



THE CITY OF CALHOUN, GEORGIA

226 South Wall Street
Calhoun, GA 30701

2026 CURTIS PARKWAY AND DEWS POND ROAD PHASES I & II -

CURTIS PARKWAY AND DEWS POND ROAD ROUNDABOUT ON CURTIS PARKWAY AND
DEWS POND INTERSECTION AND EXTENDED QUEUING LANE ON CURTIS PARKWAY

ADDENDUM 1

DATE: August 07, 2026

SUBJECT: RFP #2026-07-22

REQUEST FOR PROPOSALS/BIDS WILL BE RECEIVED UNTIL
August 24th, 2026 at 12:00 PM Noon Local Time

The following addendum hereby amends and/or modifies the RFP Documents and Contract Specifications as issued for this project. All Proposers are subject to the provisions of this Addendum. **Proposers shall acknowledge receipt of this Addendum.**

Sealed bids will be received at the office of the City Administrator (in the City of Calhoun City Hall Building at the above address) up to August 24th, 2026 at 12:00PM. After bids are received, they will be opened and publicly read at August 24th, 2026 at 12:00 PM Noon Local Time. **NO BIDS WILL BE ACCEPTED AFTER THE 12:00 PM NOON LOCAL TIME DEADLINE.**

Bids submitted as a result of this invitation must include the "Bid Sheet" and bids on both options to be considered along with all required documents and be returned in a sealed envelope or container marked, "SEALED BID for 2026 CURTIS PARKWAY AND DEWS POND ROAD PHASES I & II" on the outside. Bids may not be considered unless so received.

Receipt of addenda must be acknowledged online at Georgia Procurement Registry at <https://ssl.doas.state.ga.us/gpr/eventDetails?eSourceNumber=PE-76500-NONST-2027-000000024&sourceSystemType=gpr20>. It is the proposers ultimate responsibility to ensure that they

have all applicable addenda prior to bid submittal and to utilize the latest bid schedule.

Any questions and /or misunderstandings that may arise from this invitation shall be submitted in writing at least 10 days prior to the bid opening. The City will not respond to any questions received within 72 hours prior to the bid opening. Answers to questions submitted that materially change the conditions and specifications of this invitation for bid will be promulgated to all addressees as an addendum. Any discussions or documents will be considered non-binding unless incorporated and promulgated in an addendum.

The City of Calhoun provides equal opportunities for all businesses and does not discriminate against any person or business because of race, color, religion, sex, national origin, handicap or veterans' status. This policy ensures all segments of the business community have access to supplying the goods and services needed by The City of Calhoun.

The City of Calhoun reserves the right to waive any and all technicalities and informalities, reject any or all bids, and make the award in the best interest of the City.

I. QUESTIONS/ANSWERS

- Q. The bid schedule does not include totals for either Phase 1 or Phase 2. Is this correct?
- A. **These projects have been twinned together. There are two separate sets of plans and two separate sets of bid information combined into one contract. A single contract covering both phases.**
- Q. Could you add separate line items in the bid schedule for Mass Blast Rock and Trench Blast Rock? Currently, there is a line item for rock excavation but not for blast rock. Adding these items would help avoid unnecessarily inflating bid pricing.
- A. **We have provided a rock excavation quantity in case rock is encountered on the project. We do not know that rock is there, but have a pay item setup in the event that it is.**
- Q. Are the permitted work hours 7:00 AM to 6:00 PM?
- A. **The permitted work hours will be from 7AM - 6PM with exception to school related traffic. The first week of school will need to be a priority (usually the week of August 2nd-6th). During this time the permitted start time will need to be delayed until 8:15 AM. The school drop off times are from 7AM – 8AM and student pickup is from 2:15 PM – 3:00 PM. The city would like to minimize impacts to school traffic as much as feasibly possible for the school and staging/phasing narrative that is required in the plans to be included with all bids should reflect best efforts to minimize those impacts and could/will be weighted in the City's decision for contract award.**
- Q. When is the Notice to Proceed (NTP) expected to be issued?
- A. **We anticipate the Notice to Proceed (NTP) to be issued 45– 60 days after the city awards the project on September 14, 2026.**
- Q. According to the bid schedule, it appears the city is only requiring an office trailer for Phase 2. Can you confirm?
- A. **The bid documents call for 1 project trailer for both projects since the project will be awarded to 1 contractor and the total project proximity is close. In addition, we will be changing the pay item from the bid documents for Field Engineer's Office Trailer from a Type III to a Type II.**

- Q. On both Phase 1 and Phase 2 plans, the Typical Section indicates that the existing lanes are to remain; however, the legend identifies these areas as new full-depth asphalt. Which is correct? Will both the widening and the existing roadway receive new full-depth asphalt?
- A. **The Typical Sections are correct. The intent is to do the full depth widening where the pavement is being widened while maintaining as much of the existing lanes as possible Per the typical sections the mill & inlay will occur at the existing pavement locations**
- Q. Regarding Question #6, if full-depth asphalt reconstruction is required for the entire roadway, would full closure of Phases 1 and 2 be permitted during construction?
- A. **Full depth asphalt reconstruction is not required throughout (see answer above). The intent is for the project to be constructed under traffic and to minimize/eliminate impacts to the school, businesses and local residents. The requested staging/phasing narrative will be considered in the award process.**
- Q. Could you please add us to the official plan holder list?
- A. **If you attended the optional pre bid meeting, have sent an email requested plans and bid documents, or have emailed questions, you have been added to the plan holders/bidders list.**
- Q. What is the contract duration of the project?
- A. **The contract duration of the combined project is 30 months.**
- Q. Is there a mandatory pre-bid meeting?
- A. **There was an optional Pre Bid meeting on July 30th at 1:30 PM at the Calhoun Depot at 109 S. King Street.**
- Q. Is there any geotechnical report city can provide?
- A. **There is no geotechnical report that can be provided.**
- Q. Could the City please confirm whether there are any seasonal tree clearing restrictions or environmental limitations that may impact the project schedule? If so, please provide the applicable restrictions and allowable clearing periods.
- A. **There are no seasonal tree clearing, clearing and grubbing, or environmental limitations/restrictions for the project that we are aware of at this time.**

- Q Could the City provide the existing and proposed earthwork model files to assist bidders in accurately evaluating earthwork quantities and preparing competitive bids?
- A. **We can provide the earthwork reports from the design models of the two phases. We will upload to the GPR Website for the project to the same location that the plans and bid documents reside.**
- Q. Could the City provide the geotechnical investigation reports, including subsurface soil information, for the project to allow bidders to accurately assess existing site conditions?
- A. **There are no geotechnical reports/subsurface soil information that can be provided at this time. Each contractor will need to visit/study the project site and do his/her due diligence prior to turning in a bid, including geotechnical review/subsurface soil borings and the like.**
- Q Could the Owner provide the utility adjustment and relocation schedule for existing utilities, identifying the anticipated timeline and responsibilities for both Phase I and Phase II separately?
- A. **The project duration is a total of 30 months. We estimate 4-6 of the 30 months will handle the required utility relocations. The most difficult of those relocations will be water and sewer that are owned by the City of Calhoun.**
- Q. Could the City provide the Special Provisions for Section 150, including the allowable lane closure restrictions and work hour requirements applicable to both Phase I and Phase II?
- A. **There are no Special Provisions at this time. Additionally, (as stated above) the permitted work hours will be from 7AM - 6PM with exception to school related traffic. The first week of school will need to be a priority (usually the week of August 2nd-6th). During this time the permitted start time will need to be delayed until 8:15 AM. The school drop off times are from 7AM–8AM and student pickup is from 2:15 PM – 3:00 PM. The city would like to minimize impacts to school traffic as much as feasibly possible for the school and staging/phasing narrative that are required in the plans are to be included with all bids and should reflect best efforts to minimize those impacts and could/will be weighted in the City’s decision for contract award.**
- Q. Could the City provide the 19-series plan sheets for the stage of construction; Also, as per general note #5. Can the city provide the detour plans and the total duration of detour?
- A. **No, per general note No. 5 on sheet 04-0001 for both phases, the Engineer and City are requesting the following as part of the bid process: “A staging narrative shall be submitted by the contractor as part of the bid package (including short duration detours) as needed throughout the construction process. Owner’s review and acceptance of the proposed staging will be weighed and considered as part of the contract award. Once the project has been awarded, formal staging plans will need to be submitted and approved by the city and engineer of record.”**

- Q. Could the City provide the Right-of-Way acquisition plans and the current acquisition status for the parcels identified within the project limits?
- A. **Yes, we can provide the 60 series plans that were developed for this project. Currently all required ROW negotiations are complete and associated contracts have been settled.**
- Q. The Plan set general note #4 mention that the Contractor is responsible for obtaining all permits required prior to commencing construction. As this appears to differ from the typical allocation of permit responsibilities on GDOT projects, we respectfully request clarification. Could the City please provide a list of all permits required for this project and identify which permits, if any, will be furnished by the Owner and which will be the Contractor's responsibility to obtain?
- A. **The contractor is responsible for following all regulatory requirements. The erosion control plans will be submitted to the EPD for approval and the contractor will need to submit for the NOI from the EPD. In addition, the contractor will need to file for a Land Disturbance Permit with the City. There will be no fee for the disturbed acreage with the City LDP because the project is a City project. No other permits are required by the City besides what is described here in.**
- Q. Can the city provide the clarification, which scope of work will be used in class B concrete apart from the Private drive (Parcel 22 SE) for phase -I & Dr.1 (STA 125+88.002RT) for phase -II ?
- A. **In addition to the drives there are proposed concrete sidewalks, aprons, and islands that are currently included in the Class B pay item. We will remove all these items from the Class B concrete quantity and will add individual pay items for each of the items removed as part of this Addendum. We will leave a nominal quantity setup for Class B Concrete, in the event that a need comes up during construction. The new Class B Concrete quantity for Phase I will be 27 CY. The new Class B Concrete quantity for Phase II will be 27 CY.**

Pay items added to replace the Class B Concrete quantities in Phase I are:

441 – 0016 – DRIVEWAY CONCRETE, 6 IN THK, the quantity for this item will be 320 SY.

441 – 0105 – CONC SIDEWALK, 5 IN THK, the quantity for this item will be 1,241 SY.

Pay items added to replace the Class B Concrete quantities in Phase II are:

441 – 0016 – DRIVEWAY CONCRETE, 6 IN THK, the quantity for this item will be 60 SY.

441 – 0105 – CONC SIDEWALK, 5 IN, the quantity for this item will be 894 SY.

441 – 0108 – CONC SIDEWALK, 8 IN, the quantity for this item will be 95 SY.

(Placement of this item is located at the sidewalk radius returns around the roundabout for potential truck traffic)

439 – 0022 - Plain PC Conc PVMT, CL 3 Conc, 10 IN THK, the quantity for this item will be 547 SY.

441 – 0754 – CONC MEDIAN, 7.5 IN THK, TP7 CURB FACE, the quantity for this item will be 392 SY.

Q. Can city include the pay item for the Plain PC Conc PVMT, CL 3 Conc, 10 INCH THICK(REINF. Stamped Colored Brick Pattern (color Tile Red)

A. **Yes, we will remove this quantity from the Class B Concrete quantity/pay item and add pay item 439-0022 - Plain PC Conc PVMT, CL 3 Conc, 10 INCH THICK item. The updated quantity for this item will be 547 SY.**

Q. Can the city include the pay item for the Conc Median, 6 IN THK, TP7 Curb face?

A. **Yes, we will remove this quantity from the Class B Concrete quantity/pay item and add pay item 441-0754 - Conc Median, 7.5 IN THK, TP7 Curb Face. The updated quantity for this item will be 392 SY.**

Q. Can city please revise the quantity for the below mention pay items:

#441-5025 CONCRETE HEADER CURB 4", TYPE 9, TRUCK APRON STD 9032B

#441-5008 CONCRETE HEADER CURB 6", TYPE 7, TRUCK APRON STD 9032B

A. **#441-5025 CONCRETE HEADER CURB 4", TYPE 9, TRUCK APRON STD 9032B quantity will be 310 LF.**

#441-5008 CONCRETE HEADER CURB 6", TYPE 7, TRUCK APRON STD 9032B quantity will be 185 LF.

Q. Can the city provide the list of bidders in the next addendum ?

A. **Landis Carnes/Brian Bullock/ - Bartow Paving**

Ajane Logan – F.S. Scarbrough Civil Contractors

Katherine Mitchell – C.W. Mathews Contracting Co.

Megan Griffin – HD Excavations

Kathryn Wright – Astra Group

Varun Sangoju/ Wendy Carmona-Pacheco - Wilson Construction Management

Shejal Gandhi – Vertical Earth

Vivek Patel – Backbone Infrastructure

Q. Typical Sections do not indicate any Station Limits for both Phase I & Phase II bid plans. Can the City please provide the limits?

A. **Currently as presented, the typical sections for Phase I have station limits. We will add station limits to the typical sections in Phase II.**

Q. Can the City please add bid pay item and quantities for Sidewalk as shown on Plans and Typical section legend?

A. **In addition to the drives there are proposed concrete sidewalks, aprons, and islands that are currently included in the Class B pay item. We will remove all these items from the Class B concrete quantity and will add individual pay items for each of the items removed as part of this Addendum. We will leave a nominal quantity setup for Class B Concrete, in the event that a need comes up during construction. The new Class B Concrete quantity for Phase I will be 27 CY. The new Class B Concrete quantity for Phase II will be 27 CY.**

Pay items added to replace the Class B Concrete quantities in Phase I are:

441 – 0016 – DRIVEWAY CONCRETE, 6 IN THK, the quantity for this item will be 320 SY.

441 – 0105 – CONC SIDEWALK, 5 IN THK, the quantity for this item will be 1,241 SY.

Pay items added to replace the Class B Concrete quantities in Phase II are:

441 – 0016 – DRIVEWAY CONCRETE, 6 IN THK, the quantity for this item will be 60 SY.

441 – 0105 – CONC SIDEWALK, 5 IN, the quantity for this item will be 894 SY.

**441 – 0108 – CONC SIDEWALK, 8 IN, the quantity for this item will be 95 SY.
(Placement of this item is located at the sidewalk radius returns around the roundabout for potential truck traffic)**

439 – 0022 - Plain PC Conc PVMT, CL 3 Conc, 10 IN THK, the quantity for this item will be 547 SY.

441 – 0754 – CONC MEDIAN, 7.5 IN THK, TP7 CURB FACE, the quantity for this item will be 392 SY.

Q. Can the City please clarify and provide what items are included in Bid item 500-3200 Class B Concrete for both Phase I & Phase II?

A. **In addition to the drives there are proposed concrete sidewalks, aprons, and islands that are currently included in the Class B pay item. We will remove all these items from the Class B concrete quantity and will add individual pay items for each of the items removed as part of this Addendum. We will leave a nominal quantity setup for Class B Concrete, in the event that a need comes up during construction. The new Class B Concrete quantity for Phase I will be 27 CY. The new Class B Concrete quantity for Phase II will be 27 CY.**

Pay items added to replace the Class B Concrete quantities in Phase I are:

441 – 0016 – DRIVEWAY CONCRETE, 6 IN THK, the quantity for this item will be 320 SY.

441 – 0105 – CONC SIDEWALK, 5 IN THK, the quantity for this item will be 1,241 SY.

Pay items added to replace the Class B Concrete quantities in Phase II are:

441 – 0016 – DRIVEWAY CONCRETE, 6 IN THK, the quantity for this item will be 60 SY.

441 – 0105 – CONC SIDEWALK, 5 IN, the quantity for this item will be 894 SY.

441 – 0108 – CONC SIDEWALK, 8 IN, the quantity for this item will be 95 SY.

(Placement of this item is located at the sidewalk radius returns around the roundabout for potential truck traffic)

439 – 0022 - Plain PC Conc PVMT, CL 3 Conc, 10 IN THK, the quantity for this item will be 547 SY.

441 – 0754 – CONC MEDIAN, 7.5 IN THK, TP7 CURB FACE, the quantity for this item will be 392 SY.

Q. Typical Sections and Full Cross Sections (23 Series Drawings) do not match with the full depth pavement widening vs mill and inlay to accurately calculate takeoffs. Can the City please clarify?

A. **(see question/answer above) We recognize the difference between the Typical Sections and Cross Sections. The Typical Sections are correct. The intent is to do the full depth widening where the pavement is being widened while maintaining as much of the existing lanes as feasibly possible. Per the typical sections the mill & inlay will occur at the existing pavement locations.**

Q. Can the City please provide details for Wood Fence for Phase I & Phase II?

A. **It was decided to remove the fence pay item (Wood Fence) from the project.**

Q. Phase I Concrete Driveways clarifications

A. Per General Note #10 on Drawing 04-0001, commercial concrete driveways do not include graded aggregate base (GAB). However, the Summary of Quantities on Drawing 06-0001 shows Driveway 2 (Parcel 22 SE) with 153.92 SY of GAB. Can the City please clarify this discrepancy for the concrete driveways?

B. Summary of Quantities on Drawing 06-0001 shows Driveway 2 (Parcel 22 SE) with 30.78 Gal of Tack Coat . However, this is a Concrete Driveway. Can the City please clarify this discrepancy?

A. **A. The GAB can be removed from under the driveway and summary of quantities will be updated accordingly.**

B. The 30.78 gal of tack coat can be removed from up under the concrete driveway and summary of quantities will be updated accordingly.

Q. Phase I Asphalt Driveways pavement clarifications

A. Per General Note# 10 on Drawing 04-0001, commercial asphalt driveways do not include base course (25mm asphalt base). However, the Summary of Quantities on Drawing 06-0001 shows Driveways with 25 mm asphalt base. Can the City please clarify this discrepancy and revise 25mm asphalt base quantities if not required.

A. **A. The 25 mm asphalt quantity can be removed from the driveways and summary of quantities will be updated accordingly.**

Q. The Special Provisions indicate that adjustment of existing manholes and/or valve boxes is required; however, there are no corresponding bid items in the Bid Schedule for this scope of work. Can the City please clarify how this work will be paid, or add the appropriate bid items and quantities?

A. **Currently all utility relocations and adjustments are to be performed by the utility owners. Contractor shall be responsible for all coordination efforts of any/all utilities conflicting with construction.**

Q. Bid Item 318-3000 is identified as Asphalt Surface Course in the Phase I Bid Schedule, while the same bid item is identified as Aggregate Surface Course in the Phase II Bid Schedule. Per the GDOT Standard Specifications, Item 318-3000 corresponds to Aggregate Surface Course. Can the City please clarify the correct item description?

A. **This is a typo in the Phase I bid documents and will corrected. The correct GDOT Standard Specification, Item 318-3000 corresponds to Aggregate Surface Coarse as shown in the Phase II bid documents and Summary of Quantities.**

Q. In the Phase II Bid Schedule, Bid Item 700-8000 – Fertilizer Mixed Grade is listed with a quantity of 0.7.00 TN. Can the City please confirm the correct quantity and revise the Bid Schedule accordingly?

A. **This is a typo in the Phase II Bid Schedule. The correct quantity should be 0.7 TN, as verified in the Phase II Summary of Quantities on sheet 06-0004. Additionally, see changes below:**

The Phase II 700-8000 – Fertilizer Mixed Grade quantity will be increased to 1 TN.

The Phase II 700-7000 – Agricultural Lime quantity will be increased to 7 TN.

The Phase II 163-0240 – Mulch quantity will be increased to 42 TN.

The Phase I 700-8000 – Fertilizer Mixed Grade quantity will be increased to 1 TN.

The Phase I 700-7000 – Agricultural Lime quantity will be increased to 6 TN.

The Phase I 163-0240 – Mulch quantity will be increased to 36 TN.

- Q. Can the City please clarify the Contractor's responsibility for utility relocation costs? Section 58– Existing Utilities (Page 35, Paragraphs 6 and 7) appears to contain conflicting language regarding utility coordination and places responsibility for utility relocation, protection, and associated consequential costs on the Contractor. Please clarify the intended allocation of responsibility.
- A. **Currently all utility relocations and adjustments are to be performed by utility owners. The most difficult of which are water and sewer that are owned by the City. Contractor shall be responsible for all coordination efforts of any/all utilities conflicting with construction and protection of said utilities throughout construction must be adhered to. Contractor shall be responsible for coordinating utility meetings as required to schedule and stage construction and will be responsible for calling in and maintaining all utility locates throughout the duration of the project. Section 58 – Existing Utilities, as described in the bid documents shall be adhered to.**
- Q. Several pavement marking and striping bid item numbers and descriptions differ between the Phase I and Phase II Bid Schedules and do not appear to be consistent with the applicable GDOT Standard Specifications. Can the City please clarify the correct bid items and issue a revised Bid Schedule, if necessary?
- A. **We will review pavement marking and striping bid item numbers and descriptions between the phases. Discrepancies will be revised accordingly.**
- Q. The bid documents specify the use of Portable Advance Warning Signs. Given the duration of this project, portable signs may not be the most practical or cost-effective option. Will the City allow the use of temporary post-mounted Advance Warning Signs in lieu of portable signs?
- A. **The project has both a Traffic Control (Lump Sum) item and a Changeable Message Sign, Portable, Type 3 item setup for both phases of the project. Section 56 – Maintenance of Traffic and Sequence of Operation as stated in the Bid Documents thoroughly covers what is expected by City. Section B of this section states, “As a minimum, all signage, lane or street closings, and detours shall be accomplished in accordance with the current revision of the Federal Manual of Uniform Traffic Control Devices latest edition, and Supplements, for design, dimensions, materials, colors, use and placement; state and local laws, rules and regulations apply.**
- Q. Can the City please provide the anticipated traffic lane closure durations for the project?
- A. **The permitted work hours will be from 7AM - 6PM with exception to school related traffic. The first week of school will need to be a priority (usually the week of August 2nd-6th). During this time the permitted start time will need to be delayed until 8:15 AM. The school drop off times are from 7AM – 8AM and student pickup is from 2:15 PM– 3:00 PM. The city would like to minimize impacts to school traffic as much as feasibly possible for the school and staging/phasing narrative that are required in the plans are to be included with all bids and**

should reflect best efforts to minimize those impacts and could/will be weighted in the City's decision for contract award.

Q. Will the Notice to Proceed (NTP) be issued for both Phase I and Phase II at the same time? If so, will the Contractor be permitted to perform construction activities on both phases concurrently?

A. **Yes, we will issue one Notice to Proceed letter for the project. The plan since project inception has been to get Phase I operational prior to building Phase II. However, construction activities can occur on both phases simultaneously as long as the queuing lane is operational before closing/any major intersection disruptions for construction of the roundabout.**

Additionally, general note 5 in both phases of the plans state, " A staging narrative shall be submitted by the contractor as part of the bid package (including short duration detours) as needed throughout the construction process. Owner's review and acceptance of the proposed staging will be weighed and considered as part of the contract award. Once the project has been awarded, formal staging plans will need to be submitted and approved by the city and engineer of record."

Q. The bid schedule includes Foundation Backfill Material for both Phase I and Phase II. Can the City please clarify where this material is intended to be used within the project scope?

A. **All pipes 42" and larger will require Foundation Backfill Material. Additional quantities have been set up for both phases in the event of encountering saturated/unstable trench bottom conditions.**

Q. How does the City plan to handle cost for various testing efforts required by construction of the project?

A. **The city will provide testing through other means or by others. The contractor will be responsible for coordinating and scheduling testing out front of the construction at least 48 hours in advance of the required testing or as much time ahead that is possible.**