

CITY OF TUCKER

ACKNOWLEDGE RECEIPT OF ADDENDUM #1

Publish Date: March 19, 2026

ITB 2026-006
2026 RESURFACING

Please complete this page and include this page only in bid submittal.

I hereby acknowledge receipt of the supplement pertaining to the above referenced bid.

COMPANY NAME: _____

CONTACT PERSON: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ FAX: _____

EMAIL ADDRESS: _____

SIGNATURE

DATE

ITB 2026-006
ADDENDUM #1

This addendum contains:

- 1. Responses to received questions**
- 2. REVISED Cost Proposal – required for Bid Submittal**
- 3. Detailed Quantity Estimates**

	QUESTION	ANSWER
1	On page 2 of 11 the Bid Activity Schedule says the Bid Deadline is 4-2-2026 @ 2:00pm, but then later on the same page it says the Bid Opening is 4-2-2026 @ 1:00pm. Should the bid submission deadline be before the Bid Opening?	There was an error in the bid manual. Bids are Due April 2, 2026 at 2:00pm. Bid opening will take place at City Hall located at 1975 Lakeside Parkway, Suite 350, Tucker at 2:00pm . (Not 1:00pm as published in the original Bid Manual).
2	On the detailed estimate Road #27 - Templar Knight Dr is listed from Lady Rowena Ct to Lake Ivanhoe Dr. Yet the location map shows road #27 from Rotherwood Dr to Lake Ivanhoe Dr. Which is correct?	The limits for Templar Knight Drive are from Rotherwood Drive to end. The road length is approximately 1,500 feet, which is what has been identified in the bid quantity.
3	On the cost proposal, the bid items for 9.5mm calls for 1.5" Lifts. Yet for Kanawha Dr and Chedworth Dr the 9.5mm is listed to be placed at 2" Depth. And for Crestcliff Ct and Spring Glenn Dr the 9.5mm is listed to be placed at 1.25" Depth. Can the city please either add pay items for the corresponding depths of 9.5mm or change all of the depths to 1.5"?	The 9.5 MM is to be placed in a 1.5" lift.
4	On the cost proposal, the bid items for 12.5mm calls for 1.375" Lifts. Yet for Crestcliff Ct the 12.5mm is listed to be placed at 1.75" Depth. Can the city please either add pay items for the corresponding depths of 12.5mm or change all of the depths to 1.375"?	12.5mm asphalt will be paid on a per ton basis. The minimal lift for 12.5mm Superpave mix is 1.375" and is what will be placed. The additional depth on Crestcliff Drive will be 1.75" and be paid by the ton.
5	On the cost proposal, the bid item for 19mm calls for 1.75" Lifts. This depth of 19mm binder course is very thin and will be very difficult to place smoothly at a depth of 1.75".	1.75" Lift should be used for 19mm asphalt.

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	Can the city please change this depth to 2"?	
6	On the cost proposal, the bid item for 25mm calls for 1.75" Lifts. This depth of 25mm is too thin according to GDOT Specs. The rock in 25mm is too large for 1.75" and will be crushed by the rollers. GDOT minimum depth for 25mm is 2.5". Would the city please adjust the lift thickness to meet GDOT specs?	The 25mm lift depth is clarified in Special Conditions Item # 12. Kanawha Drive will be patched using 4" lift with 25 mm and 2"- 9.5 mm topping course, Chedworth Drive will also receive 4" lift of 25 MM with 2" topping of 9.5mm. Spring Glenn Drive is to be milled total of 6",then install a 3" lift of 25mm, 1.75" of 19mm, and 1.25" 9.5mm topping.
7	On the cost proposal, the bid items for 25mm calls for 1.75" Lifts. Yet for Spring Glen Dr the 25mm is listed to be placed at 3" Depth. And for Kanawha Dr and Chedworth Dr the 25mm is listed to be placed at 4" Depth. Can the city please either add pay items for the corresponding depths?	See response to #6 above.
8	On the cost proposal, the bid item for patching uses 19mm. Yet for Kanawha Dr and Chedworth Dr, the deep patching is listed to be replaced with a 25mm binder course. Can the city please either add pay items for patching 25mm or change all patching replacements to 19mm?	Item #8A has been added to the cost proposal for 25mm patching. Quantities have been adjusted accordingly.
9	On the cost proposal, there are two bid items for milling. Item 2 is listed for milling 3" Depth and Item 3 is listed for milling 1.5" Depth. Yet for Kanawha Dr and Chedworth Dr, the special condition #12 calls for milling 6" Depth. Can the city please clarify if these roads are being paid for under the milling 3" item with 2x lifts? If not, can the city please add a pay item for the 6" milling?	Yes, Kanawha Dr and Chedworth Dr are to be milled 6" and will be paid at 2x the 3" mill rate.
10	Given the large number of questions with depth of mixes and which mixes are being used where, can the city please provide a more detailed	

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	estimate, as has been provided in the past, showing estimated milling, paving, and patching quantities per road?	
11	Are portable advanced warning signs allowed to be used instead of post mounted signs?	Portable message boards are required for Britt Road and Lilburn Stone Mountain Road only. Tripod mounted signs are needed for the subdivision paving.
12	Spring Glen Drive states that it will be milled 3” two times. Will each 3” pass of milling be paid under the 3” milling item?	Yes.
13	For the two roads with the deep patching, how will the milling be paid for? Should there be a 6” milling item for this?	See responses to #9 and #12 above.
14	Will Millstone Run only receive 19mm Patching?	Yes.
15	What will the thickness be for the 19mm Patching item?	The city has estimated normal patching to be 4” deep, however patching depth may vary based on what is required to obtain a solid base on each patch. The thickness of the 19MM would be placed per GDOT layer thickness guidelines.
16	Which roads will require 19mm Patching?	All roads that require patching would utilize 19MM except for the roads specifically identified in the Special Condition #12.
17	Can the City provide an estimated quantity per road for the 19mm Patching item?	The city has an estimated quantity per road based on a 4” deep patch, however this is subject to vary as it is dependent on the depth required to reach a solid base. A breakdown of estimates per individual street is included in this addendum.
18	Will the 19mm Patching take place prior to the full width milling operation? If the Patching is to take place after the full width milling operation, can the City increase the time allowed to cover up the milled surface?	Yes, the city would prefer patching to be done prior to full width milling. The time allowed to cover the milled surface needs to be minimized. The milled areas should be topped as soon as a possible.

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19	The bid item description for the 9.5mm item states that it is a 1.5” lift. However, the thickness will vary depending on the street and scope of work. Can the City please revise this description?	A breakdown of estimates per individual street is included in this addendum.
20	The bid item description for the 25mm item states that it is a 1.75” lift. The road list states that it will be at a 3” and 4” lift. Can the City please revise this description?	Spring Glen Drive will have a 3” lift of 25mm, Kanawha Drive has a 4” lift of 25mm, and Chedworth Drive will 4” lift of 25mm. Topping will be per general note guidelines.
21	What is the intent of the proof roll indicated in Special conditions note 1? Is this to identify patching areas?	The proof roll will assist in identifying possible base failure that would not be observed by a visual scan and may affect the depth of patching required.
22	On side streets, how far back should the contractor pave?	The side street tie-in point can vary, depending on if there is a previous paving joint.
23	There is a 3” & 1.5” milling item. How will the mill 6” area be paid?	See responses to questions #9, 12, and 13 above.
24	<p>Kanawha Dr & Chedworth Dr call for the following: Mill 6”, deep patching with placement of 4” of 25 mm and 2” of 9.5 mm.</p> <ol style="list-style-type: none"> 1. How will the deep patching in these areas be paid? By the ton? 2. For Patching should the contractor use 25 mm as stated in the special conditions or 19 mm as stated in Cost proposal? 3. Will the milling be paid separately or should it be included in the Patching Item? 	Patching cost per ton would include milling labor and material in the line-item price. An item for 25mm patching has been added to the cost proposal.

ITB 2026-006 2026 Resurfacing
Cost Proposal REVISED

<u>Item #</u>	<u>Item Description</u>	<u>UNIT</u>	<u>Qty</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
1	Traffic Control	LS	1		
2	Mill Asphalt Conc. Pavement, 3" (Inch) Depth	SY	15,028		
3	Mill Asphalt Conc. Pavement, 1.5" (Inch) Depth	SY	63,584		
4	Recycled Asphalt Conc., 9.5mm Superpave TP2, Incl. Bitum. Material, H Lime & Tack Coat 1.5" Lift	TN	7,327		
5	Recycled Asphalt Conc., 12.5 mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat 1.375" Lift	TN	670		
6	Recycled Asphalt Conc., 19 mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat 1.75" Lift	TN	970		
7	Recycled Asphalt Conc., 25 mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat 1.75" Lift	TN	215		
8	PATCHING Recycled Asphalt Conc., 19 mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	TN	2,842		
8A	PATCHING Recycled Asphalt Conc., 25 mm Superpave, Incl. Bitum. Material, H Lime & Tack Coat	TN	610		
9	Raised Pavement Markers, TP 1, 2 & 3 (Replace Existing)	EA	35		
10	6' X 6' Traffic Signal Loop	EA	1		
11	6' X 40' Traffic Signal Loop	EA	2		
12	Thermoplastic Solid Traffic Stripe, 5" Yellow	LF	5,000		
13	Thermoplastic Solid Traffic Stripe, 5" White	LF	5,000		
14	Thermoplastic Solid Traffic Stripe, 8" White	LF	340		
15	Thermoplastic Solid Traffic Stripe, 24" White	LF	70		

<u>Item #</u>	<u>Item Description</u>	<u>UNIT</u>	<u>Qty</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
16	Thermoplastic Solid Traffic Stripe, 18" Skips	LF	12		
17	Thermoplastic Pvmt. Marking, Arrow, TP 2	EA	6		
TOTAL \$					

*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.

Proposal Price Certification

In compliance with the attached specification, the undersigned understands the minimum scope requirements of the City of Tucker for this project.

The undersigned offers and agrees that if this proposal is accepted by the Mayor and City Council within one hundred twenty (120) days of the date of bid opening, that the undersigned will furnish any or all of the deliverables and additional services offered, at the quoted price, to the designated point(s) within the time specified.

DATE _____

COMPANY _____

AUTHORIZED SIGNATURE _____

PRINT / TYPE NAME _____

CONTACT'S PHONE NUMBER _____

CONTACT'S EMAIL ADDRESS _____

	Street Name	From	To	DISTRICT	LF	WIDTH	Area SY	Estimated 3" Mill SY	Estimated 1.5" Mill SY	Estimated Patching Ton	Estimated 9.5 MM, 2" Lift	Estimated 19 MM, TN Binder 1.75"	25 MM HMA BINDER (TON)	Topping 12.5 MM, 1.375"	THERMO 5" WHITE (LF)	THERMO 5" YELLOW (LF)	THERMO 8" WHITE (LF)	THERMO 24" WHITE (LF)	THERMO 18" SKIPS (EACH)	THERMO 5' SKIPS (EACH)	THERMO TP-2 EACH	RAISED PAVEMENT MARKERS (EACH)	6' X 40' TRAFFIC SIGNAL LOOP (EACH)	6' X 6' TRAFFIC SIGNAL LOOP (EACH)	
1	LEE WAY	SETTLEMENT ROAD	END	2	370	26	1069		1069	40	118														
2	SETTLEMENT ROAD	LEE WAY	END		554	25	1539		1539	26	169														
3	JOHNS ROAD	STRAPP DRIVE	WOODLAWN CIRCLE		1525	15	2542		2542	40	280														
4	STRAPP DRIVE	JOHNS ROAD	END		716	15	1193		1193	40	131														
5	WOODLAWN CIRCLE	JOHNS ROAD	MONTREAL ROAD EAST	3	1087	26	3140		3140	40	345														
6	LAVISTA WOODS DRIVE	LAVISTA ROAD	CRESTCLFF DRIVE		1350	27	4050		4050	330	446														
7	CRESTCLIFF COURT *	CRESTCLIFF DRIVE	END		175	27	525	525			36				43										
8	MILLSTONE RUN	PATCH AT 5889 MILLSTONE RUN		1	20	12	27		27	10															
9	CAMELOT LANE	CAMELOT CIRCLE	END	2	1100	26.5	3239		3239	262	356														
10	CAMELOT COURT	CAMELOT LANE	END		740	26.5	2179		2179	128	240														
11	LILBURN STONE MOUNTAIN ROAD	BARRINGTON VIEW	OLD STINE MOUNTAIN ROAD	1	370	36	1480	1480		110		142		112.48	850	850	120	26	12	12	2	35		1	
12	SPRING GLENN DRIVE *	OLD NORCROSS ROAD	GLENEAGLES DRIVE	3	450	26	1300	1300 (2)		0	100	125	214.5												
13	SILVER HILL TRAIL	SILVER HILL ROAD	END	1	1200	26	3467		3467	200	381														
14	ASHBROOKE TRACE	ROADHAVEN DRIVE	END	1	950	24	2533		2533	100	279														
15	EAST GATE TRAIL	OLD STONE MOUNTAIN ROAD	END	1	1150	26	3322		3322	200	365														
16	EAST GATE COURT	EAST GATE TRAIL	END		500	26	1444		1444	90	159														
17	KANAWHA DRIVE (DEEP PATCHING)	KANAWHA TRAIL	1701 KANAWHA DRIVE	1	600	VARIES	690			232															
18	CHEDWORTH DRIVE (DEEP PATCHING)	CHEDWORTH LANE	5096 CHEDWORTH DRIVE	1	530	VARIES	1095			376															
19	CHEDWORTH COVE	CHEDWORTH DRIVE	END	1	140		700		700	45															
20	BRITT ROAD	TUCKER NORCROSS ROAD	CITY LIMITS	3	2030	VARIES	6853	6853		175		660		557	4000	4000	200	40			4		2		
21	LAKE IVANHOE DRIVE	Old Norcross Rd	Templar Knight Dr	3	2500	28	7778		7778	340	856														
22	DEBRACY PACE	Goodfellows Rd	Lake Ivanhoe Dr		1,168	27	3504		3504	145	385														
23	LOCKSLEY COURT	Locksley Rd	END		188	26	543		543	40	60														
24	LOCKSLEY ROAD	Locksley Ct	Lake Ivanhoe Dr		1850	27	5550		5550	285	611														
25	MIDDLEHAM COURT	END	Locksley Rd		310	26	896		896	48	99														
26	LADY ROWENA COURT	Templar Knight Dr	END		204	26	589		589	40	65														
27	TEMPLAR KNIGHT DRIVE	Lady Rowena Ct	Lake Ivanhoe Dr		1500	27	4500		4500	295	495														
28	ROTHERWOOD DRIVE (5-Speed Tables)	Templar Knight Dr	Webb Rd		1,935	27	5805		5805	325	639														
29	WEBB ROAD	Chamblee Tucker Rd	Rotherwood Dr		1,353	26	3909		3909	140	430														
TOTALS					26565		76761	11458	63518	4102	7043	802		669											

CRESTCLIFF COURT * MILL 3" WITH 1.75 OF 12 .5" MM AND 1.25" OVERLAY WITH 9.5 MM
 SPRING GLEN DRIVE: MILL 3 INCH (2X) PUT IN 25 MM AT 3" WITH 1.75" - 19 MM and 1.25"- 9.5 MM
 LILBURN STONE MTN ROAD :MILL 3 " PUT IN 19MM AT 1.75 " TOP WITH 12.5 MM AT 1- 3/8"
 BRITT ROAD :MILL 3 " PUT IN 19MM AT 1.75 " TOP WITH 12.5 MM AT 1- 3/8"