



# HUNTSVILLE

Kathy Martin, P.E.  
Director  
City Engineer

Urban Development Department  
Engineering Division

## **CECIL ASHBURN DRIVE WIDENING-REBID**

**Project No. 65-14-RD07**

**November 2, 2018**

### **Addendum #1**

Attached are the minutes from the Pre-Bid Meeting held Thursday, November 1, 2018.

**Addenda will only be emailed to those bidders who attend and have signed in at the pre-bid meeting. All addenda, as well as other project information, are available for downloading on Engineering's website at [www.huntsvilleal.gov/engineeringbids](http://www.huntsvilleal.gov/engineeringbids). Acknowledgement of receipt/download from website of addenda is mandatory using Attachment "C" located in the Specifications and attachment must be submitted with bid package. Failure to do so shall be cause for rejection of the bid. It is the responsibility of all bidders to refer to the website for any updates. The attached pre-bid meeting minutes, all addenda and attachments for the above-referenced project will become part of the contract documents.**

**END OF ADDENDUM #1**

**The Star of Alabama**

# PRE-BID MEETING

## MINUTES

PROJECT NAME: Cecil Ashburn Drive Widening-REBID

PROJECT NUMBER: 65-14-RD07

DATE: November 1, 2018

PROJECT ENGINEER: Alan Clements

PROJECT INSPECTOR: Woody Maples/ TBA Consultant

Arthur Vaughn	MMI Utility Company
Jamie Prater	Shoals Electric
Aaron Gregory	Gregory Construction
Stanley Hallmark	Southern States Drilling & Blasting
Tim Mayhall	Reed Contracting
Chris Lovoy	Reed Contracting
Greer Walker	Wiregrass Construction
Mickey Donahue	Wiregrass Construction
Joshue Reeser	Wright Brothers Construction
Adam Lamar	Carcel & G Construction
David Harris	Reed Contracting
Matt Manning	Manning Construction
Glen Partlow	Huntsville Utilities
Walton Ashwander	Midsouth Paving
Josh Chandler	SJ&L General Contractors
Rob White	Eutaw Construction
Chip Hussey	Eutaw Construction
Howard Anderson	S&ME
Brett Wiseman	S&ME
John Corbell	OMI
Brandon Kennedy	SAIN Associates
Nicholas Nene	COH Traffic Engineering
Robbie Stewart	COH Natural Resources
Steve Quick	COH Engineering
Michael Thomas	COH Engineering

Woody Maples  
Angela Gurley  
Mary Ridgeway

COH Engineering  
COH Engineering  
COH Engineering

1. Introduction of all persons present

Design Engineer S&ME – Brett Wiseman & Howard Anderson  
Geotechnical Engineer OMI – John Corbell & Keith Mandel  
Traffic Engineer Sain and Associates – Jeff Stephenson

2. Work Description the widening of four lanes of Cecil Ashburn Road from Donegal Drive to Taylor Road which is approximately 3.5 miles with 2.5 miles being through the mountain and approximately 1 mile on the backside which will be the widening of Sutton Road. It will be a curb and gutter section along with intersection improvements to include new signalized intersections with radar and utility work which will be included as options. There will be an option for the signals, water main and the fiber. This project was part of the Restore our Roads project between ALDOT and the City of Huntsville. There were seven (7) projects that were part of this agreement. Four (4) of them were ALDOT roads and three (3) of them were City roads which includes Cecil Ashburn Drive so anytime ALDOT is referenced in the project documents it pertains to identification and quality of acceptance. The City's specifications and Huntsville Utilities specifications as amended, will be used as well as any additional addenda. Payment will be per the City of Huntsville's specification or as amended through the addendum. This is a City of Huntsville project with no ALDOT participation. There will be no Gross Receipt Taxes, Certified Payroll and Davis Bacon Wage Rates, Asphalt Indexing, or Asphalt Pay Factors Deducts and Bonuses typically associated with ALDOT projects.
3. This is an important project and we have had multiple public hearings and community meetings. The City will proceed with the construction of the roadway with the goal of minimizing the public inconvenience and at the same time allow the contractor the freedom of building the roadway under closed conditions as well as expedite the project. The road closure portion of the project is called Phase I. The road closure limits will be from Avalon Drive to Old Big Cove Road for a 12 month period and to allow a 10-14 month period with an incentive and disincentive clause for early completion of Phase I. Information regarding the incentive and disincentive clause is not in the specifications but will be added through an addendum.

## **Incentive and Disincentive Clause**

**An Incentive/Disincentive Provision shall be included with the award of this Project:**

The Incentive/Disincentive provision is intended to motivate the contractor so that Phase I of work will be completed on or ahead of schedule to expedite the roadway completion and to minimize the inconvenience to the public. Phase I shall be as defined below. This Provision allows the contractor to be compensated a certain amount of money for each full calendar day that Phase I of the project is completed ahead of schedule and; the contractor to be assessed a deduction for each calendar day the contractor overruns the time set for the completion of Phase I of the project.

The Incentive/disincentive payment amount will consist of \$30,000 per calendar day with a maximum amount of \$2,000,000 for the contract.

Phase I shall be defined for this project to include the partial roadway construction to a point that allows for two lanes, one lane in each direction of traffic open for public use 24/7 within the project limits without unauthorized traffic interruptions and also include the following milestones listed below.

- Motorist will be allowed to use 2 lanes for public travel 24/7 to include one eastbound lane and one westbound lane with proper traffic control devices in place. Contractor is responsible for all traffic control in accordance with the MUTCD, latest edition.
- All cleared logging and vegetation that is to be removed as part of the clearing and grubbing operation shall be removed off the project site.
- Temporary Signals shall be installed and operational for Donegal Drive and Old Big Cove Road in accordance with the MUTCD, latest edition, to allow for safe public travel within the project limits.
- Station 49+00 and Ending at Station 58+50 will have to be completed through binder course for the entire width of Cecil Ashburn Drive to include Avalon Drive for a tie in for the completion of Phase 1. This is an existing section of the roadway that was originally constructed as a residential design and as a result does not meet AASHTO for a 40 MPH design and needs to be raised up to grade which is approximately three (3) to four (4) feet.
- Completion of all blasting operations and removal of unclassified rock excavation from the north side of the road is necessary to avoid any further road closures. The rock excavation from the north side needs to be spoiled in the spoil area or placed somewhere on the job site in order to keep excavators, big trucks or rock trucks from mixing with traffic. Additional Spoil Material is to be removed from the project at the Contractors expense.
- Phase I traffic control sequence shall be temporary striped with reflective paint to include raised pavement reflectors to match proposed temporary traffic pattern.
- Both open traffic lanes shall be paved through binder and maintained throughout construction (No base surfaces will be allowed for public travel purposes).

- All Calendar Days and 24-hour periods are permissive for construction activities in accordance with federal, state and local ordinances including but not limited to the Noise Ordinance. (10:00 PM to 7:00 AM).
  - All roadway crossings will need to be complete.
4. The maximum incentive amount of \$2,000,000 will be provided at \$30,000 for every calendar day the conditions are met prior to a 12 month period from the date of Notice-to-Proceed, and similarly a deduction of \$30,000 per calendar day for every calendar day after a 12 month period from the date of Notice-to-Proceed for completion of Phase I as described in the Incentive and Disincentive Clause above. Liquidated damages will not factor in until the actual contract completion date of the entire project.
  5. Permits (Provide copies of all permits as part of the Contract)
    - a. ADEM (NPDES) – City has NPDES Permit but the contractor will be responsible for transferring the permit to the contractor’s name and will also be responsible to maintain and closeout the permit – Permit and CBMPP is on the website.
    - b. City of Huntsville Blasting Permit is required – the conditions are listed within the City of Huntsville Zoning Ordinance and can be obtained through Natural Resources. Any questions regarding blasting and the noise ordinance can be answered by Robbie Stewart in the Natural Resources Department.
  6. Utility Project Notification
    - a. Conflicts with existing utilities – The majority of the project is clear of utilities, however there is existing Water, Gas, Electric and Communications from Donegal Drive to Avalon Drive and again from Old Big Cove Road to the east end of project along Sutton Road.
    - b. It is the responsibility of the contractor to locate and coordinate with existing Utilities.
  7. Right-of-Way
    - a. Status of ROW or easement acquisition- All ROW and Easements have been acquired.
  8. Conflicting Projects – Huntsville Utilities will have a Pump Station, which is under construction within the project limits and will require intermittent access.
  9. Schedule of Work
    - a. Critical Path - critical path schedule is required with every pay request. The schedule will need to be updated weekly due to the project scope and the incentive/disincentive clause.
    - b. Weekly progress meetings will be required on site.

- c. Contractor schedule will need to be submitted and approved prior to the first pay request.
- d. Owner reserves the right to withhold payment if the work is more than 25% behind schedule.

10. Project Details (Plans, Specs, Special Provisions, Quantities, Dates)

- a. Review plan sheets
- b. Review Special Provisions and Specifications.
- c. Reference State or City Standard Specifications ALDOT Unique Pay items used for identification and performance standards.
- d. Enforce ADA Standards for ROW construction.
- e. Contractor is responsible for repair and maintenance of any trench cuts open to traffic with hot mix asphalt the same day.
- f. Schedule for review of shop drawings/material submittals. Submittals will include, Mix designs, Asphalt, Concrete, Signalization Items, Retaining wall finish and color and Form Liner Pattern.
- g. State of Alabama License Classification required – (HS) Highways & Streets or (MU) Municipal & Utility.

Introduction and explanation of any revisions to Supplement to General Requirements – specifically detail the following:

46. SHOP DRAWINGS

The approval of shop drawings by the Engineer will cover only the features of the design and in no case shall this approval be considered to cover error or omissions in shop details or a check of any dimensions. The Contractor shall be responsible for the accuracy of the shop drawings, the fabrication of materials and the fit of all connections; and he shall bear the cost of all extra work in erection caused by errors in shop drawings or in fabrication, inaccurate workmanship, misfits of connections or for any changes in fabrication necessary. No work shall be done on the material before the shop drawings have been approved. Any material that the Contractor orders prior to the approval shall be at the Contractor's risk.

Substitutions or changes whether indicated or implied on shop drawings will not be considered as changes regardless of the Engineer's approval of shop drawings unless the change has been previously submitted and approved as a change order per the requirements for changes in the contract.

After a shop drawing has been approved, no changes shall be made unless directed in writing to the Owner and acceptance by the Owner of said changes. Any acceptance of change by the Owner does not constitute a change to the contract unless that change has been approved and directed in writing per change order. Compensation for preparing and furnishing all shop and working drawings shall be included in the contract unit prices for the various pay items of work.

- h. A construction trailer is required to be an ALDOT Type II trailer with temporary utilities.
- i. Calendar days to complete project – five hundred forty (540).  
Incentive/Disincentive period is 12 months completion of Phase 1 - \$2,000,000 Incentive maximum for early completion is up to 10 months - \$2,000,000 Disincentive for 14 months.  
Option 1 Signals – 20 Additional calendar days if awarded  
Option 2 Water Main - 60 additional calendar days if awarded  
Option 3 Fiber Duct Bank - 30 additional calendar days if awarded  
For a total of 660 calendar days (Base Bid + Options 1,2,3)  
Council Approval – December 6, 2018
- j. Anticipated Notice-to-Proceed – anticipated January 2, 2019

#### 11. Bid Sheet (Quantities)

Contractor is required to submit pricing (Attachment “A”) on a CD-RW (preferably in a live/flash drive format) in the Excel format made available for download from the Engineering website. The CD-RW must be in working condition and included with original bid packet and reflect the correct revision, along with two signed hard copies. Bid must be submitted from the file (Quantities) provided and downloaded from the City of Huntsville’s website. Failure to do so shall be cause for rejection of bid. The City reserves the right to reject any altered bid resulting from altering the CD in any manner. If a price discrepancy is found on the CD-RW, or the correct version of bid quantities is not submitted on the CD-RW which corresponds to the printed hard copy, then printed hard copy prices submitted with original bid documents, with Contractor signature, will prevail.

- Embankment will not be measured for payment. Excavation will be paid as one (1) movement regardless of how many times it is handled.
- Clearing and Grubbing will include the removal of all vegetation and items that conflict with the proposed improvements – Payment will be Lump Sum and paid on the percentage completed for partial payments with no cap included.
- Unclassified Excavation is for the excavation required for the area to receive fill for the widening of Sutton Road to include stripping and stockpiling of topsoil. This will be measured from the cross sections plans from Old Big Cove Road eastward. Undercut will be field measured and paid as additional quantity of Unclassified Excavation.
- Unclassified Excavation Rock will be excavation from west project limits east to Old Big Cove Road and measured for payment by field cross sections - before excavation (following clearing and grubbing) and after excavation. No measurement will be made for excavation outside of the proposed cross section or below the subgrade without instruction from the Engineer. Corrections will be

made in the field if the material is not exactly what was anticipated. OMI, Inc. has a contingency slope diagram in the soils report that will help in how to handle these situations.

- Borrow Excavation will be furnished and installed by the contractor in accordance with the specifications and will be measured for payment per CY Triaxle Load = 14 CYS. This item is a contingency item for the Sutton Road widening. The intent is to take the rock excavation from the mountain and use it to fill the low area for the Sutton Road widening.
- Geometric Control is for control, layout and field surveying associated with the roadway only. Payment will be Lump Sum and paid on a percentage per completion for partial payments.
- Roadbed Processing is set up as a contingency item and will be measured for payment by station. Item six (6) in the quantities shows a quantity of 1,300 stations but will be revised in addendum to reflect a quantity of 23 stations.
- Roadbed Stabilization Material will be measured for payment by the ton.
- Dense Graded Base pay items will be measured for payment by square yard (SY).
- All asphalt will be measured by the square yard (SY) except for leveling which will be measured by the ton.
- Culvert will be complete in place measured longitudinally along the center of the culvert.
- Retaining Wall will be complete in place measured by area of square feet (SF) of the wall above the footing.
- Decorative Handrail complete in place measured per linear foot (LF).
- Retaining Wall Form Liner will be measured for payment by area square feet (SF) of wall above the footing.
- All Storm Pipe will be measured for payment as complete in place. It will be measured longitudinally along the center of the pipe to include all excavation and backfill. Pay items for both rock (West of Old Big Cove Road) and dirt excavation conditions (Old Big Cove Road and East). Storm pipe under the roadway and within five (5) feet of the curb will require stone backfill and is incidental to the pipe.
- Mobilization - payment will be Lump Sum (LS) and paid on percentage complete for partial payments (See Schedule).



- Slope Paving - will be measured for payment by the square yard (SY) complete in place along and parallel to the surface. Turndowns / thickened edges will be incidental to the total square yard (SY) of accepted work.
- Junction Boxes and all types of Storm Inlets will be measured for payment complete in place per each – no measurement for re-steel, concrete units and castings will be made. There is no additional payment for depth.
- Temporary Traffic Control Devices will be measured for payment to include: The Contractor furnishing, maintaining, adjusting and retaining these items.

### **Supplemental Pay Item Information and Clarification**

**Clearing and Grubbing** - Lump Sum to include removal of all items conflicting with the proposed improvements. Payment for Clearing and Grubbing will be based on % of work completed.

**Mobilization (Base Bid Only)**– Lump Sum (LS) to include all permitting such as the NPDES Permit and Blasting Permit Etc.

Payment Schedule: Mobilization will be paid as follows:

Bid Amount for Mobilization Less than or equal to 15%  
 First Estimate - 20%  
 After First Estimate and 10% of work completed - 30%  
 After Completed 50% OF WORK – Remaining 50% less retainage

Bid Amount for Mobilization Greater than 15%  
 First Estimate - 5%  
 After First Estimate and 10% of work completed - 20%  
 After Completed 50% OF WORK – 25%  
 Balance of Remainder paid in increments to match the completion of work – less previous payments and minus retainage

The City of Huntsville will be responsible for performing the Material Testing (Roadway Only).

Special consideration should be given to the blasting specification found within the soils report for this project and the City of Huntsville's Blasting Ordinance.

City to provide NPDES Permit, but Contractor will be responsible for transferring, maintaining and closing out the ADEM NPDES Permit for priority site.

The City of Huntsville will provide CBMPP (Posted on Website).

If the contractor elects to use the City provided Spoil Site on the South Side of Cecil Ashburn on the Land Trust Property, it must be cleared, erosion control measures installed and rock fill must be placed in general conformance with the Spoil Site Grading Plan (Posted on Website) and Geotechnical Engineer recommendations. The finished site will be required to be relatively level while allowing proper drainage and be usable for vehicular parking. The top twelve (12) inches of the final surface will be free of boulders and will consist of graded crushed aggregate suitable for parking purposes. The cost for these improvements are incidental to the use of the site. This site is optional and if the contractor chooses to haul excess material off site, it will be the contractor's responsibility to make provisions for lawful disposal.

All cuts to existing pavements will be made by saw-cutting. No open cuts will be allowed to begin until there is ample time to complete the work and have the roadway open in time for through traffic. (Does not pertain to Phase 1)

City of Huntsville Noise Ordinance – City of Huntsville Blasting Ordinance, City of Huntsville Blasting Permit.

There will be no digital as-built requirements for the roadway (Hand drawn redlines only).

Unclassified Excavation (Rock) will be cross sectioned for payment based on fifty (50) feet of centerline stations and major terrain breaks as determined by the engineer. Unauthorized undercut and over-break will not be measured for payment. The limits for measurement and payment for excavation will include the design subgrade and the approved finish slopes, unless undercutting or additional excavation is directed by the engineer. The final approved cross section will be compared to the original field surveyed cross section for the calculation of cross sectional area. The average end area method will be used to calculate the volume of excavation measured for payment. The City of Huntsville will provide cross section survey for all Unclassified Excavation Rock materials.

All concrete slope paving will consist of six (6) inch thick fiber reinforced 3,000 psi concrete and will be measured for payment based on square yards (SY). Payment will be for complete in place construction to include but not limited to all concrete, fiber, four (4) inch crushed stone leveling course, joints of all types forming finishing, thickened edges, turndowns, gores as well as protecting the final product. Leveling course and unclassified excavation is to be used to ensure uniform concrete thickness of six (6) inches is incidental to the slope paving pay item.

The engineer reserves the right to field adjust drainage swells and ditches as needed to best facilitate the project.

Temporary haul road construction, maintenance and restoration to preconstruction contours is considered incidental to unclassified excavation rock pay item.

## 12. Payment

The OWNER agrees to pay the contractor as follows: Once each month per project the OWNER shall make partial payment to the Contractor on the basis of duly certified and approved estimates of the work performed during the preceding month by the Contractor, less five percent (5%) of the amount of such estimate, which is to be retained by the City until all of the work has been performed. Liquidated damages will be deducted from all invoices when the invoice estimate period end date is later than the contract completion date. All pay requests will be submitted by hard copy and on a CD. The hard copy will be printed from the CD. The OWNER will provide the CD to the contractor. Two originals and two copies of the invoices are required before payment will be made. The CD should be submitted each month, along with the originals and copies, to the Administrative Officer, ATTN: Odessa Sales-Robinson, in the Engineering Department. No further retainage will be held after fifty percent of the contract is complete. All payments to contractor will be made as soon as practical after the approval and finance processes have been completed.

- a. Date for payment submittal monthly
  - i. Process for monthly quantities
  - ii. Weekly Progress Meetings required at a minimum.
  - iii. Red-line As-built (Hand Drawn) required to be maintained by the Contractor and reviewed monthly prior to invoices being submitted.
  - iv. Define Substantial Completion – Project in usable condition for intended purpose – All Lanes Open to traffic, all permanent safety and directional devices in place, Punch list for signal complete, temporary striped, grass areas seeded/sodded – If Weather prohibits placement of wearing surface then Contract Time will be Suspended and then resumed during Paving of the Wearing surface.
  - v. Liquidated Damages will be \$3,000 per Calendar Day
  - vi. One-year warranty period begins upon substantial complete.

13. Traffic Control – Contractor is responsible for installation and maintenance of all Traffic Control Devices in accordance with MUTCD, latest edition.

## 14. Subcontractors

Any subcontractors were given the opportunity to ask questions or discuss items with which they are concerned. The Prime Contractor should be advised that no work by a subcontractor will be permitted unless approved by contract or in writing. Attachment “D” – “Subcontractor’s Listing” in the Supplement to General Requirements for Construction of Public Improvements, City of Huntsville, Alabama has been revised and bidders are advised to pay special

attention to the text and instructions listed on the attachment. Contractor shall keep the "Subcontractor's Listing" updated throughout the project duration and submit a copy of the listing with the request for final payment. Noncompliance with this request may cause delay in payment to the Contractor.

15. Special Documentation based up Funding Requirements (i.e. Labor Payroll, etc.)  
Anyone working for the Contractor, whether equipment and/or personnel, which are not the Prime Contractors and are not covered by subcontract, then it shall be understood that the Prime Contractor will be required to furnish a rental agreement for the equipment and carry personnel performing such work on his/her labor payroll.

16. Questions?

Q: Chris asked how the project will be impacted if the contractor elects to not complete the water option.

A: Alan stated he will clarify this with Glen Partlow with the Huntsville Utilities.

Q: Chris asked if borrow bedding material under the pipe is acceptable.

A: Glen Hartlow from Huntsville Utilities stated it will have to be completed per Huntsville Utilities standard details.

Q: Chris asked if the project was funded by 50% percent ALDOT funds and 50% percent City of Huntsville funds.

A: Alan stated this project was 100% City of Huntsville funds.

Q: Jamie asked if the project was all in the City of Huntsville.

A: Alan stated that the west side of the project from the approximate location of the top of the mountain is within the City and the east side is a combination of the City and Madison County

Q: Mark asked about the fiber that is currently being installed and if it would be a conflict.

A: Alan stated that he would clarify this in the addendum.

Q: Chris asked if Huntsville Utilities installs the water line what condition will it be left for the contractor.

A: Glen stated that more than likely if the option is not Huntsville Utilities will not do the work, but will have to be further discussed.

Q: Jamie asked if once the temporary signals taken down would belong to the City of Huntsville.

A: Alan stated yes.

Q: Jamie asked if permanent signals are received prior to the end of the project would the contractor be responsible to maintain them through the duration of the

project.

A: Alan stated that the project will not be accepted until the final punch list is completed.

Q: Jamie asked if the current poles are mast armed.

A: Nicholas with Traffic Engineering stated yes.

Q: Jamie asked if the existing signal poles would be reused for both intersections.

A: Alan stated no. Alan stated that the existing signal poles would be used for the temporary signals combined with messenger cable with the existing signal adjusted to the location of the temporary traffic lanes .

Q: Question asked if the current standards being used for Behr Communications will be used on this projects.

A: Glen stated he would have to clarify that.

Q: Question asked if conduit handles? will be replaced.

A: Glen stated yes.

Q: Jamie asked if there is anything wrong with the lighting poles to be relocated will the City of Huntsville provide the parts to fix it.

A: Alan stated if they cannot be reused the City of Huntsville will provide the parts.

Q: Jamie asked if the City of Huntsville will have a place where the poles can be stored.

A: Alan stated the contractor can put them in the Big Cove area, but will need to be coordinated with the general.

Q: Mark asked if all right-of-ways have been acquired.

A: Alan stated yes.

Q: Josh asked if there is a specification for the rock that needs to be shot.

A: Alan stated yes.

Q: Josh asked what the size it is.

A: John stated it was 24 or 30 inch.

Q: Josh asked if precast for boxes and culverts were acceptable.

A: Kathy stated yes.

Q: Jamie asked if there would be any delays in getting submittals.

A: Alan stated once received it would be returned within a week.

Q: Josh asked what the meaning of the mobilization (road only) item is.

A: Alan stated you would not want to include your Option Mobilization costs in the Base Bid Mobilization item in the event the options are not awarded

Q: Question was asked if there was a pay item for mobilization in the Options.

A: Alan stated yes.

Q: Question was asked if the rock is overshot would the replacement fill be paid.

A: Alan stated if it is over blasted and a fault of the contractor it will not be paid.

Q: Question asked if there is a requirement to excavate 1 foot below the dense graded base and backfill with dirt to the subgrade in cut locations.

A: Alan stated not for this project.

Q: Question asked if the (2) 5 inch lifts was 10,000 per 10 inches for 70,000 (SY).

A: Alan stated it was a 70,000 (SY) per 10 inch layer that consists of (2) 5 inch lifts.

Q: Jamie asked if the specification for the fiber conduit was posted on the website.

A: Alan stated he would get the requirements posted.

Q: Mark asked if the noise ordinance would be enforced within the city limits or for the whole project.

A: Alan stated the noise ordinance only pertains to the City of Huntsville.

Q: Mark asked where the City limits ends.

A: Alan stated it was somewhere on the back side of the mountain, but he would find out.

Q: Chris asked if there would be a problem with the trees being burned outside of the City limits.

A: Robbie stated that the contractor could not take trees that are in the City limits into the County to burn them.

Q: Question asked if the contractor would have to get the spoil area permitted.

A: Alan stated it was already permitted.

Q: Question asked if it would be the contractor's responsibility to get rid of the excess material after bringing it up to grade.

A: Alan stated yes.

Q: Chris asked if the area could be made larger.

A: Alan stated that area was based on the available property the Land Trusts had without getting on their trails. Alan stated he is not saying it cannot be done, but would have to talk with the Land Trust.

Q: Josh asked if the City has a place for a job trailer.

A: Alan stated no unless it can be put on site. Alan stated it would be up to the contractor to put it on site near the project.

Q: Question asked what the requirement is for the Spoil area once all the rock is in place.

A: Alan stated the requirements is a semi level site that will drain in order to park cars which will be a layer of dense graded base on top of the stone.

Q: Josh asked if there was quantities included for the dense graded base.

A: Alan stated no it was incidental to the site.

Q: Question asked if the contractor was responsible for erosion control.

A: Alan stated that would be clarified.

Q: Question asked if the cross sections would be surveyed after the clearing and grubbing.

A: Alan stated yes.

Q: Question asked if the contractor will be responsible for damages to the existing road.

A: Alan stated it is the contractor's responsibility to maintain the roadway.

Q: Question was asked if the relocation of the eight (8) lights was included in the base bid.

A: Alan stated yes.

Q: Question asked if Huntsville Utilities was going to have a pump station.

A: Glen stated yes. Glen stated it was on the back side of the mountain almost to Old Big Cove Road.

Q: Tim asked if all lanes or just two lanes are to have binder.

A: Alan stated just the two lanes that are to be opened for traffic.

Q: Question asked if there was a 5 ton weight limit.

A: Alan stated not for construction.

Q: Josh asked if the binder needs to be permanent striped.

A: Alan stated yes.

Q: Question asked if it would be the contractor's responsibility to haul off any excess waste.

A: Alan stated yes. Alan stated he would get a quantity on the spoil site.

Q: Josh asked if the specification from the shot rock applies to the waste area.

A: Alan stated no.

Q: Question asked if anything has changed on the blasting since the first set of plans.

A: It was stated that the contractor has to use the same plan that pertains to the City

of Huntsville's blasting specifications. Alan stated the requirement for an independent blast design will be waived that the blasting plan can be provided by the Blasting Contactor through the Prime Contractor.

All questions were answered and all clarifications made by addendum. **All addenda are sent via email to those bidders who attend and have signed in at the pre-bid meeting. Although a response to the email is optional, it is mandatory that the bidders acknowledge the receipt of each addendum, whether received via email or by downloading from the Engineering Department's website, on Attachment "C" included in the Specifications.** Acknowledgement of receipt of addenda is **mandatory** using Attachment "C" and must be submitted with bid package. Failure to do so shall be cause for rejection of the bid.

Last day for questions concerning this project before the bid will be **Tuesday, November 6, 2018, until 5:00 p.m.** via fax (256) 427-5325 or email to: [mary.ridgeway@huntsvilleal.gov](mailto:mary.ridgeway@huntsvilleal.gov).

Response to contractor questions will be **Thursday, November 8, 2018 until 5:00 p.m.**

**Bids open: Tuesday, November 13, 2018 at 10:00 a.m.** in the **1st Floor Conference Room**, 320 Fountain Circle, Huntsville, AL. All bids must be **SEALED** before submittal at the bid opening. Any bids received that are not sealed will be immediately rejected.

The pre-bid notes and all addenda shall become a part of the contract documents.

Meeting Adjourned.