipated award will be \$536,511.28. We are prepared to fund the required 30% matching amount of \$160,953.38. We would like to construct the following projects:

Resurfacing of 18 streets in the City of Stonecrest.

This is the first year that the City of Stonecrest has received LMIG funds directly, so we do not have any Previous Statements of Final Project Expenditures. Thank you for your consideration of this request.

If you have any questions, please contact Assistant City Manager Plez Joyner at 770-224-0200 or pjoyner@stonecrestga.gov.

Sincerely,

A handwritten signature in black ink that reads "Jason W. Lary". The signature is written in a cursive, flowing style.

Jason Lary
Mayor

Attachments: LMIG Application
Project Map

City of Stonecrest
3120 Stonecrest Blvd
Stonecrest, GA 30038
www.stonecrestga.gov



**GEORGIA DEPARTMENT OF TRANSPORTATION LOCAL
MAINTENANCE & IMPROVEMENT GRANT (LMIG)
APPLICATION FOR FISCAL YEAR 2019
TYPE OR PRINT LEGIBLY. ALL SECTIONS MUST BE COMPLETED.**

LOCAL GOVERNMENT INFORMATION

Date of Application: 11/26/18

Name of local government: City of Stonecrest

Address: 3120 Stonecrest Blvd, Stonecrest, GA 30038

Contact Person and Title: Plez Joyner, Assistant City Manager

Contact Person's Phone Number: 770-224-0200

Contact Person's Fax Number: _____

Contact Person's Email: pjoyner@stonecrestga.gov

Is the Priority List attached? Yes

LOCAL GOVERNMENT AFFIDAVIT AND CERTIFICATION

I, Jason Lary (Name), the Mayor (Title), on behalf of The City of Stonecrest (Local Government), who being duly sworn do swear that the information given herein is true to the best of his/her knowledge and belief. Local Government swears and certifies that it has read and understands the LMIG General Guidelines and Rules and that it has complied with and will comply with the same.

Local government further swears and certifies that it has read and understands the regulations for the Georgia Planning Act of 1989 (O.C.G.A. § 45-12-200, et seq.), Service Delivery Strategy Act (O.C.G.A. § 36-70-20, et seq.), and the Local Government Budgets and Audits Act (O.C.G.A. 36-81-7 et seq.) and will comply in full with said provisions. Local government further swears and certifies that the roads or sections of roads described and shown on the local government's Project List are dedicated public roads and are part of the Public Road System in said county/city. Local government further swears and certifies that it complied with federal and/or state environmental protection laws and at the completion of the project(s), it met the match requirements as stated in the Transportation Investment ACT (TIA).

Further, the local government shall be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, work and other services furnished by or on behalf of the local government pursuant to this Application ("Loss"). To the extent provided by law, the local government further agrees to hold harmless and indemnify the DEPARTMENT and the State of Georgia from all suits or claims that may arise from said Loss.

GEORGIA DEPARTMENT OF TRANSPORTATION LOCAL MAINTENANCE & IMPROVEMENT GRANT (LMIG) APPLICATION FOR FISCAL YEAR 2019

LOCAL GOVERNMENT AFFIDAVIT AND CERTIFICATION

If the local government fails to comply with these General Guidelines and Rules, or fails to comply with its Application and Certification, or fails to cooperate with the auditor(s) or fails to maintain and retain sufficient records, the DEPARTMENT may, at its discretion, prohibit the local government from participating in the LMIG program in the future and may pursue any available legal remedy to obtain reimbursement of the LMIG funds. Furthermore, if in the estimation of the DEPARTMENT, a roadway or bridge shows evidence of failure(s) due to poor workmanship, the use of substandard materials, or the failure to follow the required design and construction guidelines as set forth herein, the Department may pursue any available legal remedy to obtain reimbursement of the allocated LMIG funds or prohibit local government from participating in the LMIG program until such time as corrections are made to address the deficiencies or reimbursement is made. All projects identified on the Project list shall be constructed in accordance with the Department's Standard Specifications of Transportation Systems (Current Edition), Supplemental Specifications (Current Edition), and Special Provisions.

Local Government:

1214800

E-Verify Number

Sworn to and subscribed before me,

This 28th day of November, 2018.

In the presence of:

NOTARY PUBLIC

Brenda B. James

My Commission Expires

June 23, 2020

NOTARY SEAL:



Jason W. Larry (Signature)
JASON W. LARRY (Print)
Mayor / Commission Chairperson
11/28/18 (Date)

LOCAL GOVERNMENT SEAL:



FOR GDOT USE ONLY

The local government's Application is hereby granted and the amount allocated to the local government is _____ Such allocation must be spent on any or all of those projects listed in the Project List.

This _____ day of _____, 20____.

GDOT Office of Local Grants

2019 LMIG PROJECT REPORT

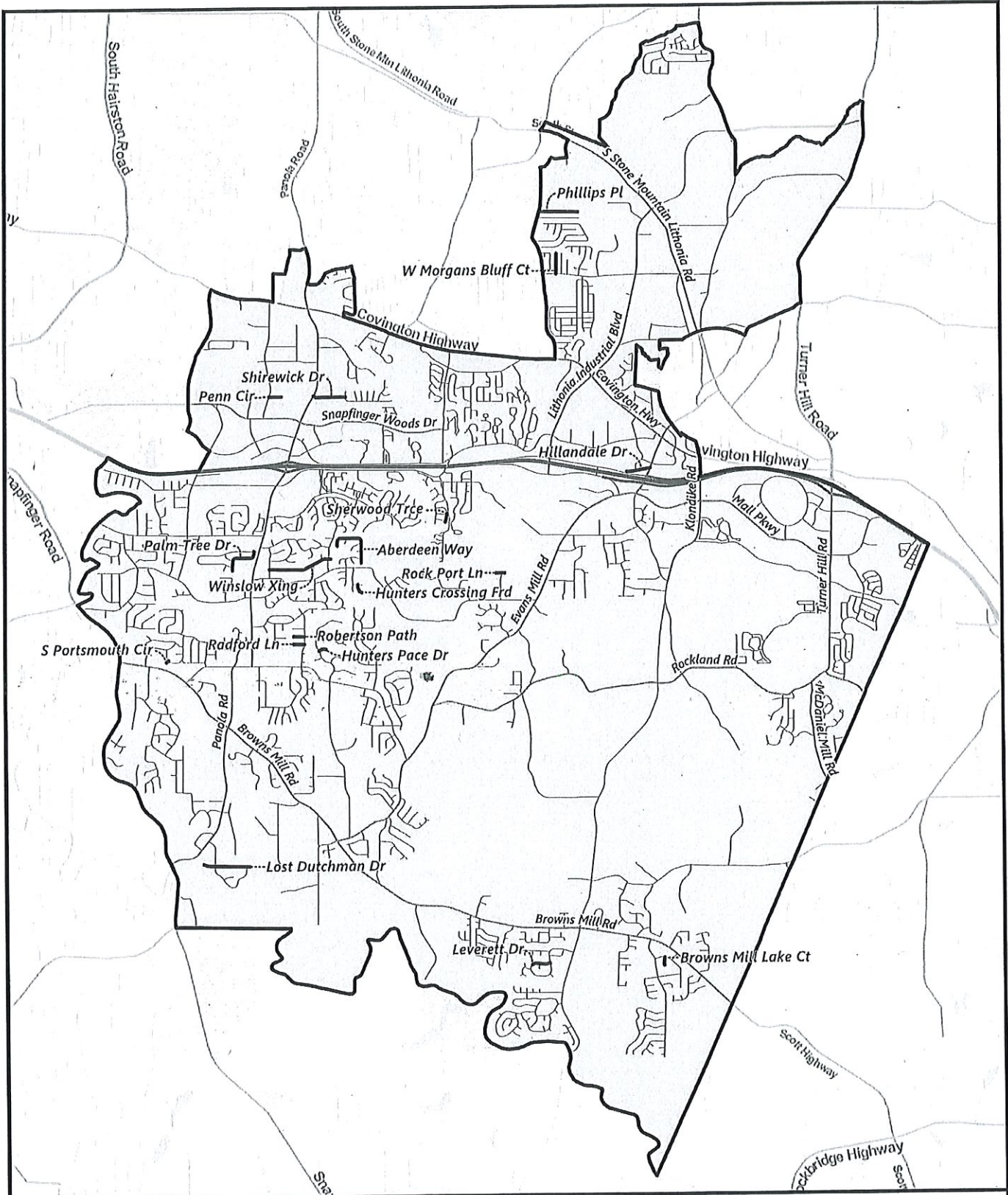
COUNTY / CITY City of Stonecrest

ROAD NAME	BEGINNING	ENDING	LENGTH (Miles)	DESCRIPTION OF WORK	PROJECT COST	PROJECT LET DATE
WEST MORGANS BLUFF CT	MARBUT RD	CUL DE SAC @ 2039	0.19	Mill and Overlay	\$70,072	Spring, 2019
LEVERETT DR	6083-84 LEVERETT DR	6132-36 LEVERETT DR	0.14	Mill and Overlay	\$45,736	Spring, 2019
ABERDEEN WAY	CUL DE SAC @ 3170	3080 ABERDEEN WAY	0.20	Mill and Overlay	\$76,087	Spring, 2019
BROWNS MILL LAKE CT	BROWNS MILL LAKE RD	CUL DE SAC	0.07	Mill and Overlay	\$34,213	Spring, 2019
WINSLOW CROSSING	PEQUEA DR	DEAD END @ 5552	0.54	Mill and Overlay	\$187,498	Spring, 2019
SOUTH PORTSMOUTH CIR	PORTSMOUTH CIR	CUL DE SAC @ 3534	0.03	Mill and Overlay	\$18,060	Spring, 2019
SHERWOOD TRACE	TRENT JONES WAY	69' N OF DOGWOOD MNR	0.05	Mill and Overlay	\$18,763	Spring, 2019
ROCK PORT LN	ROCK PORT DR	6140 to 6124	0.08	Mill and Overlay	\$26,281	Spring, 2019

2019 LMIG PROJECT REPORT

COUNTY / CITY City of Stonecrest

ROAD NAME	BEGINNING	ENDING	LENGTH (Miles)	DESCRIPTION OF WORK	PROJECT COST	PROJECT LET DATE
ROBERTSON PATH	FANNIN DR	CUL DE SAC @ 5388	0.10	Mill and Overlay	\$42,756	Spring, 2019
RADFORD LN	FANNIN DR	CUL DE SAC @ 5386	0.10	Mill and Overlay	\$43,382	Spring, 2019
PHILLIPS PL	PHILLIPS RD	CUL DE SAC @ 6437	0.34	Mill and Overlay	\$122,073	Spring, 2019
PENN CIR	PARK CENTRAL BLVD	CUL DE SAC	0.11	Mill and Overlay	\$49,945	Spring, 2019
PALM TREE DR	PANOLA MILL DR	CUL DE SAC @ 3261	0.32	Mill and Overlay	\$120,248	Spring, 2019
LOST DUTCHMAN DR	MINERS CREEK RD	CUL DE SAC & D.E.	0.42	Mill and Overlay	\$160,509	Spring, 2019
HUNTERS PACE CIR	HUNTERS PACE DR	CUL DE SAC @ 5510	0.07	Mill and Overlay	\$30,029	Spring, 2019
HUNTERS CROSSING FORD	HUNTERS CROSSING CT	CUL DE SAC @ 5687	0.10	Mill and Overlay	\$40,814	Spring, 2019



PROPOSED RESURFACING

2019 LMIG APPLICATION





City of Stonecrest

Invitation to Bid
ITB # 2019 - 005

2019 LMIG Street Resurfacing

City of Stonecrest Invitation to Bid

Invitation

The City of Stonecrest, Georgia is seeking competitive bids for a Street Resurfacing contract. Proposals will be accepted until 2:00 pm EST, Tuesday, March 19, 2019. The complete scope and other relevant information for ITB 2019-005 2019 Street Resurfacing is available for download on the City of Stonecrest website at <http://Stonecrestga.gov> or send request via email to procurement@Stonecrestga.gov.

SCOPE OF WORK

Refer to Exhibit A.

PROPOSED SCHEDULE	
Bid Release	February 22, 2019
Pre-Proposal Conference	March 11, 2019 at 2:00PM (EST)
Deadline for Questions	March 12, 2019
Responses to Questions Posted:	March 14, 2019
Bid Deadline	March 19, 2019 at 2:00PM (EST)
Award at Council Meeting	March 25, 2019
Anticipated Notice to Proceed	April 8, 2019
Completion Date	Aug. 31, 2019

Any questions should be submitted in writing to procurement@Stonecrestga.gov, reference ITB #2019-005.

PRE-PROPOSAL CONFERENCE MEETING:

The City will hold a non-mandatory pre-bid meeting on Monday, March 11, 2019 at 2:00PM (EST). The purpose of this meeting is to discuss the scope of work in detail and answer any questions.

Location

City Hall

3120 Stonecrest Blvd.

Stonecrest, GA 30038

SUBMITTAL REQUIREMENTS:

Submit your **ITB Response**, including Exhibits B, C, D, and E: two (2) hard copies (one original, one copy), two (2) electronic copies each on a USB drive and original copy of Disclosure form to:

**Stonecrest City Hall Annex
c/o Procurement
3220 Stonecrest Blvd.
Stonecrest, GA 30038**

Your response must be received by the date and time specified. On the outside of the sealed envelope, write the following:

**ITB #2019-005
Attn: Procurement
Vendor Name:
Vendor Contact information:**

Exhibit A

2019 STREET RESURFACING PROJECT

Project Specifications / Scope of Work

PURPOSE, INTENT AND PROJECT DESCRIPTION

The City of Stonecrest (City), requests that interested parties submit formal sealed bids/proposals for the plant mix resurfacing for eighteen (18) streets with a bid alternate to resurface one additional street (Turner Hill Road). All streets can be found on the location map provided in this bid package.

All streets are to be patched, milled, resurfaced, and re-stripped per the following specifications.

GENERAL CONDITIONS

The contractor shall execute the work according to and meet the requirements of the following:

- Georgia Department of Transportation (GDOT) Specifications, Standards, and Details;
- The Contract Documents including but not limited to the scope of work, and specifications;
- City of Stonecrest ordinances and regulations;
- OSHA standards and guidelines
- Any other applicable codes, laws and regulations including but not limited to Section 45-10-20 through 45-10-28 of the Official Code of Georgia Annotated, Title VI of the Civil Rights Act, Drug-Free Workplace Act, and all applicable requirements of the Americans with Disabilities Act of 1990.

The contractor will be responsible for providing all labor, materials, and equipment necessary to perform the work. This is a unit price bid. Payment will be made based on actual work completed.

The contractor is responsible for inspecting the jobsite prior to submitting a bid. No change orders will be issued for differing site conditions.

Materials must come from GDOT approved sources. The contractor will be required to submit in writing a list of proposed sources of materials. When required representative samples will be taken for examination and testing prior to approval. The materials used in the work shall meet all quality requirements of the contract. Materials will not be considered as finally accepted until all tests, including any to be taken from the finished work have been completed and evaluated. Standard Specification 106 – Control of Materials will be used as a guide. All materials will be tested according to the GDOT Sampling, Testing, and Inspection Manual by an approved consultant/lab hired by the City.

The successful bidder must have verifiable experience at construction of similar projects in accordance with these specifications. **Bidder shall provide references demonstrating experience completing projects of similar scope.**

10% retainage will be withheld from the total amount due the contractor until Final Acceptance of work is issued by the City. The City will inspect the work as it progresses.

PROSECUTION AND PROGRESS

The Contractor will mobilize with sufficient forces such that all construction identified as part of this contract shall be substantially completed by August 31, 2019. The contractor will be considered substantially complete when all work required by this contract has been completed (excluding final striping and punch list work).

Upon Notice of Award, the Contractor will be required to submit a Progress Schedule.

Normal workday for this project shall be 9:00AM to 4:00PM and the normal workweek shall be Monday through Friday. The City will consider extended workdays or workweeks upon written request by the Contractor on a case by case basis. No work will be allowed on national holidays (i.e. Memorial Day, July 4th, Labor Day, etc.)

The work will require bidder to provide all labor, administrative forces, equipment, materials and other incidental items to complete all required work. The City shall perform a Final Inspection upon substantial completion of the work. The contractor will be allowed to participate in the Final Inspection. All repairs shall be completed by the contractor at his expense prior to issuance of Final Acceptance.

The contractor shall be assessed liquidated damages in the amount of \$200.00 per calendar day for any contract work (excluding punch list and permanent striping) that is not completed by August 31, 2019. Liquidated damages shall be deducted from the 10% retainage held by the City. The contractor will also be assessed liquidated damages for not completing any required Punch List work within 45 calendar days.

The contractor shall provide all material, labor, and equipment necessary to perform the work without delay unto completion.

The standard order of operations shall be as follows:

- Patching
- Leveling
- Milling
- Resurfacing
- Thermoplastic Striping

The contractor shall provide a project progress schedule by subdivision prior to or at the preconstruction meeting. This schedule should accurately represent the intended work and cannot be vague or broad such as listing every road in the contract.

The contractor shall submit a two-week advance schedule every **Friday by 2:00p.m.**, detailing scheduled activities for the following week.

BONDING AND INSURANCE REQUIREMENTS

In order to be considered a responsive bid, a bid bond is required (see Exhibit D).

Upon Notice of Award, the successful contractor shall submit a performance bond payable to the City of Stonecrest in the amount of 100% of the total contract price.

Upon Notice of Award, the successful contractor shall procure and maintain a General Liability

Insurance Policy with minimum limits of \$1,000,000 per person and \$1,000,000 per occurrence.

PERMITS AND LICENSES

The contractor shall procure all permits and licenses, pay all charges, taxes and fees, and give all notices necessary and incidental to the due and lawful prosecution of the work.

MATERIALS

The City will provide a Construction Engineering & Inspections (CEI) Consultant to inspect the work and provide materials testing. All materials will meet appropriate GDOT specifications. Materials quality control test types will meet GDOT specifications at a frequency equal to or exceeding that set by those specifications. Contractor will be responsible for replacing any work performed with material from rejected sample lot at no cost to the City.

PUBLIC NOTIFICATION

The contractor shall be responsible for installing notification signs at all entrances to subdivisions that are to be resurfaced. The notifications are to be installed one week prior to commencement of work. Signs shall be installed on temporary metal stakes driven in the ground or on tripods. Signs are to remain in place until contracted work (except punchlist) has been completed and accepted. No separate payment will be made for this work. The City will be responsible for notification to individual property owners.

EXISTING CONDITIONS / DEVIATION OF QUANTITIES

All information given in this ITB concerning quantities, scope of work, existing conditions, etc. is for information purposes only. It is the Contractors responsibility to inspect the project site to verify existing conditions and quantities prior to submitting their bid. This is a Unit Price bid and no payment will be made for additional work without prior written approval from the City. At no time will Contractor proceed with work outside the prescribed scope of services for which additional payment will be requested without the written authorization of the City.

The City reserves the right to add, modify, or delete quantities. The City may also elect to add or eliminate certain work locations at its discretion. The Contractor will not be entitled to any adjustment of unit prices or any other form of additional compensation because of adjustments made to quantities and/or work locations. Contractor will be paid for actual in-place quantities completed and accepted for pay items listed in the Bid Schedule. All other work required by this ITB, plans, specs, standards, etc. but not specifically listed in the Bid Schedule shall be considered "incidental work" and included in the bid prices for items on the Bid Schedule.

TRAFFIC CONTROL

The contractor shall, at all times, conduct his work so as to assure the least possible obstruction of traffic. The safety and convenience of the general public and the residents along the roadway and the protection of persons and property shall be provided for by the contractor as specified in the State of Georgia, Department of Transportation Standard Specifications Sections 104.05, 107.09 and 150.

Traffic whose origin and destination is within the limits of the project shall be provided ingress and egress at all times unless otherwise specified by the City. The ingress and egress includes entrances and exits via driveways at various properties, and access to the intersecting roads and streets. The contractor shall maintain sufficient personnel and equipment (including flaggers and traffic control

signing) on the project at all times, particularly during inclement weather, to insure that ingress and egress are safely provided when and where needed.

Two-way traffic shall be maintained at all times, utilizing pilot vehicles, unless otherwise specified or approved by the City. In the event of an emergency situation, the Contractor shall provide access to emergency vehicles and/or emergency personnel through or around the construction area. Any pavement damaged by such an occurrence will be repaired by the Contractor at no additional cost to the City.

The contractor shall furnish, install and maintain all necessary and required barricades, signs and other traffic control devices (including suitable lighting for night work) in accordance with the MUTCD and DOT specifications, and take all necessary precautions for the protection of the workers and safety of the public.

All existing signs, markers and other traffic control devices removed or damaged during construction operations will be reinstalled or replaced at the contractor's expense. At no time will contractor remove regulatory signing which may cause a hazard to the public. The Contractor shall, within 24 hours place temporary pavement markings (paint or removable tape) to match existing pavement markings. No additional payment will be made for this work.

For streets 1 thru 18, pricing for personnel and equipment required for maintaining temporary traffic control, public convenience and safety are to be included in the asphalt topping item. No separate line item will be included for traffic control.

For the bid alternate (Turner Hill Road Full Depth Reclamation), a separate pay item for traffic control shall be used.

The contractor shall install temporary pavements markings, where applicable, including paint and/or traffic tape to ensure traffic safety until such time that the permanent thermoplastic markings and raised pavement markers can be installed. The cost for the temporary marking shall be included in the specific item for permanent markings.

The contractor shall be responsible for providing and installing variable message boards at both ends of each major street to be resurfaced. For this bid, only Turner Hill Road is considered a major street. The location and applicability of placing these signs shall be determined by the City. The message boards shall be installed at least one week prior to the commencement of work. Wording to be used on the message boards shall be provided by the City. The boards shall remain in place until all contract work (excluding punch list) has been completed and accepted. This item shall be included in the Traffic Control pay item. No separate payment will be made for this item.

PROTECTION AND RESTORATION OF PROPERTY AND LANDSCAPE

The contractor shall be responsible for the preservation of all public and private property, crops, fish ponds, trees, monuments, highway signs and markers, fences, grassed and sodded areas, etc. along and adjacent to the highway, road or street, and shall use every precaution necessary to prevent damage or injury thereto, unless the removal, alteration, or destruction of such property is provided for under the contract.

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect or misconduct in the execution of the work, or in

consequence of the non-execution thereof by the contractor, he shall restore, at his/her own expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, rebuilding or otherwise restoring as may be directed, or she/he shall make good such damage or injury in an acceptable manner. The contractor shall correct all disturbed areas before retainage will be released.

EDGE MILLING

Resurfacing shall be constructed so as to tie into existing streets and driveways with the best possible ride and aesthetic result. A milled paving notch, with a minimum 10 feet transition, shall be provided at each end of the overlay and at intersections, driveways, and side streets. Tie-ins shall be marked on the ground and approved by the City prior to paving. Existing speed humps are to remain in place.

All milled surfaces are to be resurfaced within one week of the milling operation.

REPAIR OF EXISTING PAVEMENT

This work shall consist of repairing existing pavement areas that have failed or showing signs of distress. The contractor and CEI inspector shall jointly inspect the roadway and mark all areas to be patched.

Areas marked for patching shall be cut out in a rectangular shape 4 inches below the surface of the existing asphalt pavement, trimmed to vertical sides, and all loose material removed. After the area has been cleaned, it shall be tack coated. The contractor will be allowed to use a milling machine to excavate for patches. The minimum width for the patches will be based on the size of the machine used to excavate, but shall not exceed 7' in width.

Asphaltic concrete patching will be paid for at the Contract Unit Price per ton and shall include pavement removal, trimming, cleaning and all other incidental work. The contractor shall replace at his expense all patches, which are determined inadequate after inspection. The City reserves the right to change the depth of patching as needed.

BITUMINOUS TACK COAT

This work shall consist of the placement of bituminous tack. AC-20 or AC-30 shall be used. All surfaces shall be cleaned completely and thoroughly dry before any tack is applied. Tack shall not be applied when the pavement is wet. **Bituminous tack coat shall be applied between .04 and .06 gallons per square yard. The cost for this item is to be included in the unit price for asphalt.**

ASPHALT CONCRETE PAVING

Topping course shall be 9.5 mm for local streets and 12.5mm Superpave, GP 2 only, including bitum material & H lime. (Corrected Optimum Asphalt Content). The subdivision streets shall be topped with 9.5mm. The collectors/arterials (Turner Hill Road) shall be topped with 12.5 mm.

The contract does not include paving of any recreational areas within the subdivisions (i.e. parking lots, asphalt trails etc.).

The plant mix materials from which the asphaltic pavement is manufactured and the plant at which it is manufactured shall meet the requirements of the State of Georgia Department of Transportation (GDOT), Standard specifications, Articles 820; 802; 883; 831; 828; and 882.

Load tickets that meet Georgia Department of Transportation Specifications must accompany all delivered materials. The Contractor must supply copies of all asphalt tickets to the City.

The contractor is not required to use an MTV (Shuttle Buggy) when placing the 12.5mm asphalt material on the main roads in this contract.

ADJUSTING UTILITY STRUCTURES TO GRADE

All sewer manholes and water valves are to be adjusted by the DeKalb County Department of Watershed Management. The contractor shall coordinate required utility adjustments with the CEI inspector.

THERMOPLASTIC PAVEMENT MARKINGS

This work shall consist of placement of Thermoplastic Pavement Markings. Final (thermoplastic) pavement markings shall be placed at least 15 calendar days but no more than 60 calendar days after placement of final asphalt lift. These final pavement markings shall match the original pavement markings including center lines, lane lines, turn arrows, crosswalks, stop bars, etc. unless specifically directed otherwise by the City. Final pedestrian crosswalk markings shall adhere to the latest standards. Pavement marking materials shall meet GDOT standard specifications and be on the qualified products list. This will consist of a solid line to the beginning of tapers with mini skips through the length of the taper followed by a 5 inch solid line.

The final pavement markings also include installation of type 1 and type 3 Raised Pavement Markers according to GDOT Specifications, where required. RPM's shall be spaced every 80' where required (every 40' along sharp curves) and as directed by the CEI. RPM materials shall meet GDOT standard specifications and shall be on the GDOT Qualified Products List.

SOLID TRAFFIC STRIPE, 24 IN, WHITE

24in. white permanent solid stripe is to be installed as a stop bar at each stop sign where previously existed, or as directed.

SOLID TRAFFIC STRIPE, 5 IN, YELLOW

5in double yellow permanent double yellow traffic stripe is to be installed at each stop sign of each subdivision entrance approaching main roads for a total centerline length of 50 LF.

SIGNAL SYSTEM REPAIR

This work shall consist of repair and installation of loop detectors damaged as a result of the pulverizing, milling, and paving operations. When operations damage existing traffic signal loops, the Contractor shall replace the loops not more than 7 calendar days after final asphalt lift is placed. Contractor shall immediately notify the City Engineer at (770) 865-5645 when loops are damaged. When loop replacements at an intersection are complete the contractor shall again notify the City Engineer.

Location of replacement loop detectors and lead-in wire, where practical, shall coincide with original location. If, at the splice location a pull box does not exist, a traffic signal pull box (PB-1) conduit and loop lead-in shall be installed per GDOT specifications and as directed by the Traffic Services Manager. Pull boxes installed shall be on the GDOT qualified products list. Testing of the replacement loop detectors shall be performed at the point where the loop wire is spliced to the

existing shielded lead-in wire. There shall be no work or testing required beyond this splice point.

CLEANUP

All restoration and clean-up work shall be performed daily. Operations shall be suspended if the contractor fails to accomplish restoration and clean-up within an acceptable period of time. Asphalt and other debris shall be removed from gutters, sidewalks, yards, driveways, etc. Failure to perform clean-up activities may result in suspension of the work. Milling operation shall be followed immediately by clean-up at which the contractor is to provide power brooms, vacuum sweepers, power blowers, or other means to remove loose debris or dust. Do not allow dust control to restrict visibility of passing traffic or to disrupt adjacent property owners. All pavement areas shall be clean and dry prior to placing tack coat, asphaltic concrete or other materials.

SAFETY

Beginning with mobilization and ending with acceptance of work, the contractor shall be responsible for providing a clean and safe work environment at the project site. The contractor shall comply with all OSHA regulations as they pertain to this project.

SPECIAL CONDITIONS

1. Streets #1-18 are the base bid. The method for construction will be to mill 3", patch and level as required, and replace with 1.75" of 19mm asphalt binder and 1.25" of 9.5 mm topping. Access to residential driveways shall be accommodated as much as feasible.
2. The alternate bid price is for the resurfacing of Turner Hill Road from Rockland Road to the Bojangles. This street requires Full Depth Reclamation to the following specifications:
 - a. Pulverize existing asphalt and base material.
 - b. Mix with cement (5-7%) and water.
 - c. Re-compact the produced mix as the base layer to a depth of 12".
 - d. 3.0" Of 19mm Superpave.
 - e. 1.75" of 12.5mm Superpave.
 - f. Add fill, grade, and compact shoulder.
 - g. Install permanent vegetation.
 - h. Install pavement markings.

EXHIBIT A – STREET LIST

Base Bid Street List:

#	ID	STREET	FROM	TO	MH	Length	Width	Cul DE Sac	TOTAL AREA	Patching
					EA	FT	FT	SF	SF	TN
1	3951	WEST MORGANS BLUFF CT	MARBUT RD	CUL DE SAC @ 2039	3	980	23	4417	26957	90
2	2646	LEVERETT DR	6083-84 LEVERETT DR	6132-36 LEVERETT DR		730	24		17520	60
3	3226	ABERDEEN WAY	CUL DE SAC @ 3170	3080 ABERDEEN WAY	14	1076	23	25446	50194	125
4	2600	BROWNS MILL LAKE CT	BROWNS MILL LAKE RD	CUL DE SAC	2	394	24	7854	17310	200
5	3331	WINSLOW CROSSING	PEQUEA DR	DEAD END @ 5552	6	2868	24		68832	175
6	3214	SOUTH PORTSMOUTH CIR	PORTSMOUTH CIR	CUL DE SAC @ 3534	1	153	22	5026	8392	40
7	3371	SHERWOOD TRACE	TRENT JONES WAY	69' N OF DOGWOOD MNR		287	24		6888	
8	3256	ROCK PORT LN	ROCK PORT DR	DE E@6140&W@6124	2	402	24		9648	80
9	3268	ROBERTSON PATH	FANNIN DR	CUL DE SAC @ 5388	2	544	24	6361	19417	80
10	3267	RADFORD LN	FANNIN DR	CUL DE SAC @ 5386	2	554	24	6361	19657	100
11	3947	PHILLIPS PL	PHILLIPS RD	CUL DE SAC @ 6437	7	1810	24	5026	48466	125
12	3416	PENN CIR	PARK CENTRAL BLVD	CUL DE SAC	n/a	573	27	6361	21832	100
13	3322	PALM TREE DR	PANOLA MILL DR	CUL DE SAC @ 3261	8	1710	24	5026	46066	150
14	2696	LOST DUTCHMAN DR	MINERS CREEK RD	CUL DE SAC & D. E.		2236	25	5026	60926	200
15	3284	HUNTERS PACE CIR	HUNTERS PACE DR	CUL DE SAC @ 5510	2	380	21	7854	15834	100
16	3234	HUNTERS CROSSING FORD	HUNTERS CROSSING CT	CUL DE SAC @ 5687	3	513	24	6361	18673	100
17	3815	HILLANDALE DR	EVANS MILL RD	W.TO DEAD END	n/a	1204	26-45'	6361	64481	200
18	3474	SHIREWICK DR	PANOLA RD	SHIREWICK LN	3	1148	24		27552	125

Alternate Bid Street List:

STREET	FROM	TO	MH	Length	Width	Cul DE Sac	TOTAL AREA	Patching
			EA	FT	FT	SF	SF	TN
Turner Hill Road	Rockland Road	3236 Turnerhill Rd driveway		4740	24		123198	875

Exhibit B Cost Proposal – Streets #1 - 18

BIDDERS UNIT PRICE FORM

ITEM #	DESCRIPTION	UNIT	APPROX. QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	Mill Asphalt Conc. Pavement, 3" Depth	SY	60,484		
2	Recycled Asphalt Conc., 19mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	6,074		
3	Recycled Asphalt Conc., 9.5mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	4,485		
4	Recycled Asphalt Conc. Patching, Incl. Bitum. Material, H Lime & Tack	Ton	2,050		
5	6' x 40' Traffic Signal Loop	EA	2		
6	Thermo. Solid Traffic Stripe, 5 IN, Yellow	LF	2,600		
7	Thermo. Solid Traffic Stripe, 5 IN, White	LF	2,400		
8	Thermo. Solid Traffic Stripe, 24 IN, White	LF	36		
9	Thermo. Pvmt. Marking, Arrow, TP 2	EA	3		
10	Thermo. Pvmt. Marking, Arrow, TP 3	EA	N/A		
TOTAL					

Company Name: _____

Address: _____

Contact Person: _____

Phone Number: _____

Email Address: _____

Signature: _____

* Pricing for personnel and equipment required for maintaining temporary traffic control, public convenience and safety are to be included in the asphalt topping item. No separate line item will be included for traffic control.

**In case of discrepancy between the unit price and the total price on the completed Bid Schedule, the unit price will prevail, and the total price will be corrected.

Exhibit C Cost Proposal – Bid Alternate for Turner Hill Road

BIDDERS UNIT PRICE FORM

ITEM #	DESCRIPTION	UNIT	APPROX. QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	Traffic Control	LS	1		
2	12" Full Depth Reclamation	SY	14,000		
3	Mill Asphalt Conc. Pavement, 3" Depth (Decel Lanes)	SY	0		
4	Recycled Asphalt Conc., 19mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	2,500		
5	Recycled Asphalt Conc., 12.5mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	1,600		
6	Thermo. Solid Traffic Stripe, 5 IN, Yellow	LF	12,000		
7	Thermo. Solid Traffic Stripe, 5 IN, White	LF	12,000		
8	Thermo. Pvmt. Marking, Arrow, TP 2	EA	3		
9	Raised Pavement Markers, TP 1 & 3	EA	300		
10	Regrade and Stabilize Shoulder	LF	9,500		
TOTAL					

Company Name: _____

Address: _____

Contact Person: _____

Phone Number: _____

Email Address: _____

Signature: _____

*In case of discrepancy between the unit price and the total price on the completed Bid Schedule, the unit price will prevail, and the total price will be corrected.

EXHIBIT D – BID BOND

BID BOND

KNOW ALL MEN BY THESE PRESENTS, THAT _____

(Name of Contractor) _____

(Address of Contractor) at _____

(Corporation, Partnership and or Individual) hereinafter called Principal, and _____

(Name of Surety)

(Address of Surety)

A corporation of the State of _____, and a surety authorized by law to do business in the State of Georgia, hereinafter called Surety, are held and firmly bound unto

City of Stonecrest Georgia
(Name of Obligee)
3120 Stonecrest Blvd., Stonecrest, Georgia 30038
(Address of Obligee)

Hereinafter referred to as Obligee, in the penal sum of _____ Dollars (\$ _____) in lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

WHEREAS, the Principal is about to submit, or has submitted, to the City of Stonecrest, Georgia, a proposal for furnishing materials, labor and equipment for:

TITLE

WHEREAS, the Principal desires to file this Bond in accordance with law in lieu of a certified Bidder's check otherwise required to accompany this Proposal.

NOW, THEREFORE, the conditions of this obligation are such that if the bid is accepted, the Principal shall within ten days after receipt of notification of the acceptance execute a Contract in accordance with the Bid and upon the terms, conditions, and prices set forth in the form and manner required by the City of Stonecrest, Georgia, and execute a sufficient and satisfactory Performance Bond and Payment Bond payable to the City of Stonecrest, Georgia, each in an amount of 100% of the total Contract Price, in form and with security satisfactory to said the City of Stonecrest, Georgia, and otherwise, to be and remain in full force and virtue in law; and the Surety shall, upon failure of the Principal to comply with any or all of the foregoing requirements within the time specified above, immediately pay to the City of Stonecrest, Georgia, upon demand, the amount hereof in good and lawful money of the United States of America, not as a penalty, but as liquidated damages.

PROVIDED, FURTHER, that Principal and Surety agree and represent that this bond is executed pursuant, to and in accordance with the applicable provisions of the Official Code of Georgia Annotated, as Amended, including, but not limited to, O.C.G.A. SS 13-10-1, et. Seg. And SS 36- 86-101, et. Seg. And is intended to be and shall be constructed as a bond in compliance with the requirements thereof.

Signed, sealed, and dated this _____ day of _____ A.D., 20 _____

ATTEST:

(Principal Secretary)

(Principal)

(SEAL)

BY: _

(Witness to Principal)

(Address)

(Address)

(Surety)

ATTEST

BY: _____
(Attorney-in-Fact) and Resident Agent

(Attorney-in-Fact)

(Seal)
(Addr
ess)

(Witness as to Surety)

(Address)

EXHIBIT E

CITY OF STONECREST DISCLOSURE FORM: ITB# 2019 - 005

BIDDERS MUST RETURN THIS FORM WHICH WILL BE ADDED TO SUBMITTED PROPOSAL

This form is for disclosure of campaign contributions and family member relations with City of Stonecrest officials/employees.

Please complete this form and return as part of your bid package when it is submitted.

Name of Bidder _____

Name and the official position of the Stonecrest Official to whom the campaign contribution was made. (Please use a separate form for each official to whom a contribution has been made in the past two (2) years.)

List the dollar amount/value and description of each campaign contribution made over the past two (2) years by the Applicant/Opponent to the named Stonecrest Official.

Amount/Value

Description

Please list any family member that is currently (or has been employed within the last 9 months) by the City of Stonecrest and your relation:

Signature

ITB 2019-005 Streets 1-18

ITEM #	DESCRIPTION	UNIT	QUANTITY	Stewart Brothers		HEH Paving		Atlanta Paving		Blount Construction		Pittman Construction	
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	Mill Asphalt Conc. Pavement, 3" Depth	SY	60,484	14.28	\$ 863,711.52	3.98	\$ 240,726.32	3.98	\$ 240,726.32	4.50	\$ 272,178.00	6.70	\$ 405,242.80
2	Recycled Asphalt Conc., 19mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	6,074	125.65	\$ 763,198.10	94.65	\$ 574,904.10	106.05	\$ 644,147.70	88.25	\$ 536,030.50	117.05	\$ 710,961.70
3	Recycled Asphalt Conc., 9.5mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	4,485	132.50	\$ 594,262.50	98.55	\$ 441,996.75	111.68	\$ 500,884.80	96.96	\$ 434,865.60	115.9	\$ 519,811.50
4	Recycled Asphalt Conc. Patching, Incl. Bitum. Material, H Lime & Tack	Ton	2,050	353.75	\$ 725,187.50	145.00	\$ 297,250.00	112.00	\$ 229,600.00	127.90	\$ 262,195.00	118.80	\$ 243,540.00
5	6' x 40' Traffic Signal Loop	EA	2	2400	\$ 4,800.00	1440.00	\$ 2,880.00	1350.00	\$ 2,700.00	2000.00	\$ 4,000.00	2025.00	\$ 4,050.00
6	Thermo. Solid Traffic Stripe, 5 IN, Yellow	LF	2,600	1.80	\$ 4,680.00	3.00	\$ 7,800.00	0.72	\$ 1,872.00	1.10	\$ 2,860.00	1.93	\$ 5,018.00
7	Thermo. Solid Traffic Stripe, 5 IN, White	LF	2,400	1.80	\$ 4,320.00	3.00	\$ 7,200.00	0.72	\$ 1,728.00	1.10	\$ 2,640.00	0.63	\$ 1,512.00
8	Thermo. Solid Traffic Stripe, 24 IN, White	LF	36	24.00	\$ 864.00	30.00	\$ 1,080.00	12.00	\$ 432.00	12.50	\$ 450.00	110.25	\$ 3,969.00
9	Thermo. Pvmt. Marking, Arrow, TP 2	EA	3	120.00	\$ 360.00	180.00	\$ 540.00	126.00	\$ 378.00	125.00	\$ 375.00	10.50	\$ 31.50
10	Thermo. Pvmt. Marking, Arrow, TP 3	EA	N/A										
TOTAL					\$ 2,961,383.62		\$ 1,574,377.17		\$ 1,622,468.82		\$ 1,515,594.10		\$ 1,894,136.50

ITB 2019-005 Turner Hill Road

ITEM #	DESCRIPTION	UNIT	QUANTITY	Stewart Brothers		Atlanta Paving		Blount Construction		Pittman Construction	
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	Traffic Control	LS	1	118560	\$ 118,560.00	60733.59	\$ 60,733.59	25000.00	\$ 25,000.00	51725.00	\$ 51,725.00
2	12" Full Depth Reclamation	SY	14,000	17.50	\$ 245,000.00	7.92	\$ 110,880.00	8.95	\$ 125,300.00	8.4	\$ 117,600.00
3	Mill Asphalt Conc. Pavement, 3" Depth (Decel Lanes)	SY	0		\$ -		\$ -		\$ -	6.5	\$ -
4	Recycled Asphalt Conc., 19mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	2,500	85.00	\$ 212,500.00	105.87	\$ 264,675.00	79.25	\$ 198,125.00	81.60	\$ 204,000.00
5	Recycled Asphalt Conc., 12.5mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	1,600	92.00	\$ 147,200.00	111.94	\$ 179,104.00	85.00	\$ 136,000.00	87.75	\$ 140,400.00
6	Thermo. Solid Traffic Stripe, 5 IN, Yellow	LF	12,000	1.80	\$ 21,600.00	0.72	\$ 8,640.00	0.90	\$ 10,800.00	0.58	\$ 6,960.00
7	Thermo. Solid Traffic Stripe, 5 IN, White	LF	12,000	1.80	\$ 21,600.00	0.72	\$ 8,640.00	0.90	\$ 10,800.00	0.58	\$ 6,960.00
8	Thermo. Pvmnt. Marking, Arrow, TP 2	EA	3	120.00	\$ 360.00	126.00	\$ 378.00	125.00	\$ 375.00	110.25	\$ 330.75
9	Raised Pavement Markers, TP 1 & 3	EA	300	8.40	\$ 2,520.00	5.50	\$ 1,650.00	5.50	\$ 1,650.00	5.25	\$ 1,575.00
10	Regrade and Stabilize Shoulder	LF	9,500	10.55	100225	1.52	14440	2.85	27075	2.95	28025
TOTAL					\$ 869,565.00		\$ 649,140.59		\$ 535,125.00		\$ 557,575.75



Addendum #1 – ITB 2019-005

Contents

- Acknowledgement Receipt of Addendum #1
- Pre-Proposal Conference Meeting Minutes from March 11, 2019
 - Additional Information about 2019 LMIG Resurfacing Project
 - Questions & Responses from the meeting
 - Questions & Responses from email messages
- Revised Exhibit C – Cost Proposal – Bid Alternate for Turner Hill Rd
- The 2019 Stonecrest LMIG Resurfacing Location Map (excluding Turner Hill Rd)
- Geotechnical Report for Turner Hill Rd

CITY OF STONECREST

ACKNOWLEDGEMENT RECEIPT OF ADDENDUM #1 ITB #2019-005

Stonecrest 2019 LMIG Resurfacing Project
Upon receipt, please print and add to your proposal

Stonecrest Procurement

Email: procurement@stonecrestga.gov

I hereby acknowledge receipt of documents pertaining to the above referenced ITB.

COMPANY NAME: _____

CONTACT PERSON: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ FAX: _____

EMAIL ADDRESS: _____

SIGNATURE

DATE

ADDENDUM #1

ITB #2019-024

Stonecrest 2019 LMIG Resurfacing Project

PRE-PROPOSAL CONFERENCE SUMMARY HELD March 11, 2019 at 2:00 pm:

STONECREST CITY HALL

March 11, 2019
2:00 PM

Bid Open: **ITB 2019-005 | 2019 LMIG Street Resurfacing in Stonecrest – Phase 1**
(Posted on City's website)
Bid Posted: **February 22, 2019**
Bid Deadline: **Tuesday, March 19, 2019 at 2:00 PM**

Attendees:

Jason Lary, Mayor of Stonecrest
Plez Joyner, Deputy City Manager
Ken Hildebrandt, City Engineer

LaZai Williams, H.E. H Paving
Tony O'Neal, Atlanta Paving
Dona Lee Welch, Pittman Construction
Jeff Winebarger, Stewart Brothers
Michael Lotero, Blount Construction

The LMIG Paving Bid Pre-Proposal Conference meeting was called to order by Mr. Ken Hildebrandt at 2:07 p.m. and spoke on the deadlines, submittal requirements, questions submitted and provided additional information.

Deadline(s):

1. The deadline for submitting questions is Tuesday, March 12, 2019.
2. Responses to questions will be completed by Thursday, March 14, 2019.
3. Submit additional questions at Procurement@stonecrestga.gov.
4. Recommendation to the City Council on March 25, 2019.

Submittal Requirements:

1. Bid documents:
 - a. Cost Proposal(s)
 - b. Bid Bond
 - c. Insurance
 - d. Disclosure Form

- e. Addendum #1
2. Project to be completed by end of August 2019.
3. The **ITB 2019-005** Bid has are two parts:
 - a. **Base Bid:** 18 Local Residential Streets – strictly subdivisions
 - b. **Alternative Bid:** Turner Hill RoadNote: A Contractor can bid on the **Base** or **Alternative** or both. Need pricing on both. Can be awarded to different Contractors.
4. When working in local residential areas the hours are **8 AM to 5 PM**.
5. When working on Turner Hill Road the hours are **9 AM to 4 PM**.
6. There will be two (2) traffic signal loops – need pricing on those.
7. Tack pricing to be included in Asphalt price. Not a separate price.
8. Ten percent (10%) retainage on invoices.
9. Provide signed Addendum(s), two (2) hardcopies and one (2) electronic copies on USB Drive.
10. Applicant must provide **three (3)** references.

Additional Information:

1. This is Phase 1, the first resurfacing project in the city of Stonecrest.
Job #1: Requires QUALITY work and make citizens happy.
2. A Digital Pavement Study is underway.
3. The Stonecrest map (showing LMIG streets) and Turner Hill Rd Geotechnical Study to be posted to the website.
4. Identified the worse 18 local residential streets scattered throughout Stonecrest. Repairs to be done to GDOT specifications.
5. Added Turner Hill Road, a two-lane road section that is poor condition. Pave 1.75" 19mm and 1.25" of 9.5mm.
6. The correct order is milling (3"), patching where required (inspector will identify areas), leveling, resurfacing, and striping.
7. Contractor(s) to submit a schedule every week. This weekly schedule will provide a two (2) week schedule of roads to be completed; the weekly schedule will be posted on the City of Stonecrest website.
8. CEI Inspector will be on site everyday - TBD.
9. Notification method – large 4'x4' "SUBDIVISION PAVING TO BEGIN SOON" signs (provided by Stonecrest) to be installed on local streets. This will allow time for residents to move car(s) off streets and promote good public relations.
10. There is a traffic control item for Turner Hill Road. Temporary markings required; permanent markings twenty-one (21) days after laying asphalt. There is the Bid Bond and Performance Bond.
11. Edge milling is not applicable and will be removed from the bid sheet.
12. Milling areas not to be exposed for a long period. Since the local road resurfacing are relatively short distances, these roads shall be milled and paved the same day.
13. Keep the work areas clean by removing ALL asphalt, paving by-products, and residue daily.
14. Two-way traffic must be maintained at all times.
15. The DeKalb County will have the water and sewer adjustments; the City will work with the County to ensure water and sewer adjustments are maintained; a list of the street(s) will be provided.

Questions/Responses During LMIG Paving Bid Pre-Proposal Conference:

- Question:** What if the asphalt is higher than the curve's height – will we go back to match it?
Response: Yes. In that case, we may be milling more than 3" inches. Will have a discussion and take on case-by-case.
- Question:** So, we are planning to tie into the existing curb already there? There may be some utility conflicts if we mill more than 3".
Response: We will have utilities located and discuss this on a case by case basis.
- Question:** How to handle tie-in to manholes if we are milling more than 3"?
Response: Manholes may need to be adjusted by DeKalb County- that should not slow the job down. Will be meeting with the inspector.

The meeting adjourned at 2:45 p.m.

ITB 2019-005 Questions / Responses Submitted via Email

- Question:** Could the city provide a list of the streets that will need striping? Per the proposal, striping is going in front of stop signs that lead into main road. I'm seeing 8 roads that fit that description which makes the paint quantities not match.
Response: The majority of the pavement markings will be on Hillandale Road. There are a couple of other locations that require a stop bar or crosswalk to be replaced.
- Question:** Does the bid alternate for Turner Hill Road require 12" Full Depth Reclamation? If not, can the city provide another method of pricing this street?
Response: Yes, see Special Condition #2:
- Question:** Please provide the Plans, Specs and Bid Docs for the above mentioned project.
Response: The bid document can be found on the City of Stonecrest website at stonecrestga.gov/doing-business.php
- Question:** On typical resurfacing projects the specifications to mill and resurface a road require the contractor to mill 2 inches off the existing roadway, then patching the roadway 4 inches as necessary, followed by inlaying 2 inches of surface course asphalt. When laying a binder course as proposed in the scope of work it is usually typical to mill 4 inches of existing road way then applying 2.5" of binder and 1.5" of surface mix. Would the city consider revising their paving specs in order to achieve a stronger and longer lasting roadway?
Response: We are balancing budget constraints with our desire to build a long lasting roadway. The method of milling 3", additional patching as necessary, 1.75" of 19mm, and 1.25" of 9.5mm has been successful in other cities.

5. **Question:** On the order of work the City of Stonecrest has in the bid documents is patching, leveling, milling, resurfacing and thermoplastic striping. Would the City consider changing that order to milling, patching, leveling, resurfacing and thermoplastic striping.
Response: Yes, the proper sequence should be milling, patching (as necessary), leveling (if necessary), resurfacing, striping.
6. **Question:** In the bid documents it states that the city wants pilot vehicles, is this just for major roads or all roads?
Response: This is just for Turner Hill Road.
7. **Question:** For the message boards to be placed on Turner Hill Road, can the City make a decision on how many message boards that they ant placed for Turner Hill Road?
Response: Two - one on each end.
8. **Question:** The bid documents say bituminous tack of AC-20 or AC-30, would the City consider using the GDOT list of approved Bituminous Tack Coats?
Response: Yes, the selected contractor may submit a requested GDOT approved substitute.
9. **Question:** Does the City want the contractor to use Type I or II, 9.5 MM Superpave?
Response: Type 2.
10. **Question:** The City is requesting Type 1 & 3 RPM's be installed can the City add a line item so the RPM's can be paid?
Response: RPMs are only required on Turner Hill Road. A pay item is included.
11. **Question:** The City is asking for Loop repair but boxes to be installed if they are not, loop repairs is a complete different pay item than signal pull box installation.. Will the city consider either removing the pull boxes from the bid or adding a line item so it can be paid for?
Response: No pull box installations are anticipated and they should not be included in the pricing.
12. **Question:** What amount (percent) is required for the Bid Bond?
Response: 5 percent of the bid amount.
13. **Question:** Can a company bid on only the cost proposal Streets #1-18 and not bid on the alternate for Turner Hill Rd.?
Response: Yes, you may bid on either the base bid, the alternate bid, or both.
14. **Question:** Given all the base bid roads are just subdivisions, will the City consider extending the work hours? Doing so will give the City a better price allowing the contractor to work longer hours.
Response: Yes, 8 a.m. to 5 p.m.
15. **Questions:** Given that the City is requesting 1.25" of 9.5MM, should we assume that the City wants type 1?
Response: Type 2

16. **Question:** Would the City consider adding a pay item for Portland Cement by the ton at 55lbs per square yard for a total of 400 tons? This will allow a fair comparison of all bids submitted by all contractors. The winning contractor could then provide the mix design and daily testing for the road.
Response: We do not plan to add this pay item.

17. **Question:** In the pre-bid the City stated that there will be no removal of material on Turner Road and that we are raising the road 4.75". Will the City confirm this?
Response: You are Correct.

18. **Question:** Will the speed tables (speed bumps) be removed and replaced or are they to remain in place and pave up to them?
Response: The speed tables (speed bumps) are to remain in place. Mill and resurface up to them.

19. **Question:** There are numerous roads which appear to have less than 3 inches of existing pavement. Will the mill be into the subgrade? Or Mill only 1.25 inches and replace with 1.25 inches of 9.5mm?
Response: The milling will be 3". Yes, this may get into the subgrade.

20. **QUESTION:** If there is existing asphalt mix in the Curb and Gutter section, remove? Then tie into the gutter? Or Then feather back into the gutter?
RESPONSE: Overlay to the existing gutter edge. This may require milling in excess of 3". For the purpose of this bid please price 3" milling. We will work with the contractor on the additional quantity.

21. **QUESTION:** What is the time on covering the 3 inch mill? According to GDOT SPEC Section 150 over 2inches or greater has to be covered same day.
RESPONSE: The bid specifications require the milling to be exposed no longer than 1 week, but these smaller residential streets should be covered the same day. This will avoid the need to protect the exposed sewer manholes.

GEORGIA

STONECREST

Exhibit C Cost Proposal – Bid Alternate for Turner Hill Road

BIDDERS UNIT PRICE FORM

ITEM #	DESCRIPTION	UNIT	APPROX. QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	Traffic Control	LS	1		
2	12" Full Depth Reclamation	SY	14,000		
3	Mill Asphalt Conc. Pavement, 3" Depth (Decel Lanes)	SY	0		
4	Recycled Asphalt Conc., 19mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	2,500		
5	Recycled Asphalt Conc., 12.5mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	Ton	1,600		
6	Thermo. Solid Traffic Stripe, 5 IN, Yellow	LF	12,000		
7	Thermo. Solid Traffic Stripe, 5 IN, White	LF	12,000		
8	Thermo. Pvmt. Marking, Arrow, TP 2	EA	3		
9	Raised Pavement Markers, TP 1 & 3	EA	300		
10	Regrade and Stabilize Shoulder	LF	9,500		
TOTAL					

Company Name: _____

Address: _____

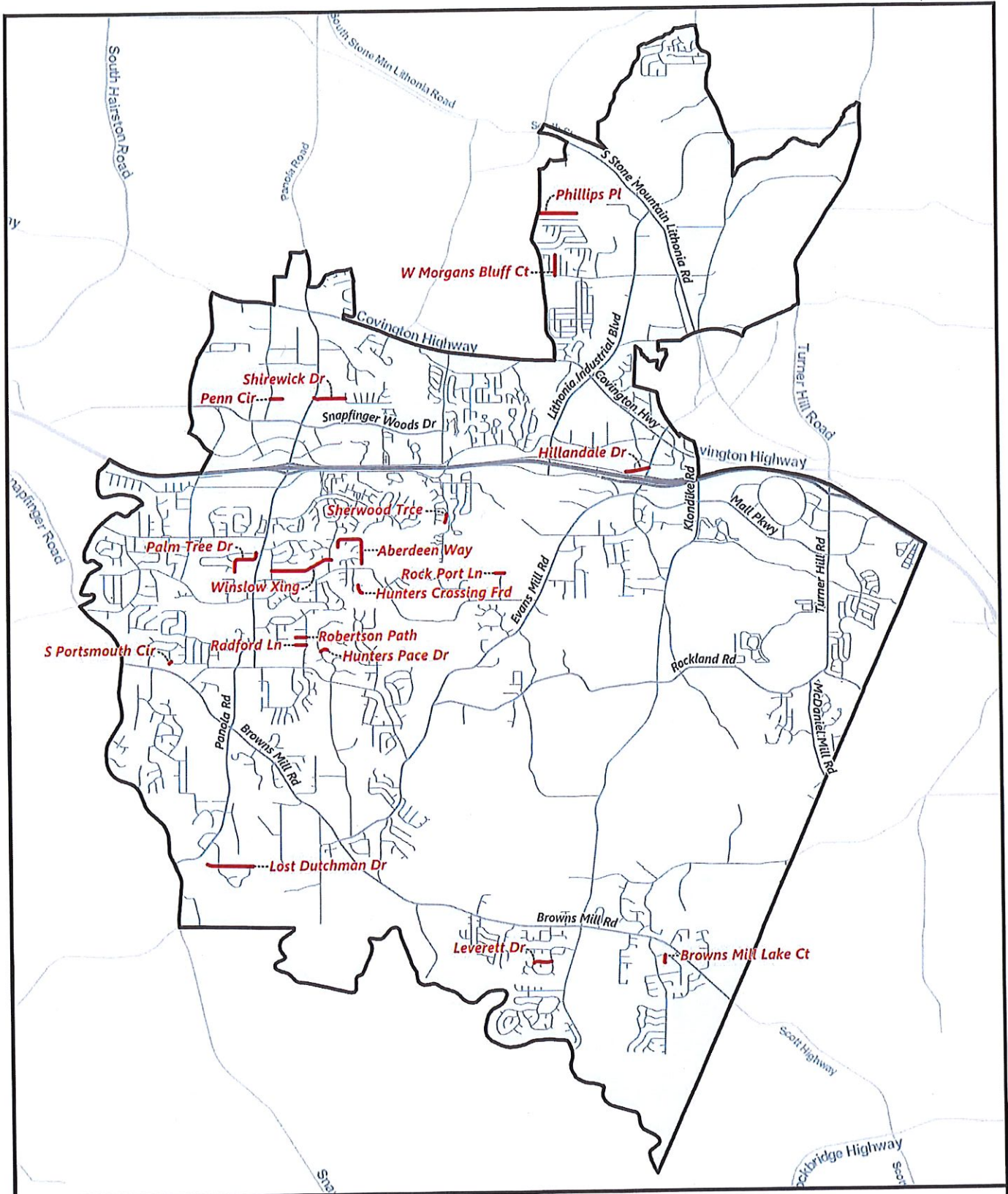
Contact Person: _____

Phone Number: _____

Email Address: _____

Signature: _____

*In case of discrepancy between the unit price and the total price on the completed Bid Schedule, the unit price will prevail, and the total price will be corrected.



PROPOSED RESURFACING

2019 LMIG APPLICATION



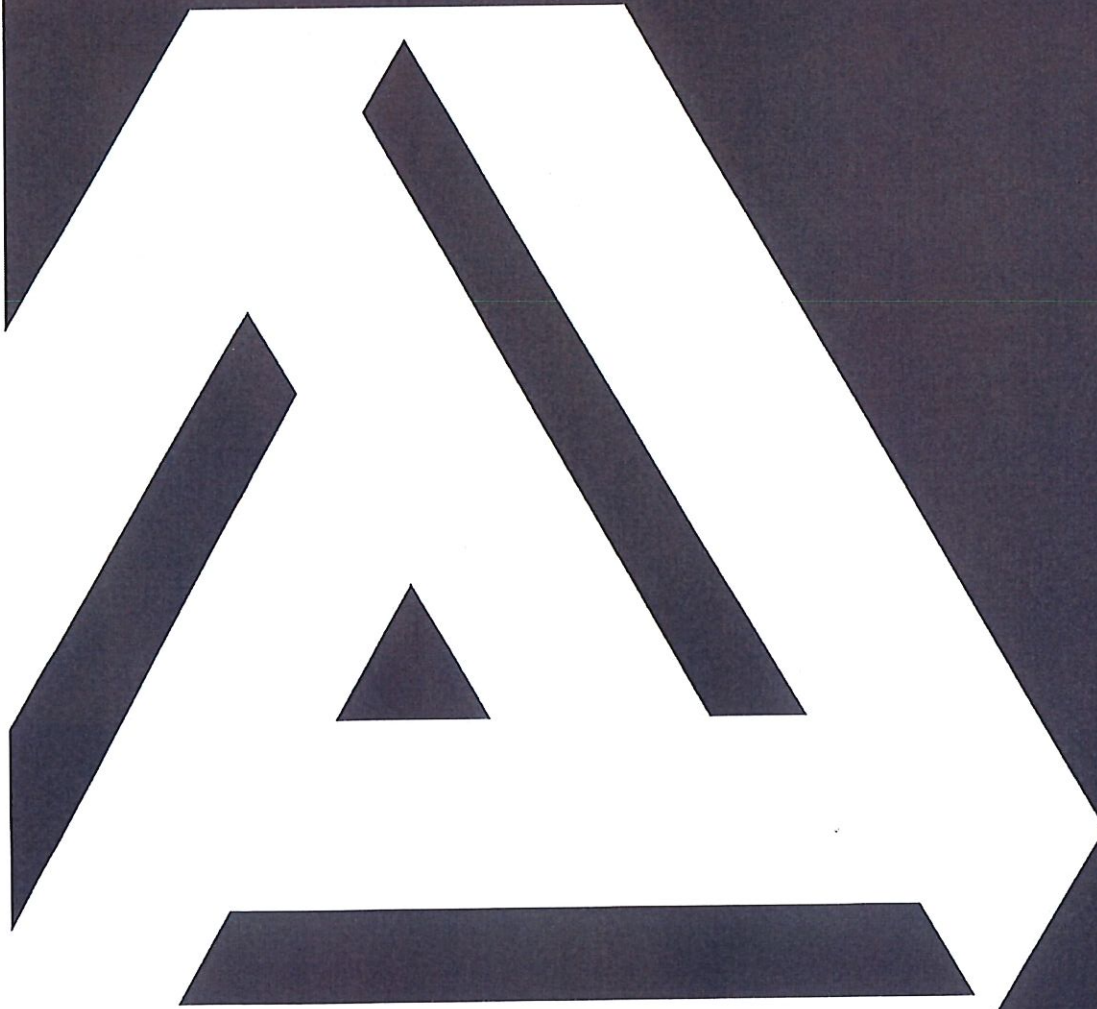


UNITED
CONSULTING

REPORT

Mr. Ken Hildebrandt, P.E.
City of Stonecrest

Pavement Coring Summary
Turner Hill Road
Between Rockland Road and near
Mall Parkway
DeKalb County
Stonecrest, Georgia





UNITED
CONSULTING

February 6, 2019

Mr. Ken Hildebrandt, P.E.
City of Stonecrest
3120 Stonecrest Blvd
Stonecrest, Georgia 30038

Via email: khildebrandt@stonecrestga.gov

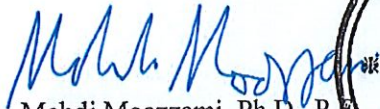
PROJECT: Report of Pavement Coring Summary
Turner Hill Rd between Rockland Road and near Mall Parkway
Stonecrest, DeKalb County, Georgia
UC Project No. STNCR-19-GA-03011-01

Dear Mr. Hildebrandt:

United Consulting is pleased to submit this report of Pavement Coring Evaluation for the above referenced project site. We appreciate the opportunity to assist you with this project and look forward to working with you on future projects. If you have any questions regarding this report, or if we can of further assistance, please feel free to contact us.

Sincerely,

UNITED CONSULTING


Mehdi Moazzami, Ph.D., P.E.
Senior Geotechnical Engineer





Chris L. Roberds, P.G.
Senior Executive Vice President

NP/MM/CLR/nj



PAVEMENT CORING SUMMARY
For
Turner Hill Road
Between Rockland Road and 600± feet South of Mall Parkway
Stonecrest, Georgia

1. LOCATION / DESCRIPTION

This project consisted of coring and evaluating pavement thickness (asphalt and graded aggregate base) on Turner Hill Road between Rockland Road and an area about 600 feet south of Mall Parkway in Stonecrest, DeKalb County, Georgia. For the purpose of this evaluation, the roadway designations are considered north-south oriented roadway. Travel lanes are designated with lane numbers starting with Lane 1 being the lanes (whether northbound or southbound) closest to the centerline. The stationing for Turner Hill Road was not provided; therefore, United Consulting designated the roadway's stationing as Station 0 + 00 at about 580 feet north of the intersection of Turner Hill Road and Hayden Quarry Road, and stationing increased southward along Turner Hill Road to station 47 + 00± at its intersection with Rockland Road. The total length of the project is approximately 0.89 linear miles. No curb and gutter were present along the road except along the southbound right turn lanes from Station 9+40± to Station 11+40± and from Station 14+20± to 20+00±. The shoulders were generally grass covered with intermittent ditch.

2. PAVEMENT CONDITION SUMMARY

According to the core condition and severity of the distress, the existing pavement for Turner Hill Road was in a poor condition. Predominantly level 3 and level 4 load cracking were observed in the travel lanes (northbound and southbound) with scattered areas of level 1 and 2 load cracking. Some level 1 block cracking was observed within the evaluated section. Also, occasional level 3 edge distress were also observed within the evaluated section. The core conditions are summarized in section 4 of this report.

3. PAVEMENT RECOMMENDATION SUMMARY

Based on our conversation with the client, we understand that Full Depth Replacement of the existing pavement is not an option for this project. Only mill and inlay/overlay is to be considered. However, for the pricing purpose, we have provided a Full Depth Reclamation (FDR) option. Based on our experience, deep milling and overlay sometimes is more expensive than FDR. The existing pavement section is currently about 36 to 59% under-designed for the proposed traffic volume. Based on the poor conditions of the pavement and the core conditions, we recommend deep patching be performed on the entire project. Deep patching requires the entire pavement thickness to be removed and replaced. Due to the existing pavement section, the pavement needs to be thickened by an average of 5.75 inches to provide serviceability for the anticipated traffic load.



If mill and overlay is the only option to be considered, the pavement needs to be thickened by 6.0 inches to provide serviceability for the anticipated traffic load.

The following constructions are recommended for use on this project.

Turner Hill Road				
Option 1: Deep Milling and Patching Construction				
PAY ITEM NUMBER	MATERIAL	COURSE	THICKNESS	SPREAD RATE
402-3103	12.5 mm Superpave	Surface	1.75 inches	192.5 lbs/yd ²
402-3190	19 mm Superpave	Binder	3.0 inches	330 lbs/yd ²
402-3121	25 mm Superpave	Asphalt Base	6.0 inches	660 lbs/yd ²

For Option 1 construction, the entire existing pavement will be removed and replaced with a thicker pavement.

Turner Hill Road				
Option 2: Mill/ Inlay or Overlay Construction				
PAY ITEM NUMBER	MATERIAL	COURSE	THICKNESS	SPREAD RATE
402-3103	12.5 mm Superpave	Surface	1.5 inches	165 lbs/yd ²
402-3190	19 mm Superpave	Binder	2.0 inches	220 lbs/yd ²
402-3121	25 mm Superpave	Asphalt Base	5.0 inches	550 lbs/yd ²

For Option 2 construction, mill 2.5 inches to remove some of the existing cracks. Additional milling quantities should be set up for extra depth milling.

Alternatively, the pavement could be reconstructed using full depth declamation (FDR) to restore road riding quality. FDR consists of pulverizing the existing asphalt and base material and mixing with cement (about 5 to 7 percent cement) and water and then re-compacting the produced mix as the base layer. The recommended FDR is a function of the existing asphalt and the base material. If FDR is used for this project, we recommend the following FDR pavement section.

Turner Hill Road				
Option 3: Full Depth Reclamation				
PAY ITEM NUMBER	MATERIAL	COURSE	THICKNESS	SPREAD RATE
402-3103	12.5 mm Superpave	Surface	1.75 inches	165 lbs/yd ²
402-3190	19 mm Superpave	Binder	3.0 inches	220 lbs/yd ²
306-0100	Full Depth Reclamation	Base	12.00	N/A



4. CORE CONDITIONS

Cores were recovered from seven (7) separate locations on the existing pavement to determine the thicknesses and condition of the existing pavement sections. The results of the coring operation are tabulated below:

Core/ Sample Number	Coring Location	Asphalt Core Length (inches)	Core Condition	Underlying Material
1	6+35±, SB, LN 1, PW, 8.0'R	4.75	Poor, vertical cracking to the bottom	3.0" GAB
2	15+85±, SB, RTL, PW, 19.5'R	6.5	Good, significant air void at 2.5"	5.5" GAB
3	40+40±, SB, LN 1, PW, 8.5'R	4.75	Poor, vertical cracking to the bottom, delamination at 1.5"	2.0" Gravel
4	45+80±, NB, LN 1, PW, 8.0'L	4.25	Good, significant air void at 3.5"	6.0" GAB
5	32+35±, NB, LN 1, DW, 2.5'L	5.0	Poor, vertical cracking to the bottom	2.0" Gravel
5A	32+35±, NB, LN 1, PW, 9.0'L	10.0	Good, vertical cracking to 1.25"	Clayey Sand
6	3+40±, NB, LN 1, PW, 9.5'L	4.0	Good, significant air void at 3.5"	6.0" GAB

Notation:

- L = Left of The Centerline
- R = Right of The Centerline
- NB = Northbound
- SB = Southbound
- LN = Lane
- RTL = Right Turn Lane
- DW = Driver's Wheel Path
- PW = Passenger's Wheel Path

5. OTHER INFORMATION

- A Soil Survey Summary for this project was not performed. The attached pavement designs used the design values recommended in Appendix G and H of the GDOT Pavement Design Manual.
- The traffic information provided below is based on the traffic volume provided by City of Stonecrest via email on January 28, 2019 and our subsequent communication.



- The mill and overlay design analyses are attached to this report. The design is based on a computer program named GDOT Pavement Design Version 2.0 developed by Georgia Department of Transportation, Pavement Management Branch.
- **Design Considerations for Langford Drive**
 - Number of lanes (in one-direction): 1
 - Without Curb and Gutter
 - Provided Traffic Dates A.D.T. (2020) 5,435; (2040) 14,420
 - **TRAFFIC DATA**
 - A.D.T. (2020): 5,435
 - A.D.T. (2040): 14,420
 - Directional Distribution: 50%
 - Lane Distribution: 100%
 - % 24 Hr. Trucks: 2%
 - % MU: 0.3%, % SU: 1.7%
 - Function Class: City Street
 - Speed Design: ≤ 35 mph
 - Terminal Serviceability Index: 2.50
 - Soil Support: 2.0
 - Regional Factor: 1.6
- **Testing**
No laboratory testing was performed.

6. **ADDITIONAL RECOMMENDATIONS**

- We recommend a minimum 50-foot tie-in transition for at the beginning and ending of the proposed alignment and on the side road. The tie-in transition will consist of milling 1.50 or 1.75 inches (consistent with the recommended surface layer thickness) and inlay with 12.5 mm Superpave asphalt concrete mix.
- New pavements should be constructed flush with all existing and/or new utility manholes or vaults.
- We recommend staggered joints for each asphaltic concrete layer to reduce the potential moisture migration of surface runoff to the subgrade soils.
- We recommend the application of a 2-foot wide pavement reinforcement fabric, centered on joints or distresses cracks to reduce the potential for crack migration through the new asphalt. The use of reinforcement fabric should be done at the discretion of the engineer.



7. ASSUMPTIONS AND JUSTIFICATIONS

- A Soil Survey Summary for this project has not been performed. Our pavement design used the design values recommended in Appendix G and H of the GDOT Pavement Design Manual.
- The station locations for Turner Hill Road were not provided or staked in the field by a surveyor. United Consulting determined the approximate locations of the stations by using a measuring wheel.

8. LIMITATIONS

This report is for the exclusive use of the **City of Stonecrest**, its agents, and the designers of the project described herein, and may only be applied to this specific project. Our conclusions and recommendations have been prepared using generally accepted standards of Pavement Engineering practice in the State of Georgia and are valid for a period of two years from the issuance of this report. Should the implementation of the recommendations presented in this report be delayed more than two years, re-evaluation of the pavement should be performed. No other warranty is expressed or implied. Our firm is not responsible for conclusions, opinions or recommendations of others. The right to rely upon this report and the data within may not be assigned without **UNITED CONSULTING'S** written permission.

Our preliminary conclusions and recommendations are based upon design information furnished to us, data obtained from the previously described exploration and testing program and our past experience. They do not reflect variations in the subsurface conditions that may be present intermediate of our coring/ borings and in unexplored areas of the site. Should such variations become apparent during construction, it will be necessary to re-evaluate our conclusions and recommendations based upon "on-site" observations of the conditions.

Our conclusions and recommendations are based on our site reconnaissance, and our past experience.

UNITED CONSULTING

Reported By: Nhan Pham

Reviewed By: Mehdi Moazzami, Ph.D., P.E.

Appendix A – Figure 1: Coring Location Plan (1 page)

Appendix B – Example Photographs – (6 pages)

Appendix C – Cores Photographs – (4 pages)

Appendix D - Traffic Information (2 pages)

Deep Milling and Patching (1-page)

Milling and Overlay (1-page)

Full Depth Reclamation (1-page)

APPENDIX A

Figure 1: Coring Location Plan (1 page)



SCALE: NTS	DATE: 2/4/2019	REVISIONS:	TITLE: CORING LOCATION PLAN	FIG. 1
PREPARED: NP	PROJECT NO.: STNCR-19-GA-03011-01		TURNER HILL ROAD	
CLIENT: CITY OF STONECREST			UNITED CONSULTING 625 Holcomb Bridge Road, Norcross, GA 30071 Tel. 770/209-0029 FAX 770/582-2900 www.unitedconsulting.com	



APPENDIX B

Example Photographs – (6 pages)



Level 4 load cracking, Southbound, Lane 1, Station 15+00±



Level 4 load cracking, Southbound, Lane 1, Station 16+00±



Patch/ Pothole, Northbound, Lane 1, Station 16+00±



Level 3 load cracking, Northbound, Lane 1, Station 25+50±



Level 3 load cracking, Southbound, Lane 1, Station 36+50±



Level 1 load cracking, Northbound, Lane 1, Station 44+00±



Level 2 load cracking, Northbound, Lane 1, Station 42+00±



Patch/ Potholes, Southbound, Lane 1, Station 14+00±



Level 3 Edge Distress, Southbound, Station 29+50±



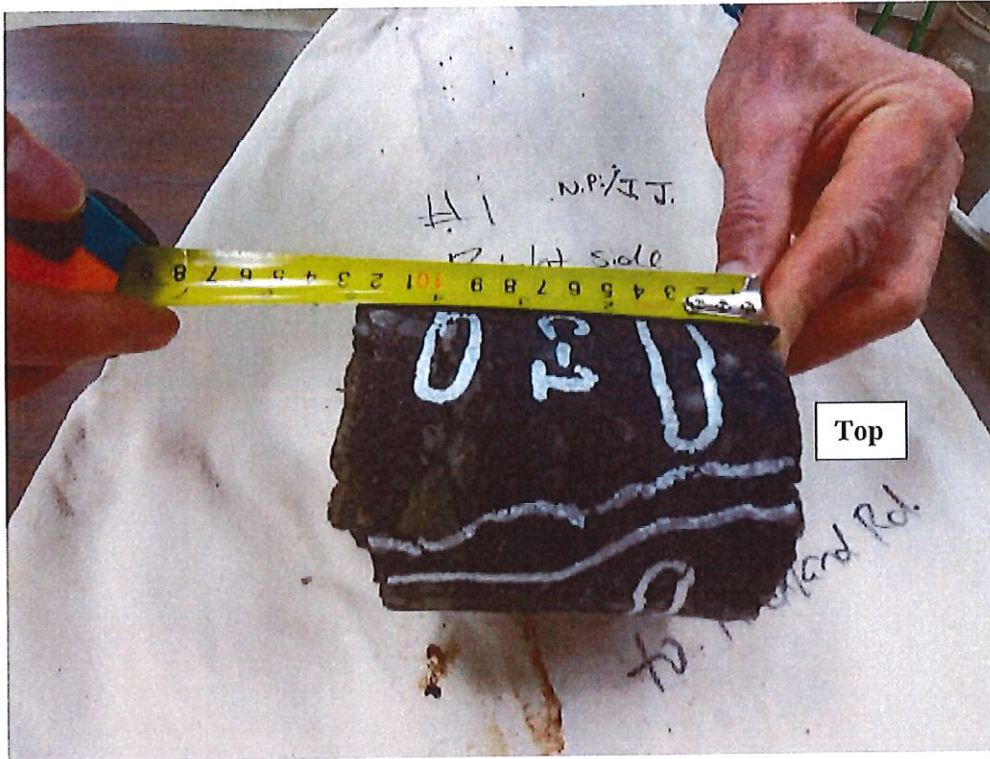
Level 3 Edge Distress, Southbound, Station 27+50±



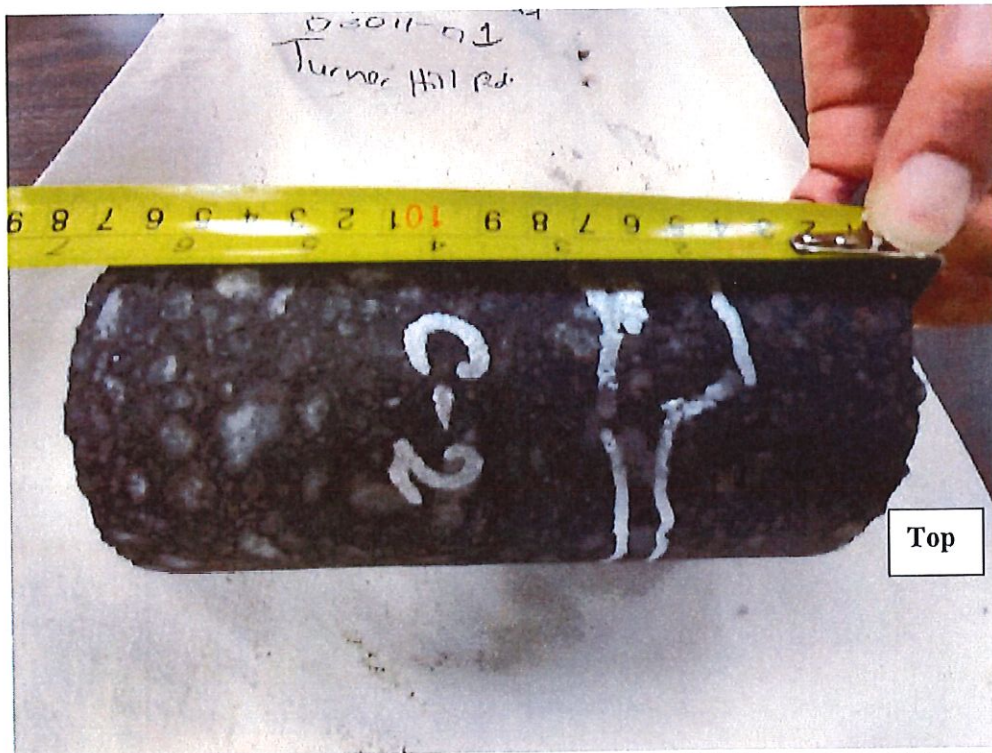
Level 2 block cracking, Northbound, Lane 1, Station 24+50±

APPENDIX C

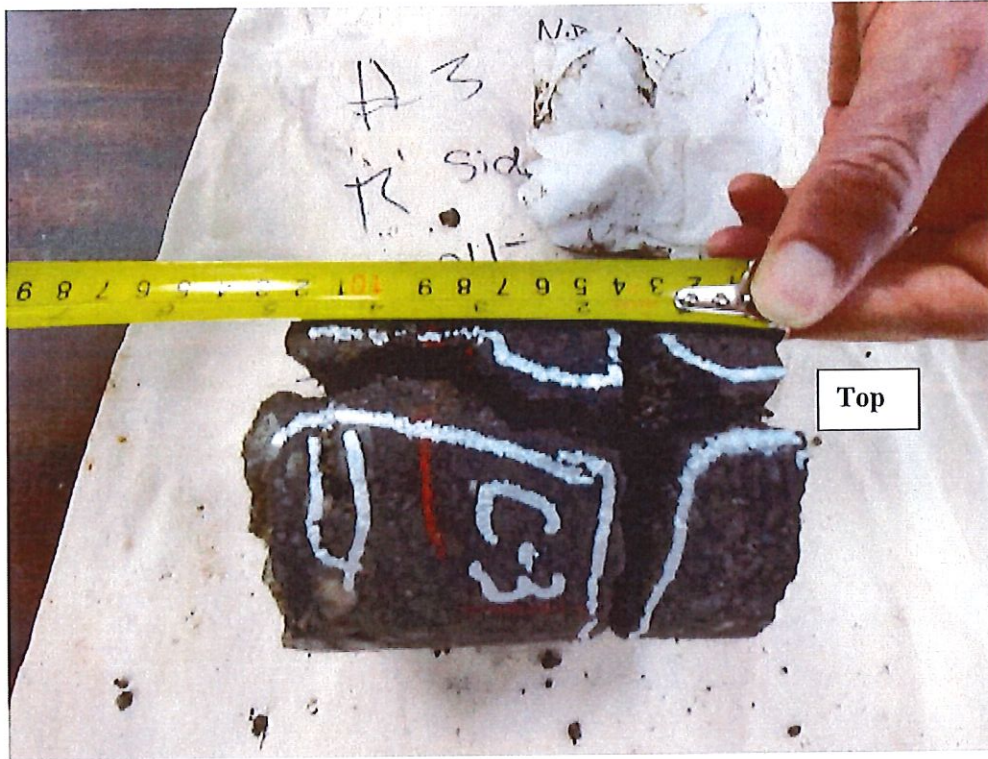
Core Photographs – (4 pages)



Core 1, Turner Hill Road, Station 6+35±, Southbound, Lane 1, 8.0' Right



Core 2, Turner Hill Road, Station 15+85±, Southbound, Right Turn Lane, 19.5' Right



Core 3, Turner Hill Road, Station 40+40±, Southbound, Lane 1, 8.5' Right



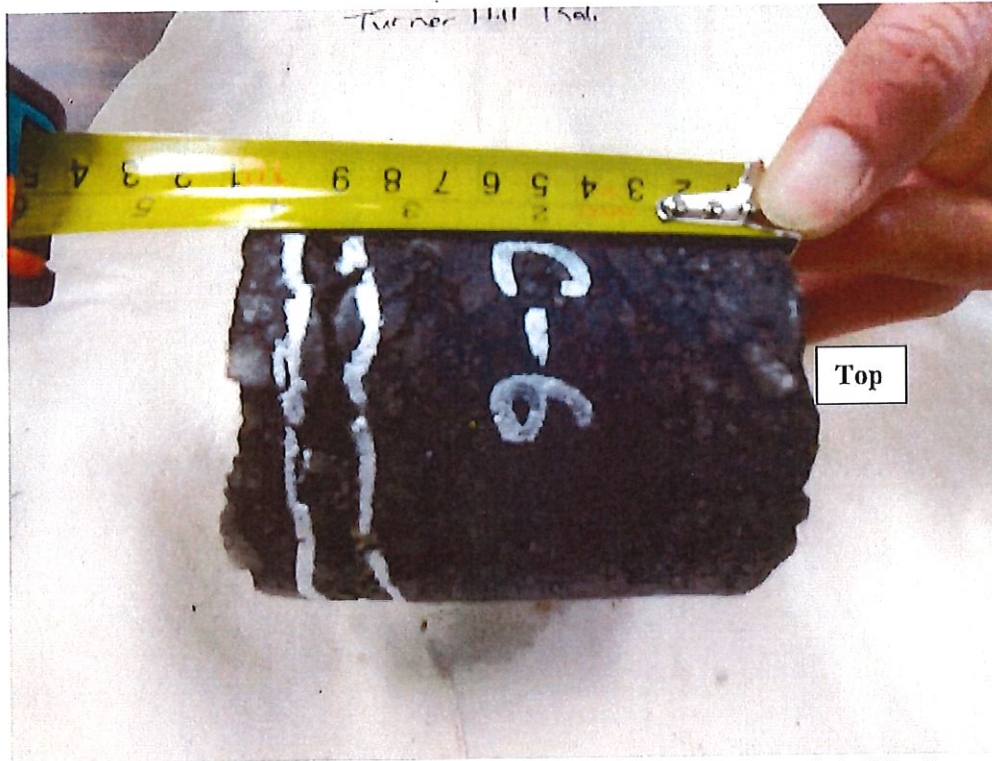
Core 4, Turner Hill Road, Station 45+80±, Northbound, Lane 1, 8.0' Left



Core 5, Turner Hill Road, Station 32+35±, Northbound, Lane 1, 2.5' Left



Core 5A, Turner Hill Road, Station 32+35±, Northbound, Lane 1, 9.0' Left



Core 6, Turner Hill Road, Station 3+40±, Northbound, Lane 1, 9.5' Left

APPENDIX D

Traffic Information (2 pages)
Recommended Pavement Section – (3 pages)

From: Mehdi Moazzami
Sent: Monday, January 28, 2019 4:38 PM
To: 'Ken Hildebrandt' <KHildebrandt@stonecrestga.gov>
Cc: Jay Ashtiani <jashtiani@unitedconsulting.com>
Subject: RE: United Consulting's Proposal No. P2019.2405.01; Turner Hill Road

Hi Ken

Please note that with 5% rate of growth the traffic volume for 2020 and 2040 will be

2020 AADT = 10,870

2040 AADT = 28,840

Thanks
Mehdi Moazzami; Ph.D., PE
United Consulting
770-582-2837

From: Ken Hildebrandt [<mailto:KHildebrandt@stonecrestga.gov>]
Sent: Monday, January 28, 2019 4:30 PM
To: Mehdi Moazzami <mmoazzami@unitedconsulting.com>
Cc: Jay Ashtiani <jashtiani@unitedconsulting.com>
Subject: Re: United Consulting's Proposal No. P2019.2405.01; Turner Hill Road

5% is fine.

Ken Hildebrandt, P.E., PTOE
City Engineer
City of Stonecrest
3120 Stonecrest Blvd.
Stonecrest, GA 30038

Phone 770-865-5645
khildebrandt@stonecrestga.gov

From: Mehdi Moazzami <mmoazzami@unitedconsulting.com>
Sent: Monday, January 28, 2019 11:01:09 AM
To: Ken Hildebrandt
Cc: Jay Ashtiani
Subject: RE: United Consulting's Proposal No. P2019.2405.01; Turner Hill Road

Ken

I will assume the let date to be 2020 and design year 2040. The rate of growth per year between 2015 and 2017 is almost 7% and between 2016 and 2017 is about 5%. What growth rate do you want me to assume?

Thanks
Mehdi Moazzami; Ph.D., PE
United Consulting
770-582-2837

From: Ken Hildebrandt [<mailto:KHildebrandt@stonecrestga.gov>]
Sent: Monday, January 28, 2019 10:53 AM
To: Mehdi Moazzami <mmoazzami@unitedconsulting.com>
Cc: Jay Ashtiani <jashstiani@unitedconsulting.com>
Subject: Re: United Consulting's Proposal No. P2019.2405.01; Turner Hill Road

Below is the GDOT breakdown.

	2017	2016	2015
AADT	9,390	8,870	8,130
Single Unit AADT	-	158	-
Combo Unit AADT	-	27	-
Truck %	-	2%	-

Ken Hildebrandt, P.E., PTOE
City Engineer
City of Stonecrest
3120 Stonecrest Blvd.
Stonecrest, GA 30038

Phone 770-865-5645
khildebrandt@stonecrestga.gov

Flexible Pavement Design Analysis

PI Number	NA	County(s)	DeKalb
Project Number	STNCR-19-GA-03011	Design Name	Deep Patching for Turner Hill Road
Project Description	Turner Hill Road		

Traffic Data (AADTs are one-way)					Miscellaneous Data		
Initial Design Year	2020	Initial AADT, VPD	5,435	24 Hour Truck %	2.00	Lanes in one direction	1
Final Design Year	2040	Final AADT, VPD	14,420	SU Truck %	1.70	Curb & Gutter/Barrier	No
		Mean AADT, VPD	9,928	MU Truck %	0.30	Milling Depth (inches)	5.00

Design Data					
Lane Distribution Factor (%)	100.00	Soil Support Value	2.00	Single Unit ESAL	0.40
Terminal Serviceability Index	2.50	Regional Factor	1.60	Multiple Unit ESAL	1.50
		User Defined 18-KIP ESAL	0.00	Calculated 18-KIP ESAL	0.57
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
9,928	100.00	Single Unit Truck	1.70	0.40	68
		Multi Unit Truck	0.30	1.50	45
		Total Daily ESALs			113
Total Design Period ESALs					824,900

Proposed Flexible Overlay Pavement Structure					
Course	Material	Thickness (inches)	Structural Coefficient	Structural Value	
Overlay 1	12.5 mm Superpave	1.75	0.4400	0.77	
Overlay 2	19 mm Superpave	2.75	0.4400	1.21	
		0.25	0.3000	0.08	
Overlay 3	25 mm Superpave	6.00	0.3000	1.80	
Existing 1	Graded Aggregate Base	4.00	0.1600	0.64	
Required SN	4.70	Proposed pavement is 4.29% Underdesigned		Proposed SN	4.50

Design Remarks	Deep patching for Turner Hill Road
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Prepared By _____ Date 2/4/2019 5:13 PM

UC

Recommended By _____ Date _____

Consultant Design Phase Leader

Approved By _____ Date _____

State Pavement Engineer

Flexible Pavement Design Analysis

PI Number	NA	County(s)	DeKalb
Project Number	STNCR-19-GA-03011	Design Name	Mill and Overlay for Turner Hill Road
Project Description	Turner Hill Road		

Traffic Data (AADTs are one-way)						Miscellaneous Data	
Initial Design Year	2020	Initial AADT, VPD	5,435	24 Hour Truck %	2.00	Lanes in one direction	1
Final Design Year	2040	Final AADT, VPD	14,420	SU Truck %	1.70	Curb & Gutter/Barrier	No
		Mean AADT, VPD	9,928	MU Truck %	0.30	Milling Depth (inches)	2.50

Design Data							
Lane Distribution Factor (%)	100.00	Soil Support Value	2.00	Single Unit ESAL	0.40		
Terminal Serviceability Index	2.50	Regional Factor	1.60	Multiple Unit ESAL	1.50		
		User Defined 18-KIP ESAL	0.00	Calculated 18-KIP ESAL	0.57		
Non-Standard Value Comment							

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
9,928	100.00	Single Unit Truck	1.70	0.40	68
		Multi Unit Truck	0.30	1.50	45
Total Daily ESALs					113
Total Design Period ESALs					824,900

Proposed Flexible Overlay Pavement Structure					
Course	Material	Thickness (inches)	Structural Coefficient	Structural Value	
Overlay 1	12.5 mm Superpave	1.50	0.4400	0.66	
Overlay 2	19 mm Superpave	2.00	0.4400	0.88	
Overlay 3	25 mm Superpave	1.00	0.4400	0.44	
		4.00	0.3000	1.20	
Existing 1	Asphaltic Concrete	2.50	0.3000	0.75	
Existing 2	Graded Aggregate Base	4.00	0.1600	0.64	
Required SN	4.70	Proposed pavement is 2.69% Underdesigned		Proposed SN	4.57

Design Remarks	Mill and Overlay for Turner Mill Road
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Prepared By _____ 2/4/2019 5:15 PM
UC Date

Recommended By _____
Consultant Design Phase Leader Date

Approved By _____
State Pavement Engineer Date

Flexible Pavement Design Analysis

PI Number	NA	County(s)	DeKalb
Project Number	STNCR-19-GA-03011	Design Name	Full Depth Reclamation - Turner Hill Rd
Project Description	Turner Hill Road		

Traffic Data (AADTs are one-way)					Miscellaneous Data		
Initial Design Year	2020	Initial AADT, VPD	5,435	24 Hour Truck %	2.00	Lanes in one direction	1
Final Design Year	2040	Final AADT, VPD	14,420	SU Truck %	1.70	Curb & Gutter/Barrier	No
		Mean AADT, VPD	9,928	MU Truck %	0.30		

Design Data					
Lane Distribution Factor (%)	100.00	Soil Support Value	2.00	Single Unit ESAL	0.40
Terminal Serviceability Index	2.50	Regional Factor	1.60	Multiple Unit ESAL	1.50
		User Defined 18-KIP ESAL	0.00	Calculated 18-KIP ESAL	0.57
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
9,928	100.00	Single Unit Truck	1.70	0.40	68
		Multi Unit Truck	0.30	1.50	45
Total Daily ESALs					113
Total Design Period ESALs					824,900

Proposed Flexible Full Depth Pavement Structure				
Course	Material	Thickness (inches)	Structural Coefficient	Structural Value
Course 1	12.5 mm Superpave	1.75	0.4400	0.77
Course 2	19 mm Superpave	2.75	0.4400	1.21
		0.25	0.3000	0.08
Course 3	Full Depth Reclamation (FDR)	12.00	0.2000	2.40
Required SN	4.70	Proposed pavement is 5.14% Underdesigned		Proposed SN
				4.46

Design Remarks	Full Depth Reclamation for Turner Hill Road
----------------	---

Prepared By _____ 2/6/2019 10:57 AM
UC Date

Recommended By _____
Consultant Design Phase Leader Date

Approved By _____
State Pavement Engineer Date

Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical-engineering study conducted for a civil engineer may not fulfill the needs of a constructor — a construction contractor — or even another civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client. No one except you should rely on this geotechnical-engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you — should apply this report for any purpose or project except the one originally contemplated.*

Read the Full Report

Serious problems have occurred because those relying on a geotechnical-engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

Geotechnical Engineers Base Each Report on a Unique Set of Project-Specific Factors

Geotechnical engineers consider many unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk-management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical-engineering report that was:

- not prepared for you;
- not prepared for your project;
- not prepared for the specific site explored; or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical-engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light-industrial plant to a refrigerated warehouse;
- the elevation, configuration, location, orientation, or weight of the proposed structure;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an

assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

Subsurface Conditions Can Change

A geotechnical-engineering report is based on conditions that existed at the time the geotechnical engineer performed the study. *Do not rely on a geotechnical-engineering report whose adequacy may have been affected by:* the passage of time; man-made events, such as construction on or adjacent to the site; or natural events, such as floods, droughts, earthquakes, or groundwater fluctuations. *Contact the geotechnical engineer before applying this report to determine if it is still reliable.* A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ — sometimes significantly — from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide geotechnical-construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are Not Final

Do not overrely on the confirmation-dependent recommendations included in your report. *Confirmation-dependent recommendations are not final*, because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations *only* by observing actual subsurface conditions revealed during construction. *The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's confirmation-dependent recommendations if that engineer does not perform the geotechnical-construction observation required to confirm the recommendations' applicability.*

A Geotechnical-Engineering Report Is Subject to Misinterpretation

Other design-team members' misinterpretation of geotechnical-engineering reports has resulted in costly

problems. Confront that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Constructors can also misinterpret a geotechnical-engineering report. Confront that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing geotechnical construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical-engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make constructors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give constructors the complete geotechnical-engineering report, *but* preface it with a clearly written letter of transmittal. In that letter, advise constructors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. *Be sure constructors have sufficient time to perform additional study. Only then might you be in a position to give constructors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.*

Read Responsibility Provisions Closely

Some clients, design professionals, and constructors fail to recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help

others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Environmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform an *environmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnical-engineering report does not usually relate any environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures.* If you have not yet obtained your own environmental information, ask your geotechnical consultant for risk-management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold-prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, many mold-prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical-engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; *none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.*

Rely on Your GBC-Member Geotechnical Engineer for Additional Assistance

Membership in the Geotechnical Business Council of the Geoprofessional Business Association exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project. Confer with you GBC-Member geotechnical engineer for more information.



8811 Colesville Road/Suite G106, Silver Spring, MD 20910
Telephone: 301/565-2733 Facsimile: 301/589-2017
e-mail: info@geoprofessional.org www.geoprofessional.org

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Addendum #2 – ITB 2019-005 Contents

- Acknowledgement Receipt of Addendum #2
- Updated information for the Turner Hill Rd Alternate Bid Full Depth Reclamation

CITY OF STONECREST

ACKNOWLEDGEMENT
RECEIPT OF ADDENDUM #2
ITB #2019-005

Stonecrest 2019 LMIG Resurfacing Project

Upon receipt, please complete and add this page to your proposal

Stonecrest Procurement

Email: Procurement@stonecrestga.gov

I hereby acknowledge receipt of documents pertaining to the above referenced ITB.

COMPANY NAME: _____

CONTACT PERSON: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ FAX: _____

EMAIL ADDRESS: _____

SIGNATURE

DATE



ADDENDUM #2
ITB #2019-024
Stonecrest 2019 LMIG Resurfacing Project

Additional information for the Full Depth Reclamation for Turner Hill Road
Alternate Bid:

1. A mix design will be provided by the City of Stonecrest prior to the beginning of construction.

For the purposes of this bid, **use 50 lbs/sq yd of Portland cement.**



CITY COUNCIL WORK SESSION AGENDA ITEM

SUBJECT: PURCHASE OF LAND (SALEM ROAD & EVANS MILL ROAD INTERSECTION)

- ORDINANCE POLICY STATUS REPORT
 DISCUSSION ONLY RESOLUTION OTHER

Work Session: 03/25/2019

Council Meeting: 03/25/2019

SUBMITTED BY: Mayor Jason Lary, City of Stonecrest

PURPOSE: Discussion on the purchase of land located on Salem Road and Mill Road I intersection in the Stonecrest city limits.

HISTORY: None

FACTS AND ISSUES:

OPTIONS:

RECOMMENDED ACTION:

ATTACHMENTS:

- #1 Map of Salem Road and Evans Mill Road
- #2 Map of Proposed C-Store and Dangerous Intersection
- #3 Map of Innovative Transportation Solution using SPLOST



Arabia Mountain
Precincts
Pole Bridge Creek

Salem Rd at Evans Mill Rd

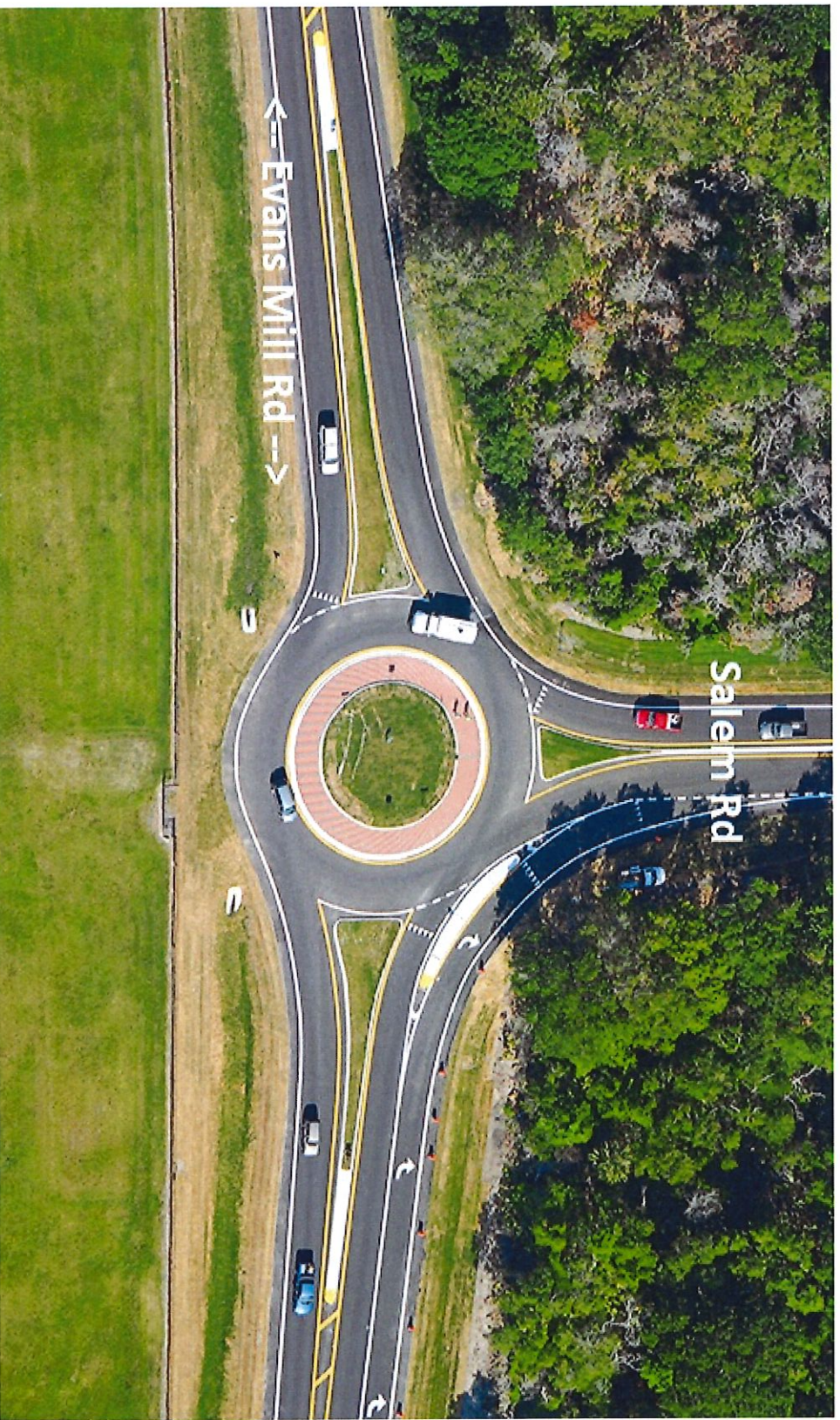


**Proposed
C-Store**

**Dangerous
Intersection**



Innovative Transportation Solution using SPLOST





CITY COUNCIL WORK SESSION AGENDA ITEM

SUBJECT: IGA AND ORDINANCE SCHEDULE

- ORDINANCE POLICY STATUS REPORT
 DISCUSSION ONLY RESOLUTION OTHER

Work Session: 03/25/2019

Council Meeting: 03/25/2019

SUBMITTED BY: Winston Denmark, City Attorney

PURPOSE:

HISTORY: None

FACTS AND ISSUES:

OPTIONS: Approve or Deny

RECOMMENDED ACTION:

City of Stonecrest Revised Schedule for Ordinance/IGA Approval

<u>Ordinance</u>	<u>Proposed Adoption Schedule</u>	
	WS/1 st Read	2 nd Read/Adoption
1. Chapter 22: Solid Waste ⁱ	1. 3/25/19	1. 4/8/19
2. Chapter 22.5: Storm Water ⁱⁱ	2. 3/25/19	2. 4/8/19
3. Chapter 25: Water and Sewer	3. 3/25/19	3. 4/8/19
4. Chapter 17: Motor Vehicles	4. 4/8/19	4. 4/22/19
5. Chapter 12: Fire Prevention	5. 3/11/19	5. 3/25/19
6. Chapter 13.5: Historic Preservation	6. 2/11/19 ⁱⁱⁱ	6. 2/25/19
7. Chapter 3: Alarms	7. 3/11/19	7. 3/25/19
8. Chapter 13: Health Regulations	8. 4/8/19	8. 4/22/19
9. Chapter 5: Animals	9. 4/22/19	9. 5/6/19
10. Chapter 26: Wreckers	10. 4/22/19	10. 5/6/19
11. Chapter 20: Personnel	11. 4/22/19	11. 5/6/19
12. Chapter 23: Streets and Sidewalks	12. 4/8/19	12. 4/22/19
Additional Ordinances (not mandatory to adopt prior to transition deadline)		
13. 911 Fees Ordinance	13. Hold	13. Hold
14. Chapter 27: Personal Care Homes	14. Hold	14. Hold
15. Chapter 27: Air BnB ^{iv}	15.	15.
16. Chapter 18: Amendments	16.	16.
17. Chapter 27: Stonecrest Overlay Amendments	17.	17.
18. Chapter 27: Amendments to Arabia Mountain Overlay	18. Adopted	18. Adopted
19. Tree City USA	19. Hold	19. Hold
20. Budget Ordinance	20.	20.
21. Communications Policy ^v	21.	21.

See the following page for status of IGAs.

<u>IGA Subject</u>	<u>Status</u>	<u>Firm</u>
1. Homestead Exemptions	1. Confer with Deputy City Manager and begin drafting/negotiation with County.	1. FD
2. Economic Development	2. Confer with Deputy City Manager and begin drafting/negotiation with County.	2. CT
3. Tax Commissioner	3. Completed.	3. CT
4. East Metro CID	4. Confer with Deputy City Manager.	4. CT
5. Energy Excise Tax	5. Awaiting draft from County. We have been requesting same for several months. Will continue to follow-up.	5. FD
6. Roads and Drainage	6. Awaiting draft from County. Expecting this month per County Attorney.	6. CT
7. Water and Sewer	7. Awaiting draft from County. Expecting this month per County Attorney.	7. CT
8. Stormwater	8. Awaiting draft from County. Expecting this month per County Attorney.	8. CT
9. Parks and Recreation	9. Awaiting draft from County. Expecting this month per County Attorney.	9. CT
10. Animal Control	10. Confer with Deputy City Manager and begin drafting/negotiation with County.	10. FD
11. Watershed/Land Development	11. Confer with Deputy City Manager and begin drafting/negotiation with County.	11. FD
12. Right-of-Way Maintenance	12. Will commence negotiations with County.	12. FD

ⁱ Chapters 22, 22.5 and 25 were considered first at the November 19, 2018 meeting. Since 60 days have passed, these ordinances need to come back for a first read.

ⁱⁱ Contingent upon execution of IGA

ⁱⁱⁱ Need to confirm current status. Understand this ordinance already had its first read.

^{iv} Considered by Planning Commission at January 3, 2019 meeting?

^v Confer with Mayor and Council regarding desired amendments.



CITY COUNCIL WORK SESSION AGENDA ITEM

SUBJECT: CITY CLERK INTRODUCTION

- | | | |
|--|-------------------------------------|---|
| <input type="checkbox"/> ORDINANCE | <input type="checkbox"/> POLICY | <input type="checkbox"/> STATUS REPORT |
| <input type="checkbox"/> DISCUSSION ONLY | <input type="checkbox"/> RESOLUTION | <input checked="" type="checkbox"/> OTHER |

Work Session: 03/25/2019

Council Meeting: 03/25/2019

SUBMITTED BY: Wayne Wright

PURPOSE:

HISTORY: None

FACTS AND ISSUES:

OPTIONS:

RECOMMENDED ACTION: