



**PURCHASING DEPARTMENT**

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**ADDENDUM I**  
**QUESTIONS & ANSWERS**

1. The guardrail is shown in front of curb. The guardrail has to be behind the curb.  
The location of guard rail is to be in full and complete compliance with GDOT Standard 4391. While the location of the face of the guard rail shown in the Typical Section on Plan Sheet 05-0001 is actually shown at the face of the curb, it will need to be modified in the field to be located at the back of the curb. After reviewing GDOT Standard Detail, if the guard rail was “T” beam, the face of the curb is the correct location, but since we have “W” beam, the face of the guard rail will need to be located at the back of the curb.
2. Also, the detail showing class B concrete around the guardrail post and no concrete behind the post. This will not help hold the guardrail in place.  
The class “B” concrete around the guard rail post was not designed nor intended to provide support to the guard rail system but rather to provide a way to bring the area behind the curb and gutter to grade with a material that will be immediately stable.
3. There is not enough shoulder to have the guardrail shown per plans. Some post will be in the air once installed.  
The horizontal alignment was selected by the Design Professional to meet GDOT Standards. Please define “in the air” and provide specific Stations where this is the case I will be glad to review those and get back with you.
4. With having curb on both sides of the road, you will not be gaining any width of the roadway. The intent of this project was not to “gain width” but to make the roadway safer. The Design Professional was provided minimum lane widths for the project and those have been achieved.
5. The detail shows 9 ft post. In order to have 9 ft post you have to 2:1 slope. Most places doesn’t have a shoulder and the other is 1:1 slope or less.  
The Design Professional has selected the guard rail location as part of his design of this project.
6. Also, with only having 10 ft of asphalt road, it will be hard for cars to back out of there driveway.  
As part of the design of the project, the Design Professional was instructed that the travel into the existing driveways was to be “as-good” or better than the current conditions. Based on my observation

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of the area, no one backs into the roadway. Every vehicle I have witnessed entering the roadway has turned around at their house and entered the roadway going forward but thank you for the observation.

Thank you,

Johnna M. Allen  
Purchasing Director