

COLUMBUS CONSOLIDATED GOVERNMENT

Georgia's First Consolidated Government



FINANCE DEPARTMENT PURCHASING DIVISION

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October 9, 2026

ADDENDUM No. 4 DRAGONFLY TRAIL – RIVER ROAD SEGMENT (S.R. 219) RFB No. 27-0006

Use the form provided in the solicitation to acknowledge receipt of this addendum. Failure to do so may result in your submittal being deemed non-responsive and not receiving further consideration for award.

Vendors are informed that the above subject solicitation is hereby modified, corrected, or supplemented as specified, described and set forth in this Addendum:

I. DUE DATE EXTENSION

**The due date for this RFP has been extended.
Proposals are due Wednesday, October 21, 2026, no later than 5:00 PM.**

II. OUTSTANDING QUESTION(S)

Responses to previously asked question(s) will be provided via a forthcoming addendum.

III. QUESTION(S)/RESPONSE(S)

Question 1: Where is the dropbox link as mentioned in addendum 1 for the CAD file and Geo report?

Response: Instructions for receiving access to the Dropbox are provided on page 1 of the RFB document which is posted: <https://columbusga.gov/finance/bid-opportunities>.

Question 2: The plans show a 2'-0" total step dimension at abutments. Is this correct? The bridge is a somewhat large 160'x12' structure and would be difficult to achieve the shown dimension.

Response: Based on information provided by Pioneer Bridge, the backwall depth is about 2'-9" to 3'-0". See revised drawing sheets CP-04, S-1.0, and S-1.1 reflecting this change. Contractor to verify with manufacturer for final dimensions and provide bridge shop drawings for approval prior to construction.

Question 3: What is the desired safety system for the pedestrian bridge? The plans show a section view with horizontal rails, the elevation shows vertical pickets and in the

specifications, the safety system is called out as safety cable rails.

Response: **The safety system should be stainless steel cable railing per specifications.**

Question 4: Section 108 refers to restrictive work hours, what are the allowable hours of work for this project? If we have to close a lane of traffic/flagging, what are the restricted hours?

Response: **Lane closures will not be approved between 7-8:30 am and 4-6pm. For lane closures and flagging, the contractor must apply for a lane closure permit with GDOT for lane closure times.**

Question 5: Can there be extended work hours for temporary lane closures (with proper traffic control) for the erection of the pedestrian bridge?

Response: **Lane closures will not be approved between 7-8:30 am and 4-6pm.**

Question 6: Please confirm if only coordination is required for both pay items 611-5141 (ADJUST EXIST. GUY WIRE, STA. 16+15 RT) and 611-8003 (RELOCATE UTILITY GUY WIRE, PER PLANS). We are only responsible for coordination, as utility companies typically prohibit contractors from performing this work.

Response: **There are Georgia Power, ATT, Mediacom and Charter lines that must be relocated for this project. Contractor is only responsible for coordinating relocation work.**

Question 7: Will there be a pay item added for the hydrant adjustment on Lake Oliver Rd?

Response: **Yes. Please see line item 670-9710 “RELOCATE EXISTING FIRE HYDRANT” in updated SOV.**

Question 8: The micropile notes call specifies 1 compression load test and 1 tension load test but the plans only show the micro pile need axial (assuming compression) and lateral loading. Is only 1 compression load test required, or are 2 load tests required: one in compression and one laterally? Or do the micropile need to achieve 60 kips capacities in compression, tension, and 7 kips lateral but load testing will only be for compression and tension?

Response: **Clarification: the micropiles will only need to be tested for compression and lateral load requirements. Test procedures shall be submitted by the delegated pile engineer to the EOR and Geotech engineer for review as part of the shop drawings.**

Question 9: Do the micropile need to achieve 60 kips in tension as well?

Response: **No.**

Question 10: Please confirm the micro pile design loads listed in the plans are the ultimate loads including an appropriate factor of safety and no additional capacities are required more than 60 kips and 7 kips.

Response: The loads provided are factored LRFD loading and no additional increases in loading is required. The pile designer shall take into account the resistance factor of 0.55 for side resistance within the rock as outlined in the BFI geotechnical report.

3.0 FOUNDATION NOTES

Micropiles A grout-to-ground nominal bond resistance (side resistance) of 5 kips/ft may be used within the bedrock below an elevation of 313 feet at the north bent and below an elevation of 335 feet at the south bent. A resistance factor of 0.55 should be taken for side resistance within the rock.

Question 11: Can the southbound lanes be closed during the bridge installation and traffic rerouted to one lane each on the northbound side, or a detour?

Response: The center turn lane may be used for Southbound traffic, while the 2 Southbound lanes are closed.

Question 12: Can the bridge be installed at night from 9PM to 6AM? Only one night would be required.

Response: Yes.

Question 13: Plans call for tension load test, but no tension loads have been provided. Please specify the required tension load for each pile.

Response: Tension test is not required.

Question 14: Testing clarification - Can you confirm there are 2 non-production load tests on the South abutment (1 tension and 1 compression)? Also, that there are two proof test production piles (North and South bent), that will be tested in compression?

Response: Perform ONE non-production compression load test at south abutment. Proof test one production pile at each bent, north and south (total of 2 proof tests for the project).

Question 15: If tension is necessary, can a tension PROOF test be performed in lieu of compression due to space constraints and reaction piles needed for compression testing?

Response: Tension test is not required.

Question 16: Where is the geotechnical report located? I could not find it in the plan, specs, or addenda links.

Response: Geotechnical report can be accessed via Dropbox link. See response to question 1.

Question 17: The plans seem to indicate micropiles are to only be installed by the subcontractor, but the specs indicate that design should be provided as well. Are we responsible for the micropile design?

Response: The installer should specify final design.

Question 18: If we are carrying design, are the micropiles currently sized as shown so that bids can be easily compared? Based on the loads provided in the micropile notes, it appears the piles may be oversized and could potentially be reduced in diameter for cost savings. If pile design is the responsibility of the installer, would you be interested in receiving pricing for a more economical pile design based on the provided loads?

Response: Smaller piles would be acceptable provided the same layout and quantity are maintained.

Question 19: In the specifications, it mentions that production piles can not be installed prior to the completion of the test piles. Test piles take time to install, cure, and test. On projects such as this one, with a small micropile scope, this schedule delay could have a significant impact on cost. Would the subcontractor be permitted to proceed with production pile installation at their own risk prior to completion of testing, particularly if the subcontractor is responsible for the design?

Response: Production piles can be installed while waiting for pile testing results.

Question 20: Page 10/124 line item 4 states that there are 300 allowable calendar days to complete this project. On page 24/124 line item 2.1 states that there are 330 calendar days allowed for substantial completion. What is the correct amount of calendar days that is allowed for substantial completion before liquidated damages commence?

Response: 330 days.

Question 21: Addendum #01 states that many questions can be answered by accessing the Dropbox link. What is the dropbox link and how can we get access to it?

Response: See response to question 1.

Question 22: It seems that the new bridge requiring micropiles will be replacing an existing bridge. Is this correct? Will the existing bridge be demolished before construction of the new bridge? If it will not be demolished, can it be used to cross our equipment so that we can access both abutments via the bridge? Or should we consider an intermediate mobilization to reach the opposite abutment?

Response: No. The new pedestrian bridge is not replacing any existing bridge.

IV. ACKNOWLEDGEMENT

Indicate that your company has received this Addendum on the appropriate form and include with electronic response. **Failure to acknowledge receipt of this addendum may render your response “Incomplete”.**



**Andrea J. McCorvey
Purchasing Manager**