AUBURN
ALABAMA

Project Manual

WEST LONGLEAF REHABILITATION PROJECT

NOT FOR BIDDING PURPOSES

Project Manager: Tim Grooms, 334.501.7390

City of Auburn
Engineering Services Department
161 N. Ross Street
Auburn, Alabama 36830

WEST LONGLEAF REHABILITATION PROJECT

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REFERENCE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2018 EDITION, FOR MEASUREMENT AND PAYMENT OF ALL PROJECT ITEMS. ALL ITEMS CAN BE FOUND ON BID LIST.

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CITY OF AUBURN STANDARD SPECIFICATIONS

Please go to https://www.auburnalabama.org/engineering-services/standard-specifications/ for the City of Auburn Standard Specifications.

NOT FOR BIDDING PURPOSES

AUBURN

October 21, 2026

INVITATION TO BID

Please note, the City of Auburn is updating its online bid notification system to better communicate with those interested in bidding on City Projects. To receive notifications bidders need to register in the City's Vendor Self Service (VSS) System.

Those already registered in VSS will need to add their NIGP commodity codes. Previously entered codes were removed from all vendor records in VSS during the system update. Please note, NIGP commodity codes are required for vendors to receive bid notifications.

Sealed bids will be received by the City of Auburn, Alabama, until 11:00 a.m., local time, on Wednesday, November 4, 2026, in the Office of the City Manager, 144 Tichenor Avenue, and then be publicly opened and read at the City Meeting Room, 122-B Tichenor Avenue, for furnishing all labor, materials and equipment necessary for the completion of the following project:

WEST LONGLEAF REHABILITATION PROJECT

The City is requesting bid prices on the resurfacing of West Longleaf Drive within the City of Auburn. Included in this work is the full depth reclamation for a portion of the project, milling and overlaying of asphalt. The project will also include the installation of new inlet tops and the re-installation of concrete sidewalk. The work will consist principally of the following approximate quantities (not complete list):

ITEM DESCRIPTION	UNIT	QTY
424-A Superpave Bituminous Concrete Wearing Surface, 1/2 Inch Max Aggregate Size, ESAL Range E, 1.5 inches thick	Ton	1,056
424-B Superpave Bituminous Concrete Lower Binder Layer, 3/4" Max Aggregate Size Mix, ESAL Range E 2 inch thick	Ton	3,062
Full Depth Reclamation, 12 Inches Deep	Square Yard	13,807
Milling Existing Pavement, 0-1"	Square Yard	6,983

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Plans, specifications, and contract documents are available for viewing, free of charge, at www.auburnalabama.org/bids. Plans and specifications may be obtained by prime contractor bidders electronically at no charge via email by request. Please email webengineering@auburnal.gov for information on obtaining these plans and specifications. Please contact **Tim Grooms**, Project Manager, 334-501-7390 for additional project information.

Guarantee will be required with each bid as follows: At least five percent (not to exceed $10,000) of the amount bid in the form of a certified or cashier's check or bid bond payable to the City of Auburn, Alabama.

Your attention in particular is invited to the section entitled "Instructions to Bidders", which is to be followed in all respects. The City reserves the right to select the lowest responsible bidder as the best interest of the City may require, to award the purchase contract from any of the bids, to reject any and all bids, and to waive any informalities in bids received. Bids will be good for thirty (30) days after being opened by the City of Auburn, Alabama.

Failure to complete the project (all pay items) within ninety (90) consecutive calendar days after the date specified in the Notice to Proceed may result in the assessment of liquidated damages in the amount of $2,650.00 per calendar day for each day the contract remains incomplete.

All bidders are required to be compliant with the Beason-Hammon Alabama Taxpayer and Citizen Protection Act, Act No. 2011-535 (Code of Alabama (1975) § 31-13-9) as amended May 16, 2012 regarding employment practices. Documentation of enrollment in E-Verify should be included with the bid and will be required as a condition for the award of any contract. All bidders are advised that the award of the contract is conditioned on the bidder not knowingly employing, hiring for employment or continuing to employ an unauthorized alien within the State of Alabama. The awarded contract will contain a provision whereby the bidder pledges not to violate federal immigration law.

Legislative Act 2016-312 (the "Act") prohibits the City from entering into contracts with any business entity that is actively engaged in or plans to engage in the boycott of a person or an entity based in or doing business with a jurisdiction with which the State can enjoy open trade; unless such business entity provides the goods or services for at least 20 percent (20%) less than the lowest business entity in compliance with the Act. All bidders understand and agree that in the awarded contract, the lowest responsive bidder must either certify that it is in compliance with the Act and agree that it will not violate the act during the term of the contract; or agree to offer the goods or services for at least 20 percent (20%) less than the lowest business entity certifying compliance with the Act.

Bids must be submitted upon the standard forms furnished by the City of Auburn, Alabama. No bids may be withdrawn for a period of thirty (30) days after the scheduled closing time for the receipt of bids. A sealed envelope containing the original proposal and one (1) copy must be delivered or mailed to:

NOT FOR BIDDING PURPOSES

Purchasing Officer, City of Auburn
144 Tichenor Avenue
Auburn, Alabama 36830

The envelope should be plainly marked on the outside as follows:

BID: **WEST LONGLEAF REHABILITATION PROJECT**
OPENING: **11:00 A.M., LOCAL TIME**
DATE: **WEDNESDAY, NOVEMBER 4, 2026**
STATE LICENSE NO. _____

Documentation of the issuance of a State contractor's license as required under Title 34, Chapter 8 of the Code of Alabama, 1975, shall be included with the bid proposal and shall be required as a requirement of the award of the contract. State license number and expiration date should be clearly and plainly marked on the outside of the bid proposal envelope.

The successful bidder is responsible for acquiring the appropriate business licenses and permits to conduct work with the City of Auburn. In addition to the business license and permit requirements, the bidder is required to remit all applicable sales and use tax, occupational license fees, and contractors/subcontractors license fee in accordance with City ordinances and codes. In accordance with Section 39-3-5 of Sate Code, any non-Alabama bidders must submit a written opinion from an attorney stating the amount and criteria, if any, of local preference granted by law to non-resident businesses in his state of residence. Questions regarding business license and applicable taxes may be directed to the Revenue Office at (334) 501-7239.

Award of the contract, if to be awarded, will be made within thirty (30) calendar days after opening of bids and will be to the lowest responsible bidder whose proposal complies with the requirements of the Invitation to Bid. Should no award be made within the thirty (30) days, all proposals will be rejected unless the successful bidder agrees in writing to a stipulated extension in the time limit for award. The successful bidder will be notified by letter, mailed to the address shown on his proposal, that his bid has been accepted and that he has been awarded the contract.

The City of Auburn believes fully in equal opportunity in the provision of supplies, equipment, construction and services. Positive steps should be taken to assure small businesses, minority businesses and women-owned businesses are given opportunities to provide the above-mentioned services or materials when economically feasible. In the case of construction projects, the City of Auburn shall rely on individuals or firms seeking to do business with the City of Auburn to ensure that such above-mentioned businesses are given ample opportunity to participate on a sub-contractual basis.

The contractor agrees in all events to use materials, supplies and products manufactured, mined, processed or otherwise produced in the United States or its territories if the same are available at reasonable prices. If the contractor determines that said items are not available at a reasonable price, the contractor must first contact the City of Auburn and obtain approval for the

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use of other materials, supplies and products. In the event the contractor breaches the agreement to use domestic products, and domestic products are not used, there shall be a downward adjustment in the contract price equal to any realized savings or benefits to the contractor.

Please note that the City of Auburn has a mandatory Partial Payment Request form that must be completed and submitted by the contractor before payment is considered. A copy of the required form is included in the "Information to Bidders". Payments are mailed on each Friday of the month. Pay requests must be reviewed and approved by the appropriate City representative (architect, if applicable, inspector, project manager and department head) and received by Accounts Payable at least seven (7) days prior to the scheduled mailing date. The City of Auburn will process only one invoice per month for partial payment to the contractor. If you have any questions concerning billing, contact our accounts payable office at 334.501.7237 or 334.501.7238.

The Contractor will be required to provide certificates of insurance showing that it carries, or has in force, automobile liability insurance, general liability insurance and workers' compensation insurance. Limits of liability for automobile liability insurance shall be, at a minimum, $1,000,000.00 combined single limit. Limits of liability for general liability insurance shall be, at a minimum, $1,000,000.00 per occurrence, $1,000,000.00 personal and advertising injury, $1,000,000.00 general aggregate and $1,000,000.00 products/completed operations aggregate. General liability insurance will include coverage for contractually assumed liability and explosion, collapse and underground hazards (X,C,&U). If any of the liability insurance coverages are on a claims-made basis, the Contractor will maintain coverage in force for a period of two (2) years following completion of the work specified in the agreement at the limits specified in this paragraph. Workers' compensation insurance shall provide statutory workers' compensation coverage and employers' liability coverage with limits of, at a minimum, $500,000.00 each accident, $500,000.00 disease – each employee and, $500,000.00 disease – policy limit. The Contractor will be responsible for the payment of any deductibles or self-insured retentions. The Contractor's insurance is primary. If the Contractor carries higher coverage limits, the higher coverage limits will apply.

The certificate of insurance shall provide the City of Auburn, Alabama (City) with thirty (30) days written notice of cancellation of any of the coverage named in said certificate and waivers of subrogation in favor of the City for each of the coverages named on said certificate.

The City will be named as additional insured under the Contractor's general liability insurance and automobile liability insurance policies.

The Contractor shall require certificates of insurance from subcontractors. Subcontractors will carry limits of insurance equal to or greater than those carried by the Contractor. These certificates shall evidence waivers of subrogation in favor of the Contractor and the City, and shall be made available to the City upon request.

At the City's discretion, the Contractor may be required to have in force builder's risk coverage

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and/or higher liability limits than that mentioned above and/or broader coverage than normally carried by the Contractor.

The Contractor agrees to indemnify, hold harmless, and defend the City, its officials, representatives, agents, servants, and employees from and against any and all claims, actions, lawsuits, damages, judgments, liability and expense, including attorneys' fees and litigation expenses, in whole or in part arising out of, connected with, or in any way associated with the activities of the Contractor, its employees, or its sub-contractors in connection with the work to be performed under this contract. This obligation survives the payment of any losses by the Contractor's insurance company.

Legal action arising from the performance of this contract will be filed in the Circuit Court of Lee County, Alabama located in Opelika, Alabama or the Federal District Court for the Middle District of Alabama – Eastern Division located in Opelika, Alabama. The contract will be interpreted according to the laws of the State of Alabama.

Questions concerning insurance coverage may be directed to the Risk Manager, McCarthy Autry at 334.501.7243.

CITY OF AUBURN, ALABAMA

Skylar Burgin
Purchasing Officer

FOR SPECIFIC INFORMATION CONCERNING THIS PROJECT, PLEASE CONTACT **Tim Grooms** AT 334.501.7390.

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INSTRUCTIONS TO BIDDERS

1. Contract Documents. The "Contract", "Invitation to Bid", the "Instruction to Bidders", the "Proposal", the "Base Bid", the "Special Conditions", the "Measurement and Payment", the "Performance Bond", and the "Labor and Material Payment Bond" make up the "Contract Documents". The Contractor must visit the location of the work and inform itself of all site conditions and make its own estimates of the facilities and difficulties attending the execution of the work.

2. Delivery of Proposals. Envelopes containing proposals must be sealed, addressed as follows, and sent First Class Mail or delivered to the Office of the City Manager, Auburn City Hall, 144 Tichenor Avenue, Suite 5, Auburn, Alabama 36830. The City assumes no responsibility for the delivery of a proposal by mail or otherwise.

The following note must be clearly shown on the face of the envelope:

WEST LONGLEAF REHABILITATION PROJECT

Bids will be opened on **Wednesday, November 4, 2026, 11:00 a.m., local time.**

3. Omissions and Discrepancies. Should a bidder find ambiguities or discrepancies in, or omissions from, the Drawings or Contract Documents, or should he be in doubt as to their meaning, he must at once notify the Engineer who may send a written instruction to all bidders.

4. Acceptance or Rejection of Proposals. The City reserves the right to reject any or all Proposals. Without limiting the generality of the foregoing, any Proposal which contains incomplete, obscure or irregular material or information may be rejected; any Proposal which omits a Proposal on any one or more items in the price sheet may be rejected; any Proposal in which unit prices are omitted, or in which unit prices are obviously unbalanced, may be rejected; any Proposal accompanied by an insufficient or irregular Proposal bond, certified or cashier's check may be rejected.

5. Proposal Bond. All Proposals shall be accompanied by a Proposal bond or a certified or cashier's check upon a national or state bank, drawn and make payable to the order of the City of Auburn, Alabama. The Proposal bond or check must be enclosed in the same envelope with the Proposal. The amount of the Proposal bond or check will be at least five percent (5%) of the amount of Proposal **(not to exceed $10,000.00)**. All such Proposal bonds or checks will be returned to the respective bidders within ten **(10)** days after Proposals are opened, except those which the City elects to hold until the successful bidder has executed the Contract. Thereafter all remaining Proposal bonds and checks, including the Proposal bond or check of the successful bidder, will be returned within ten **(10)** days.

6. Acceptance of Proposals and Its Effect. All Proposals shall be Irrevocable for a period of thirty **(30)** days after proposal opening. Within thirty **(30)** days after the opening of the

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Proposals, the City of Auburn will act upon them. The acceptance of a proposal will be a notice in writing signed by a duly authorized representative of the City of Auburn, and no other act of the City of Auburn shall constitute the acceptance of a Proposal. The acceptance of a Proposal shall bind the successful bidder to execute and perform the Contract and to be responsible for liquidated damages as provided in Paragraph 8. The rights and obligations provided for in the Contract shall become effective and binding upon the City of Auburn only upon its formal execution by the City of Auburn.

7. Time for Executing Contract and Damages for Failure to Execute. The bidder to whom the award is made shall enter into a written contract on the form included in the proposal, plans, and specifications, furnish a performance bond and payment bond executed by a surety company duly authorized and qualified to make such bonds in the State of Alabama in the amount required in Item 13 and provide evidence of insurance as required by the bid documents within the period specified or, if no period is specified, **within 15 days** after the prescribed forms have been presented to him or her for signature. If extenuating circumstances prevail, the awarding authority may grant an extension in time not exceeding five days for the return of the contract, required bonds and required evidence of insurance. Failure or neglect to do so shall constitute a breach of the agreement effected by the acceptance of the Proposal. The damages to the City for such breach shall include loss from interference with its construction program and other items whose accurate amount will be difficult or impossible to compute. The amount of the Proposal bond or certified or cashier's check accompanying the Proposal of such bidder shall be retained by the City of Auburn, Alabama as liquidated damages for such breach. In the event any bidder whose Proposal shall be accepted shall fail or refuse to execute the Contracts hereinbefore provided, the City Engineer of the City of Auburn may, at his option, determine that such bidder has abandoned the Contract and thereupon the City shall be entitled to liquidated damages as above provided.

8. Determination of Low Bidder. Except where the City exercises the right reserved herein to reject any or all proposals, the Contract will be awarded by the City to the bidder who has submitted the lowest Proposal determined by the sum of the following.

For a Lump Sum Proposal:

Base Proposal;
Algebraic sum of alternatives elected by City after opening of Proposals;
Amount of unit price work based on quantities given in proposal form or estimated by City or Engineer;
Amount of management fees called for in Proposal.

For a Unit Price Proposal:

Sums of unit price work based on quantities given in schedule;
Algebraic sum of alternatives elected by City after opening of Proposals;

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Amount of management fees called for in Proposal.

The City reserves the right to accept or not accept any or none of the additive alternates as it determines is within its project budget. If an alternate bid is accepted, the base bid will be modified by that amount. Example: If Additive Alternate No. 1 is accepted by the City, then the total of Additive Alternate No. 1 plus the Base Bid shall be used to determine the apparent low bidder. If no Additive Alternate is accepted by the City, then only the Base Bid shall be used to determine the apparent low bidder.

9. Time for Beginning and Completing the Work. The Contractor shall commence the work within ten (10) consecutive calendar days after the date specified in the Notice to Proceed given to him by the City Engineer, and he shall complete the work within ninety **(90)** consecutive calendar days after the date specified in the Notice to Proceed. *The Contractor should account for normal rain during the anticipated construction time period. No additional days will be granted for rain within the normal rainfall amount. If necessary, time extensions will be granted for delays above normal rainfall.*

10. Prices. In case of discrepancy between the prices quoted in the Proposal in words and those quoted in figures, the words shall control. The prices are to include the furnishing of all materials, plant, equipment, tools, scaffolds, and all other facilities, and the performance of all labor and services necessary or proper for the completion of the work, except such as may be otherwise expressly provided in the Contract Documents.

11. Interpretations and Addenda. No oral interpretations shall be made to any bidder as to the meaning of any of the Contract Documents, or be effective to modify any of the provisions of the Contract Documents. Every request for an interpretation shall be made in writing, addressed, and forwarded to the City Engineer of the City of Auburn, Alabama. All requests must be submitted at least 48 hours before the date and time of the bid opening. Requests for interpretations will not be accepted after that time.

12. Postponement of Date for Presenting and Opening Proposal. The City reserves the right to postpone the date for presentation and openings of Proposals and will give notice by registered mail of any such postponement to each prospective bidder. Proposals shall be irrevocable for the period of any postponement of openings not to exceed thirty **(30)** days.

13. Bonds. Performance Bond will be required as follows: One hundred percent (100%) of the contract price. Labor and Material Bond will be required as follows: One hundred percent (100%) of the contract price.

14. Liquidated Damages. Time is of essence in this contract. The City will allow ninety **(90)** consecutive calendar days from the start date established by the written notice to proceed for completion of the project, and the Contractor will be subject to payment of Liquidated Damages in the amount of $2,650.00 per calendar day for each day the contract remains

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incomplete (considering additional time which may be allowed the Contractor by the Engineer for completion of Extra Work) after the time allowed in the contract.

15. Informalities. The City reserves the right to reject any and all Proposals and to waive any informality in the Proposals received.

16. Business Licenses. Successful bidder must have or must purchase all appropriate Auburn City Business Licenses and Permits before beginning work.

17. Fair Labor Standards Act (FLSA). The contractor must abide by the requirements of the Federal Labor Standards Provisions Act.

18. Suppliers and Subcontractors. The low bidder must supply the names and addresses of major material suppliers and subcontractors before the Notice Award.

19. Progress Schedule. Within ten **(10)** days of delivery of the executed agreement by the City to the Contractor, Contractor shall submit to Engineer for approval a progress schedule indicating the starting and completion date of the various stages of the work and a preliminary schedule of shop drawings submissions. In addition, Contractor will submit a plan indicating his requirements for traffic control and pedestrian safety facilities.

20. Federal Immigration Law. By signing this contract, the contracting parties affirm, for the duration of the agreement, that they will not violate federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed in breach of the agreement and shall be responsible for all damages resulting therefrom.

21. Retainage. In accordance with Alabama State Code Section 39-2-12(c), retainage shall be withheld at a rate of not more than 5% of the estimated amount of work done and the value of materials stored on the site or suitably stored and insured off-site, and after 50% completion has been accomplished no further retainage shall be withheld.

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PROPOSAL

TO: CITY OF AUBURN, ALABAMA

Submitted: _____, 2026

The undersigned, as Bidder, hereby declares that he has examined the site of the work and informed himself fully in regard to all conditions pertaining to the place where the work is to be done; that he has examined the plans and specifications for the work and contractual documents relative thereto; and has read all Special provisions furnished prior to the opening of bids; that he has satisfied himself relative to the work to be performed.

The Bidder proposes and agrees, if this proposal is accepted, to contract with the City of Auburn, Alabama, in the form of contract specified, to furnish all necessary materials, equipment, machinery, tools, apparatus, means of transportation, and labor necessary to and to complete

West Longleaf Rehabilitation Project

in full and complete accordance with the shown, noted, described and reasonably intended requirements of the plans, specifications and contract documents, to the full and entire satisfaction of the City of Auburn, Alabama, with a definite understanding that no money will be allowed for extra work except as set forth in the attached General Conditions and Contract Documents, for the unit prices listed opposite each item in the attached schedule of estimated quantities and bid prices.

It is agreed that the description under each item, being briefly stated, implies, although it does not mention, all incidentals and that the prices stated are intended to cover all such work, materials and incidentals as constitute Bidder's obligations as described in the specifications and any details not specifically mentioned, but evidently included in the contract shall be compensated for in the item which most logically includes it.

The quantities for bid items listed on the proposal sheets are estimated quantities only for the purpose of comparing bids. Any difference between these estimated quantities and actual quantities required for construction shall not be taken as a basis for claims by the Contractor for extra compensation. Compensation will be based on the unit prices and actual construction quantities.

The Bidder further proposes and agrees hereby to commence the work with an adequate force, plant and equipment at the time stated in the notice to the Contractor from the Engineer to proceed and fully complete performance of the base bid work within ninety **(90)** or less consecutive calendar days from and after the date stated in said notice.

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The undersigned further agrees that, in case of failure on his part to execute the said contract and the bonds within ten **(10)** consecutive calendar days after written notice being given of the award of the contract, the check or bid bond in the amount of 5%, (not to exceed $10,000.00) and the monies payable thereon, shall be paid into the funds of the City of Auburn, Alabama as liquidated damages for such failure; otherwise, the check or bid bond accompanying this proposal shall be returned to the undersigned.

Attached hereto is a certified or cashier's check on the _____

or bid bond for the sum of _____ dollars ($_____)
(5% of AMOUNT BID (not to exceed $10,000.00))
made payable to the City of Auburn, Alabama.

Base Bid: _____
(in words)

TOTAL LUMP SUM BID PRICE: $_____

EXCEPTIONS: If "none", so state here: _____
If any exceptions of Owner's specifications are offered, attach full explanations to this bid.

BY: _____

PRINTED NAME _____

TITLE _____

CONTRACTOR _____

ADDRESS: _____

CITY _____

STATE _____

_____
CONTRACTOR'S LICENSE NUMBER

_____
TELEPHONE NUMBER

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PROPOSAL BOND

KNOW ALL MEN BY THESE PRESENTS, that we the undersigned, _____

as Principal, and _____

as Surety, are held and firmly bound to the City of Auburn, Alabama hereinafter called "Obligee" or "City" in the penal sum of _____

_____ Dollars ($_____) for the payment of which we hereby jointly and severally bind ourselves, successors and assigns. Signed this the _____ day of _____ 2026.

The Condition of the above obligation is such that whereas the Principal has submitted to the City a certain Proposal, attached hereto and hereby made a part hereof to enter into a Contract in writing, for the:

West Longleaf Rehabilitation Project

THEREFORE,

(a) If said Proposal shall be rejected, or in the alternative,

(b) If said Proposal shall be accepted and the Principal shall execute and deliver the Contract attached hereto (properly completed in accordance with said Proposal) and shall furnish a bond for his faithful performance of said Contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall appear in all other respects perform the agreement created by the acceptance of said Proposal,

then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall in no event, exceed the penal amount of this obligation as herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its bond shall in no way impaired or affected by an extension of the time within which the City may accept such Proposal; and said Surety does hereby waive notice of any such extension.

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IN WITNESS WHEREOF, the Principal and Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, the day and year first set forth above.

PRINTED NAME OF CONTRACTOR

PRINTED NAME OF PRINCIPAL

SEAL

BY: _____

ITS: _____

SURETY

SEAL

BY: _____

ITS: _____

IMPORTANT: Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the state where the project is located.

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WEST LONGLEAF REHABILITATION PROJECT
BASE BID

ITEM#	DESCRIPTION	UNIT	QUANTITIY	COST	TOTAL COST
206C000	Removing Sidewalk	Square Yard	294.00		
206E042	Removing Inlet Top	Each	26.00		
302A000	Full Depth Reclamation, 12 Inches Deep	Square Yard	13,807.00		
302B000	Portland Cement For Full Depth Reclamation (60lbs)	Ton	465.00		
405A000	Tack Coat	Gallon	3,625.00		
408B000	Milling Existing Pavement, 0-1"	Square Yard	6,983.00		
408B001	Milling Existing Pavement, 1.10-2.0"	Square Yard	4,978.00		
424A276	424-A Superpave Bituminous Concrete Wearing Surface, 3/8 Inch Max Aggregate Size, ESAL Range E, 1 inches thick	Ton	1,144.00		
424A280	424-A Superpave Bituminous Concrete Wearing Surface, 1/2 Inch Max Aggregate Size, ESAL Range E, 1.5 inches thick	Ton	1,056.00		
424B280	424-B Superpave Bituminous Concrete Lower Binder Layer, 3/4" Max Aggregate Size Mix, ESAL Range E 2 inch thick	Ton	3,062.00		
424B284	424-B Superpave Bituminous Concrete Upper Binder Layer, Patching, 3/4" Maximum Aggregate Size Mix, ESAL Range E	Ton	500.00		
424B287	424-B Superpave Bituminous Concrete Upper Binder Layer, Leveling, 1/2" Maximum Aggregate Size Mix, ESAL Range E	Ton	704.00		
600A000	Mobilization	Lump Sum	1.00		
618A000	Concrete Sidewalk, 4" Thick	Square Yard	294.00		
621C056	Inlet, Type S3 (1 wing) (Partial)	Each	20.00		
621C062	Inlet, Type S3 (2 wing) (Partial)	Each	6.00		
622A004	Manhole Covers Reset (Riser Ring Method)	Each	10.00		
701A004	Solid White, Class 2, Type A Traffic Stripe (5" Wide)	Mile	0.10		
701A230	Solid Yellow, Class 2, Type A Traffic Stripe (5" Wide)	Mile	3.20		
701A244	Broken Yellow, Class 2, Type A Traffic Stripe (5" Wide)	Mile	3.20		
701B207	Dotted White, Class 2, Type A Traffic Stripe (5" Wide)	Linear Feet	135.00		
701C000	Broken Temporary Traffic Stripe	Mile	6.40		
701C001	Solid Temporary Traffic Stripe	Mile	4.26		
703A002	Traffic Control Markings, Class 2, Type A	Square Feet	1,200.00		
703B002	Traffic Control Legends, Class 2, Type A	Square Feet	250.00		
703D001	Temporary Traffic Control Markings	Square Feet	1,200.00		
703E001	Temporary Traffic Control Legends	Square Feet	250.00		
705A004	Pavement Markers, Class A, Type 2-C	Each	6.00		
705A037	Pavement Markers, Class A-H, Type 2-D	Each	420.00		
740A000	Traffic Control	Lump Sum	1.00		

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TOTAL BASE BID FOR WEST LONGLEAF REHABILITATION PROJECT: _____

_____

_____

(IN WORDS)

CONTRACTOR NAME: _____

COMPANY NAME: _____

ADDRESS: _____

MAILING ADDRESS: _____

CITY/STATE/ZIP CODE: _____

TELEPHONE NUMBER: _____

FAX NUMBER: _____

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City of Auburn

CONSTRUCTION CONTRACT

THIS AGREEMENT made and entered into this _____ day of _____20_____ by and between _____ hereinafter called the CONTRACTOR and the City of Auburn, Alabama, hereinafter called the CITY;

WITNESSETH: That for and in consideration of the payments and agreements hereinafter mentioned:

1. The CONTRACTOR will commence and complete the WORK as defined in the Contract Documents (defined in Section 5 hereof). The WORK is generally described as follows:

   This project consists of the resurfacing of West Longleaf Drive in Auburn. Included in this work is the full depth reclamation for a portion of the project, milling and overlaying of asphalt. The project will also include the installation of new inlet tops and the re-installation of concrete sidewalk.

2. The PROJECT, of which the WORK under the Contract Documents is a part, is generally described as follows **WEST LONGLEAF REHABILITATION PROJECT** (the "PROJECT").
3. The CONTRACTOR will furnish all of the material, supplies, tools, equipment, labor and other services necessary for the construction and completion of the PROJECT described herein. Prior to commencing work, the CONTRACTOR shall have obtained a City of Auburn Business License, all required insurance and any required permits. If the CONTRACTOR does not obtain the required Business License, the CITY may withhold payment to CONTRACTOR until the Business License is obtained.

4. All time limits for milestones, if any, substantial completion, and completion and readiness for final payments as stated in the Contract Documents are of the essence.

   The CONTRACTOR will commence the work required by the PROPOSAL from the date of the NOTICE TO PROCEED and will complete the same within **ninety (90) consecutive calendar days**, unless the period for completion is extended otherwise by the CITY.

   The CONTRACTOR shall only take instructions from the person or persons who are authorized in writing by the CITY to give the same.

   If the CONTRACTOR is delayed at any time in the progress of the work by labor disputes, fire, adverse weather conditions not reasonably anticipated, unavoidable casualties, or any other causes beyond the CONTRACTOR's control and without the fault or negligence of CONTRACTOR, the CONTRACTOR shall prepare and submit to the CITY within five (5) calendar days of the occurrence a written report of its assessment of the occurrence and

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any proposed amendment to the Term. The CONTRACTOR shall proceed with due diligence to alleviate any such delay and shall continue in the performance of its obligations hereunder. The CITY may determine, in its sole discretion, after the receipt of such notice of delay from the CONTRACTOR, whether to terminate this Agreement in accordance with Article 10 hereof or extend the Term by Change Order for such time as the CITY may determine.

5. The Contract Documents consist of:

    1. This Contract Document
    2. Appendix A – Invitation to Bid
    3. Appendix B – Instructions to Bidders
    4. Appendix C – Proposal/Base Bid
    5. Appendix D – Special Conditions
    6. Appendix E – Measurement and Payment
    7. Appendix F – Performance Bond
    8. Appendix G – Labor and Material Payment Bond

    The intent of the Contract Documents is to include all items necessary for the execution and completion of the Work. The Contract Documents are complementary, and what is required by anyone shall be deemed to be required by all. In the event of any conflict between the terms of this Agreement and the other Contract Documents, the terms of this Agreement shall control.

6. In order to induce CITY to enter into this Contract, CONTRACTOR makes the following representations:
    A. CONTRACTOR has examined and carefully studied the Contract Documents, and any data and reference items identified in the contract Documents.
    B. CONTRACTOR has visited the Site and become familiar with and is satisfied as to the general, local, and site conditions that may affect cost, progress, and performance of the Work.
    C. Contractor is familiar with and is satisfied as to all Laws and Regulations that may affect cost, progress, and performance of the Work.
    D. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

7. The CONTRACTOR shall be compensated for satisfactory completion of the Work in compliance with the Contract Documents in the Contract Sum of _____ Dollars ($_____). The CONTRACTOR shall submit Applications for Payment in accordance with Section 01 2900 of the Special Provisions and City of Auburn Finance Department policies and procedures.

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The CITY will pay the CONTRACTOR in the manner and at such times as set forth in the Contract Documents.

8. If the CONTRACTOR is of the opinion that any services requested hereunder are beyond the scope of the Work as provided in the Contract Documents, the CONTRACTOR shall promptly notify the CITY in writing of such opinion and the reasons for the same, with specific references to the Contract Documents.

9. No additional services beyond the scope of the Work as provided in the Contract Documents shall be performed by the CONTRACTOR unless the CITY shall, in writing, have specifically directed such services to be performed, and a Change Order (hereafter defined) shall have been signed by the CITY and the CONTRACTOR. In the event of noncompliance with the foregoing, the CONTRACTOR shall neither have nor make any claim for additional compensation by reason of a claim for additional services.

10. The term "**Change Order**" as used herein is a written order to the CONTRACTOR, issued and signed by the CITY after execution of this Agreement, authorizing a change in the Work. Unless the CONTRACTOR requests a modification in such Change Order, the CONTRACTOR shall sign the Change Order and return a copy thereof to the CITY within ten (10) business days after it has received the same. The CONTRACTOR shall have ten (10) business days from its receipt of a Change Order within which to request a modification thereto. Failure of CONTRACTOR to respond to a Change Order within such ten (10) day period shall be deemed to signify CONTRACTOR's acceptance of such Change Order as if CONTRACTOR had signed the same without modification. If CONTRACTOR requests a modification of a Change Order, the CITY shall have ten (10) business days from receipt of such request to accept such modification in writing. If not so accepted, such request is deemed to be rejected.

11. The CONTRACTOR and the CITY recognize that time is of the essence as stated in Section 4 above and that CITY will suffer financial and other losses if the WORK is not completed and milestones, if any, are not achieved within the times specified in the Contract Documents, plus any extensions thereof allowed in accordance with the Agreement. The parties also recognize the delays, expense and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by CITY if the WORK is not completed on time.

    Accordingly, instead of requiring any such proof, the CONTRACTOR and the CITY agree that as liquidated damages for delay (but not as a penalty), CONTRACTOR shall pay CITY the amount of **Two Thousand Six Hundred Fifty Dollars ($2,650.00)** per day for each Day occurring after the expiration of the Contract Time until CONTRACTOR achieves Substantial Completion of the PROJECT.

12. This Agreement is binding upon all parties hereto and their respective heirs, executors,

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administrators, successors, and assigns.

13. The CONTRACTOR is required to provide certificates of insurance showing that it carries, or has in force, automobile liability insurance, general liability insurance, and workers' compensation insurance. Limits of liability for automobile liability insurance shall be, at a minimum, $1,000,000.00 combined single limit. Limits of liability for general liability insurance shall be, at a minimum, $1,000,000.00 per occurrence, $1,000,000.00 personal and advertising injury, $1,000,000.00 general aggregate and $1,000,000.00 products/completed operations aggregate. General liability insurance will include coverage for contractually assumed liability and explosion, collapse, and underground (X, C & U) hazards. If the general liability insurance coverage is on a claims-made basis, the CONTRACTOR will maintain coverage in force for a period of two (2) years following completion of the work specified in the agreement. Workers' compensation insurance shall provide statutory workers' compensation coverage and employers' liability coverage with limits of, at a minimum, $500,000.00 each accident, $500,000.00 disease- each employee and $500,000.00 accident, $500,000.00 disease – policy limit. The CONTRACTOR will be responsible for the payment of any deductibles or self-insured retentions. The CONTRACTOR'S insurance will be primary. If the CONTRACTOR carries higher coverage limits than those specified above, the higher coverage limits apply.

14. The certificate of insurance will provide the CITY with thirty (30) days' written notice of cancellation of any of the coverages listed on the certificate of insurance. The certificate of insurance will evidence waivers of subrogation in favor of the CITY for the coverages listed on the certificate of insurance.

15. The CITY will be named as additional insureds under the CONTRACTOR'S automobile liability insurance, general liability insurance and umbrella liability insurance coverages. The CITY will be a named insured under the builder's risk insurance coverage.

16. The CONTRACTOR shall require certificates of insurance from subcontractors. Subcontractors will carry limits of insurance equal to or greater than those carried by the CONTRACTOR. These certificates shall evidence waivers of subrogation in favor of the CONTRACTOR and the CITY, and shall be made available to the City before the Letter of Notice to Proceed being given.

17. The CONTRACTOR agrees to advise fully all of its employees and others working for CONTRACTOR concerning environmental, safety and health procedures required by applicable state and federal law, regulation or order or required by the CITY; and to take the necessary steps to assure that such procedures are complied with.

18. The CONTRACTOR agrees to indemnify, hold harmless, and defend the CITY, its officials, representatives, agents, servants, and employees from and against any and all claims, actions, lawsuits, damages, judgments, liability and expense, including attorney's fees and

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litigation expenses, in whole or in part arising out of, connected with, or in any way associated with the activities of the CONTRACTOR, its employees, or its sub-contractors in connection with the work to be performed under this contract. This obligation survives the payment of any loss by the CONTRACTOR'S insurance carrier.

19. The CONTRACTOR is required to be compliant with the Beason-Hammon Alabama Taxpayer and Citizen Protection Act, Act No. 2011-535 (Code of Alabama (1975) § 31-13-9) as amended May 16, 2012 regarding employment practices. Documentation of enrollment in E-Verify must be included with the contract.

    By signing this Agreement, the CONTRACTOR affirms, for the duration for the Agreement, that they will not violate federal immigration law, or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed to be in breach of the Agreement and shall be responsible for all damages resulting therefrom.

20. Any subcontractor who works on the PROJECT must agree to comply with the terms of this Agreement and be enrolled in E-Verify. By signing this Agreement, the CONTRACTOR acknowledges understanding of this requirement and represents that the CONTRACTOR has in place a system for assuring compliance.

21. By signing this agreement, the CONTRACTOR hereby attests that it is currently in compliance with Alabama Legislative Act 2016-312 (the "Act"). The CONTRACTOR hereby agrees to maintain compliance with the Act during the term of this Agreement. The CONTRACTOR understands and agrees that should it violate the Act during the term of this agreement, such violation will be an Event of Default, giving the CITY the right to immediately terminate this Agreement and to seek damages, including, but not limited to, consequential, special, indirect damages and liquidated damages.

22. Legal action arising from the performance of this contract will be filed in the Circuit Court of Lee County, Alabama located in Opelika, Alabama or the Federal District Court for the Middle District of Alabama – Eastern Division located in Opelika, Alabama.

23. This Agreement does not, and shall not, be construed to create any partnership or agency whatsoever.

24. Failure to insist upon strict compliance with any provision hereof shall not be deemed a waiver of such provision or any other provision hereof.

25. This Agreement may not be modified except by Change Order or written Amendment executed by the parties hereto.

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26. The invalidity or unenforceability of any provision hereof shall not affect the validity or enforceability of any other provision.

27. The CONTRACTOR may not assign this agreement without the written permission of the City.

28. This Agreement shall be binding on the parties hereto and their respective successors, assigns and legal representatives.

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IN WITNESS, THEREOF the parties hereto have executed, or caused to be executed by their duly authorized officials, this Agreement in three copies each of which shall be deemed an original on the date first above written.

(SEAL)

ATTEST:

BY: _____

NAME: _____

TITLE: _____

_____
CONTRACTOR

BY: _____

NAME: _____

TITLE: _____

ADDRESS: _____

_____

TELEPHONE: _____

(SEAL)

ATTEST:

BY: _____
ASSISTANT CITY CLERK

THE CITY OF AUBURN, ALABAMA
A Municipal Corporation

BY: _____
ITS CITY MANAGER

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PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS: That we, _____hereinafter called the "Principal," and_____, hereinafter called the "Surety," are held and firmly bound unto the City of Auburn, Alabama, herein after called the "Obligee," in the penal sum of _____ Dollars ($_____) for the payment of which we bind ourselves, heirs, executors, administrators, successors, and assigns for the faithful performance of a certain written contract dated the

_____day of _____, 2026, entered into between the Principal and the Obligee for the

West Longleaf Rehabilitation Project

a copy of which said contract is incorporated herein by reference and is made a part hereof as if fully copied herein.

NOW, THEREOF, the condition of this obligation is such that the Principal shall faithfully perform the terms and conditions of the contract in all respects on its part, and shall fully pay all obligations incurred in connection with the performance of such contract on account of labor and materials used in connection therewith, and all such other obligations of every form, nature, and character, and shall save harmless the City from all and any liability of every nature, kind and character which may be incurred in connection with the performance or fulfillment of such contract or other such liability resulting from negligence or otherwise on the part of such Principal, and further shall save harmless the City from all cost and damage which may be suffered by reason of the failure to fully and completely perform said contract and shall fully reimburse and repay the City for all expenditures of every kind, character and description which may be incurred by the City in making good any and every default which may exist on the part of the Principal in connection with the performance of said contract; and further that the Principal shall pay all lawful claims of all persons, firms, partnerships, or corporations and shall give them a direct right of action against the Principal and Surety under this obligation; and further that no suit, action, or proceedings by reason of any default whatever shall be brought on this bond within one year after the date on which the final payment on the contract falls due. Any alterations or additions which may be under the contract, or in the work to be done under it, or the giving by the City of any extension of time for the performance of the contract or any other forbearance on the part of either the City or the Principal shall not, in any way release the Principal and Surety, or either of them, their heirs, executors, administrators, successors, or assigns from their liability hereunder. Notice to the Surety of any such alterations, extensions or forbearance is expressly waived. This obligation shall remain in full force and effect until the

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performance of all covenants, terms and conditions herein stipulated and after such performance, it shall become null and void.

IN TESTIMONY WHEREOF witness the hands and seals of the parties hereto on this _____ day of _____, 2026.

_____
PRINTED NAME OF CONTRACTOR

WITNESS TO SIGNATURE
OF PRINCIPAL:

_____
PRINTED NAME OF PRINCIPAL

_____

BY_____

_____
TITLE

WITNESS TO SIGNATURE
OF SURETY:

_____
SURETY

_____

BY_____

_____
TITLE

Countersigned:

_____
Resident Agent

_____
Address

_____
Telephone Number

IMPORTANT: **Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the state where the project is located.**

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LABOR AND MATERIALS PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS: That we, _____, as Principal, and _____as Surety are held and firmly bound unto the City of Auburn, Alabama, hereinafter called the "Obligee" or "City", in the penal sum of _____ _____ Dollars ($_____) lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, said Principal has entered into a certain contract with said Obligee, dated _____, 2026, hereinafter called the "Contract" for the

West Longleaf Rehabilitation Project

which Contract and the specifications for said work shall be deemed a part hereof as fully as if set out herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH that if said Principal and all Subcontractors to whom any portion of the work provided for in said Contract is sublet and all assignees of said Principal and of such Subcontractors shall promptly make payment to all persons supplying him or them with labor, materials, feed-stuffs or supplies for or in the prosecution of the work provided for in such Contract, or in any amendment or extension of or additions to said Contract, and for the payment of reasonable attorney's fees, incurred by the claimant or claimants in suits or said bond, then the above obligation shall be void; otherwise to remain in full force and effect. PROVIDED, however, that this bond is subject to the following conditions and limitations:

(a) Any person, firm or corporation that has furnished labor, materials, feed-stuffs or supplies for or in the prosecution of the work provided for in said Contract shall have a direct right of action against the Principal and Surety on this bond, which right of action shall be asserted in a proceeding, instituted in the county in which the work provided for in said Contract is to be performed or in any county in which said Principal or Surety does business. Such right of action shall be asserted in a proceedings instituted in the name of the claimant or claimants for his or their use and benefit against said Principal and Surety or either of them (but not later than one year after the final settlement of said Contract) in which action such claim or claims shall be adjudicated and judgment entered thereon.

(b) The Principal and Surety hereby designate and appoint _____ as the agent of each of them to receive and accept service of process or other pleading issued or filed in any proceeding instituted on this bond and hereby consent that such service shall be the same as personal service on the Principal and/or Surety.

(c) The Surety shall not be liable hereunder for damage or compensation recoverable under Workers' Compensation or Employer's Liability Statute.

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(d) In no event shall the Surety be liable for a greater sum than the penalty of this bond, or subject to any suit, action or proceedings thereon that is instituted later than one year after the final settlement of said Contract.

(e) This bond is given pursuant to the terms of Act No. 39, General Laws of Alabama, approved February 8, 1935, entitled "An Act to Further Provide for Bonds of Contractors on State and Other Public Works and Suits Thereon."

Executed in three (3) counterparts

SIGNED, SEALED AND DELIVERED THIS _____ day of _____ 2026.

_____
PRINTED NAME OF CONTRACTOR

WITNESS TO SIGNATURE
OF PRINCIPAL: _____ PRINTED NAME OF PRINCIPAL

_____ BY _____

_____
TITLE

WITNESS TO SIGNATURE
OF SURETY: _____
SURETY

_____ BY _____

_____
TITLE

Countersigned:
_____
Resident Agent
_____
Address
_____
Telephone Number

IMPORTANT: Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the state where the project is located.

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SPECIAL CONDITIONS

WEST LONGLEAF REHABILITATION PROJECT

1. PROJECT DESCRIPTION:

This project consists of the resurfacing of West Longleaf Drive in Auburn. Included in this work is the full depth reclamation for a portion of the project, milling and overlaying of asphalt. The project will also include the installation of new inlet tops and the re-installation of concrete sidewalk. The geotechnical report is included in Appendix B. The contractor is advised to become familiar with the information provided to accurately price and construct the project.

2. TIME OF COMPLETION:

The contractor shall commence work within 10 days after the written "Notice to Proceed" and shall complete the bid work in **90 consecutive calendar days.** The contractor shall warrant labor, materials, and workmanship for a period of three years from date of substantial completion.

3. LIQUIDATED DAMAGES:

Liquidated damages as specified in the general conditions are hereby mutually fixed and agreed upon at the rate of two thousand six hundred fifty dollars ($2,650.00) per calendar day of delay past the contract completion date.

4. LICENSE FEE:

The Contractor will be required to obtain a license from the City of Auburn for performing the work prior to beginning the project. The license fee will be one-fourth of one percent (1/4 of 1%) of the contract amount.

5. WORK TO BE DONE:

Quantities for sections of sidewalk to be removed and replaced are included on each street segment and the areas will be marked by the inspector prior to work beginning. The contractor is responsible for ensuring compliance with PROWAG for cross slopes on ramps, sidewalks, and street crossings. Additional areas may be identified by the inspector so the contractor is advised to walk each street to review the complete scope of sidewalk removal and replacement. The contractor will be required to provide accommodations for pedestrians during the removal and replacement of sidewalk in accordance with PROWAG.

The roadway will need to be open at the end of each day with temporary striping being placed or lane delineation such as cones or drums.

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The contractor will be responsible for all testing as outlined in ALDOT Specifications.

Traffic Control:

All traffic control measures shall be the responsibility of the Contractor and be paid for under Traffic Control as appropriate. This shall include all material, labor, and equipment needed to install and maintain required traffic control devices and utilizing flagmen as needed. All traffic control devices must conform to the "*Manual on Uniform Traffic Control Devices*," Latest Edition. All required traffic control measures must be installed and approved by the City of Auburn prior to any construction activities. All traffic control measures must have reflectivity as outlined in the ALDOT Specifications. The City of Auburn reserves the right to reject any items with incorrect reflectivity and placement and deny payment of the same.

If the Contractor fails to install and maintain proper traffic control measures, the City of Auburn reserves the right to immediately stop work, at no cost to the City, until such measures are installed properly.

Contractor is responsible for creating and supplying a traffic control plan prior to beginning of construction. Said traffic control plan has to be approved by the City of Auburn.

Lane closures will generally be allowed between 7:00 AM and 7:00 PM, Monday through Friday, unless otherwise permitted by the Project Manager. However, if deemed necessary by the City, lane closures during peak times within this time frame may also be prohibited. Lane closures are not allowed the day before or during any Auburn University athletic event or graduation. No work will be allowed after daylight hours, and no traffic is to be detoured without the consent of the Project Manager.

The project site must be cleaned and opened for traffic as designated by the Project Manager or Project Inspector. No traffic is to be detoured without the consent of the Project Manager. All property owners with driveways that fall within the work zone shall be notified by the Contractor of the operating procedures of the traffic control plan prior to work beginning. Ingress and egress must be always maintained for each property falling within the construction zone. In the event the contractor should require no access for a limited amount of time, immediate notice should be given to the Project Manager and the property owners.

The City of Auburn will provide portable traffic control signals where appropriate. The City will provide set up and operation of the portable traffic control signals as needed on a daily basis. The contractor will need to provide portable message boards for advance warning for the project.

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It will be the Contractor's responsibility to relocate street markers, signage, mailboxes, sprinkler heads, headwalls, and driveways out of the construction area as noted in the plans or as directed by the Project Manager.

6. PROOF ROLLING:

After the base has been shaped and tested for density, the roadway may be proof rolled if directed by the Engineer.

A loaded dump truck (minimum of 20,000 pounds per rear axle) will traverse the roadway from one end to the other at walking speed. Areas of weak base or subgrade will be removed and re-compacted.

The Contractor is required to proof roll areas designed prior to calling for the project inspector to inspect the proof rolling process. There will be no pay item for such work.

7. DEFINITIONS:

The following definition explains the width of binder/wearing surface:

Gutter to Gutter: This implies that the overlaying will stop at the edge of the concrete gutter. No asphalt will be allowed over into the gutter or on the vertical face of the curb.

8. SAFETY:

In accordance with generally accepted construction practices, the Contractor will be solely and completely responsible for conditions of the job site, including safety of all persons and property during performance of the work. This requirement will apply continuously and not be limited to the normal working hours. The contractor should take all necessary precautions to insure safety of the jobsite at all times.

9. ENVIRONMENTAL:

The Contractor is cautioned that part of this work is in environmentally sensitive areas. The Contractor must promptly restore disturbed areas, keep debris out of streams, and use construction methods to minimize erosion. Under no circumstance shall sewage or other contaminants be allowed into the streams. The Contractor will be solely responsible for any violation of environmental laws and penalties or fines that are imposed. There will be no separate payment for establishing and maintaining erosion and sedimentation control measures.

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10. GOVERNING DOCUMENTS:

All work, testing, submittals, and materials shall be in accordance with the City of Auburn standard details, Specifications, Engineering Design and Construction Manual, Alabama Department of Transportation Specifications, Water Resource Management Department Design and Construction Manual, and the Proposed Guidelines latest version of the Public Rights-of-Way Accessibility Guidelines issued by the United States Access Board, as applicable. The contractor is required to have all of the applicable design standards on the job at all times. The successful contractor may request copies of the City of Auburn standards prior to the start of construction, if needed.

11. WORK HOURS

No work will be allowed before 7:00 a.m. or after daylight hours, unless otherwise approved by the Project Manager. No traffic is to be detoured without the consent of the Project Manager. The Contractor will perform no work on Friday or during any Auburn University athletic event or graduation. The project site must be cleaned and opened for traffic as designated by the Project Manager or Project Inspector. If deemed necessary by the City, detours and/or lane closures during peak times may be prohibited. **All property owners with driveways that fall within the work zone shall be notified by the Contractor of the operating procedures of the traffic control plan prior to work beginning and verification provided to the Project Manager.** Ingress and egress must be maintained at all times for each property falling within the construction zone. In the event the Contractor should require no access for a limited period of time, immediate notice should be given to the property owners.

12. NOTE:

A. Thickness of wearing surface placed identifies the compacted thickness.

13. STREET STRIPING:

Unless otherwise noted:

a. All street striping and markings will be in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction, Latest Edition.

b. All legends and traffic control markings shall meet Alabama Department of Transportation Specifications for Highway Construction, Section 700 Thermoplastic, Class II, Type A.

c. Striping shall be Class II, Type A, Thermoplastic Stripes.

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d. Marking shall consist of thermoplastic reflector arrows, stop bars, crosswalks, and channelizing lines and shall be in accordance with the U. S. Department of Transportation, Federal Highway Administration Manual on Uniform Traffic Control Devices, Latest Edition.

e. Unsatisfactory striping performed by the Contractor must be removed and replaced in compliance with these specifications. No payment will be made for removal or replacement of the Contractor's unsatisfactory striping.

f. The Contractor is responsible for maintaining all temporary striping until the permanent striping is placed.

14. PROJECT BUDGET:

The City reserves the right to remove portions of work from the project if necessary to meet budget constraints.

STREETS TO BE RESURFACED:

West Longleaf Drive – Cox Road (Lee Road 12) to South College Street: The work to be done shall consist of all labor, equipment and materials needed to clean, tack, mill, patching, leveling, placement of 424A wearing surface, and other incidental items to completely resurface West Longleaf Drive.

15. PROJECT SCHEDULE:

The Contractor shall provide a schedule and applicable traffic control plans to the Project Manager prior the preconstruction meeting. The schedule shall include applicable dates and milestones. The traffic control plans shall outline lane closures, expected delays to vehicular and pedestrian traffic and other information regarding signage.

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WEST LONGLEAF DRIVE REHABILITATION PROJECT

MEASUREMENT AND PAYMENT

REFERENCE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2018 EDITION, FOR MEASUREMENT AND PAYMENT OF ALL PROJECT ITEMS. ALL ITEMS CAN BE FOUND ON BID LIST.

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APPENDIX A. WEST LONGLEAF REHABILITATION PROJECT PLANS

Plans for:

The City of Auburn

Auburn, Alabama

W LONGLEAF REHABILITATION

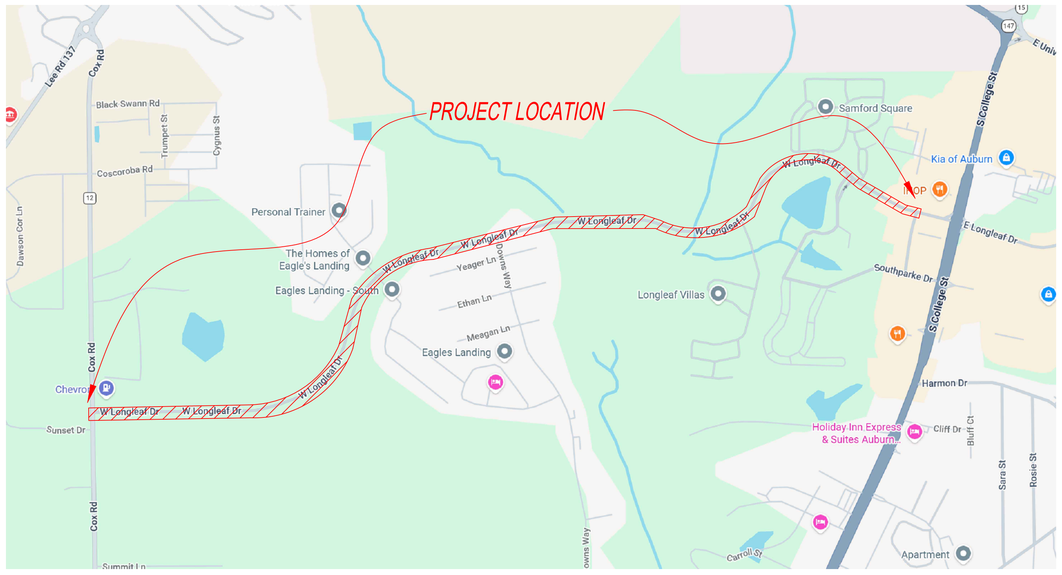
NOT FOR BIDDING PURPOSES

Sheets:

1:	*TITLE SHEET*
2:	*GENERAL NOTES*
3:	*STA 0+00 - 25+00*
4:	*STA 25+00 - 41+00*
5:	*STA 41+00 - 70+00*
6:	*STA 70+00 - 84+00*
7:	*DETAILS*

UTILITY CONTACT INFORMATION			
PHONE #	*UTILITY*	*TITLE*	*ADDRESS*
334-502-2323	*ALABAMA POWER DISTRIBUTION*	*ENGINEERING SUPERVISOR*	*1699 S College St, Auburn, AL 36832*
334-241-4302	*SPIRE*	*MANAGER GIS SOUTH*	*605 Richard Arrington Jr Blvd N, Birmingham, AL 35203-2707*
334-274-4887	*SPECTRUM*	*CONSTRUCTION MGR FOR SOUTH ALABAMA*	*1990 Mall Blvd, Auburn, AL 36830*
334-501-3060	*WATER RESOURCE MANAGEMENT*	*DIRECTOR*	*1501 W Samford Ave, Auburn, AL 36832*
334-741-7889	*AT&T SOUTHEAST*	*MANAGER OSP PLANNING & ENG. DESIGN*	*1710 Opelika Road, Auburn, AL. 36830*
800-252-5960	*KINDER MORGAN*	*LINE PATROLLER*	*2635 Balsam Ave, Birmingham, AL - 35211*

VICINITY MAP:



Engineering Services
161 N. ROSS STREET
AUBURN, ALABAMA 36830
PHONE: (334) 501-7390
FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED 35598 PROFESSIONAL ENGINEER MICHAEL THOMAS GRIFFIN

COVER

CITY OF AUBURN
W LONGLEAF REHABILITATION

REVISIONS	DESCRIPTION	DATE	CHECK
NO.			

DRAWN: TG
CHECKED: MG
DATE: OCTOBER 2026
SCALE: NTS
SHEET NO.: 1

PROJECT NOTES

GENERAL NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE PURCHASE OF A CONTRACTOR'S LICENSE AND BUSINESS LICENSE FORM THE CITY AND/OR COUNTY AS APPLICABLE, AS WELL AS, ALL OTHER LICENSES AND PERMITS REQUIRED FOR COMPLETION OF THE WORK.
2. EXCEPT FOR EMERGENCY WORK, WORK SHALL NOT BE PERFORMED ON SATURDAY, SUNDAY, OR AND LEGAL HOLIDAY WITHOUT APPROVAL FROM THE CITY. WORK SHALL OCCUR DURING REASONABLE DAY-TIME HOURS. REQUEST FOR DEVIATIONS FROM THIS SCHEDULE SHALL BE MADE TO THE CITY ON A CASE-BY-CASE BASIS A MINIMUM OF 72 HOURS PRIOR, EXCEPT FOR EMERGENCIES, IN WHICH CASE NO SUCH APPROVAL IS REQUIRED.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS AND DEVELOPMENT OF CONSTRUCTION BEST MANAGEMENT PRACTICES (CBMPP) RELATED TO EROSION AND SEDIMENT CONTROL AS MAY BE REQUIRED BY AUTHORITIES HAVING JURISDICTION AND REGULATORY AGENCIES, UNLESS SUCH PERMITS AND/OR CBMPP'S ARE ATTACHED TO THE CONTRACT DOCUMENTS. IN ALL CIRCUMSTANCES, THE CONTRACTOR IS RESPONSIBLE FOR PROPERLY INSTALLING AND MAINTAINING SUFFICIENT EROSION CONTROL MEASURES AS MAY BE REQUIRED TO PREVENT SEDIMENT FROM DISCHARGING FROM THE SITE AND IN COMPLIANCE WITH ANY PERMITS AND CBMPP.
4. THE CONTRACTOR IS RESPONSIBLE FOR DOCUMENTATION OF PRE-EXISTING CONDITIONS PRESENT WITHIN AND ADJACENT TO THE CONSTRUCTION AREA. DOCUMENTATION OF EXISTING CONDITIONS SHALL CONSIST OF DATE-STAMPED VIDEO, PHOTOGRAPHS AND WRITTEN RECORDS. COPIES OF ALL DOCUMENTATION SHALL BE DELIVERED TO THE CITY PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES. DOCUMENTATION OF PRE-EXISTING CONDITIONS IS REQUIRED TO AVOID CLAIMS FOR DAMAGE TO PROPERTY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY THEIR ACTIVITIES IN THE PROJECT AREA, WHETHER ON PUBLIC OR PRIVATE PROPERTY. DAMAGE SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITIONS OR BETTER AND TO THE SATISFACTION OF THE CITY AND LAND OWNER(S). REPAIRS SHALL BE MADE AT THE CONTRACTOR'S EXPENSE.
6. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS AS TO NOT DISTURB PROPERTY CORNER/ROW MARKERS AND BENCHMARKS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY, INCLUDING ANY REQUIRED SURVEYING, TO REPLACE ANY DISTURBED MARKERS AND/OR MONUMENTS.
7. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6, 11TH EDITION, FOR ANY ROADWAY OR SIDEWALK CLOSURE.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A TRAFFIC CONTROL PLAN.
9. JOB SITE SHALL BE CLEANED ON A DAILY BASIS. THE CONTRACTOR SHALL RESTORE ALL AREAS, WHETHER PUBLIC OR PRIVATE, AS SOON AS PRACTICAL FOLLOWING COMPLETION OF PARTICULAR CONSTRUCTION ACTIVITIES.
10. THE CONTRACTOR SHALL REPAIR ALL EXCAVATED AREAS, BACKFILLS, EMBANKMENTS, TRENCHES AND DITCHES WHICH MAY HAVE SETTLED AT NO ADDITIONAL COST TO THE OWNER UNTIL FINAL ACCEPTANCE OF THE PROJECT AND THROUGHOUT THE WARRANTY PERIOD.
11. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ROCK EXCAVATION AND REMOVAL. BIDDERS MAY MAKE THEIR OWN INVESTIGATION AS TO THE AMOUNT AND CHARACTER OF ROCK WHICH IS EXPECTED TO BE REMOVED. ALL COST FOR ROCK EXCAVATION SHALL BE CONSIDERED TO HAVE BEEN INCLUDED IN THE VARIOUS PAY ITEMS IN THE PROPOSAL.
12. ANY SIDEWALK OR ROADWAY CLOSURES INCLUDING FOR PURPOSES OF DELIVERIES SHALL BE COORDINATED WITH THE CITY OF AUBURN PROJECT MANAGER OR THE CITY OF AUBURN RIGHT-OF-WAY COORDINATOR: TIM YOUNGBLOOD, TYOUNGBLOOD@AUBURNAL.GOV, 334-501-7325. AT LEAST 48 HRS NOTICE SHALL BE PROVIDED TO THE CITY PRIOR TO ANY CLOSURE.

UTILITY NOTES:

1. THE LOCATION OF UNDERGROUND UTILITIES ARE NOT SHOWN. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND TO CONTACT THEIR RESPECTIVE OWNERS BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO COORDINATE NECESSARY UTILITY RELOCATION IF NECASSARY WITH THE RESPECTIVE UTILITY COMPANY. NO ADDITIONAL PROJECT TIME SHALL BE GRANTED FOR DELAYS DUE TO UTILITY RELOCATION.
3. THE CONTRACTOR SHALL CALL ALABAMA ONE CALL AT 811 FOR UTILITY MARKING PRIOR TO COMMENCING CONSTRUCTION. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES BEFORE COMMENCING WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
4. ADJUSTMENTS TO THE POWER SERVICES LINES, IF NECASSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO CONTACT ALABAMA POWER COMPANY REPRESENTATIVE T.J. PEARSON TO DETERMINE IF ALPCO COORDINATION IS REQUIRED FOR ADJUSTMENTS.
5. THE CONTRACTOR SHALL COORDINATE ALL TIE-INS, CONNECTIONS, OUTAGES AND VALVING OPERATIONS WITH THE UTILITY OWNERS. THE CONTRACTOR SHALL GIVE 72 HOURS NOTICE TO THE UTILITY OWNER OF WHEN SUCH OPERATIONS ARE TO TAKE PLACE.
6. THE CONTRACTOR SHALL COORDINATE WITH AND PROVIDE REASONABLE NOTICE TO RESIDENTS AND BUSINESSES OF UTILITY SERVICE OUTAGES PRIOR TO BEGINNING SUCH OPERATIONS. NO RESIDENT OR BUSINESS SHALL BE LEFT WITHOUT SERVICE OVERNIGHT.
7. NO TRENCH OR EXCAVATION SHALL BE LEFT OPEN OVERNIGHT OR UNATTENTED UNLESS PROPERLY PROTECTED. TRENCHES AND EXCAVATION MUST BE FILLED, FENCED, COVERED OR BARRICADED WHEN UNATTENDED.

NOT FOR BIDDING PURPOSES

Engineering Services
161 N. ROSS STREET
AUBURN, ALABAMA 36830
PHONE: (334) 501-7390
FAX: (334) 501-7294
AUBURN

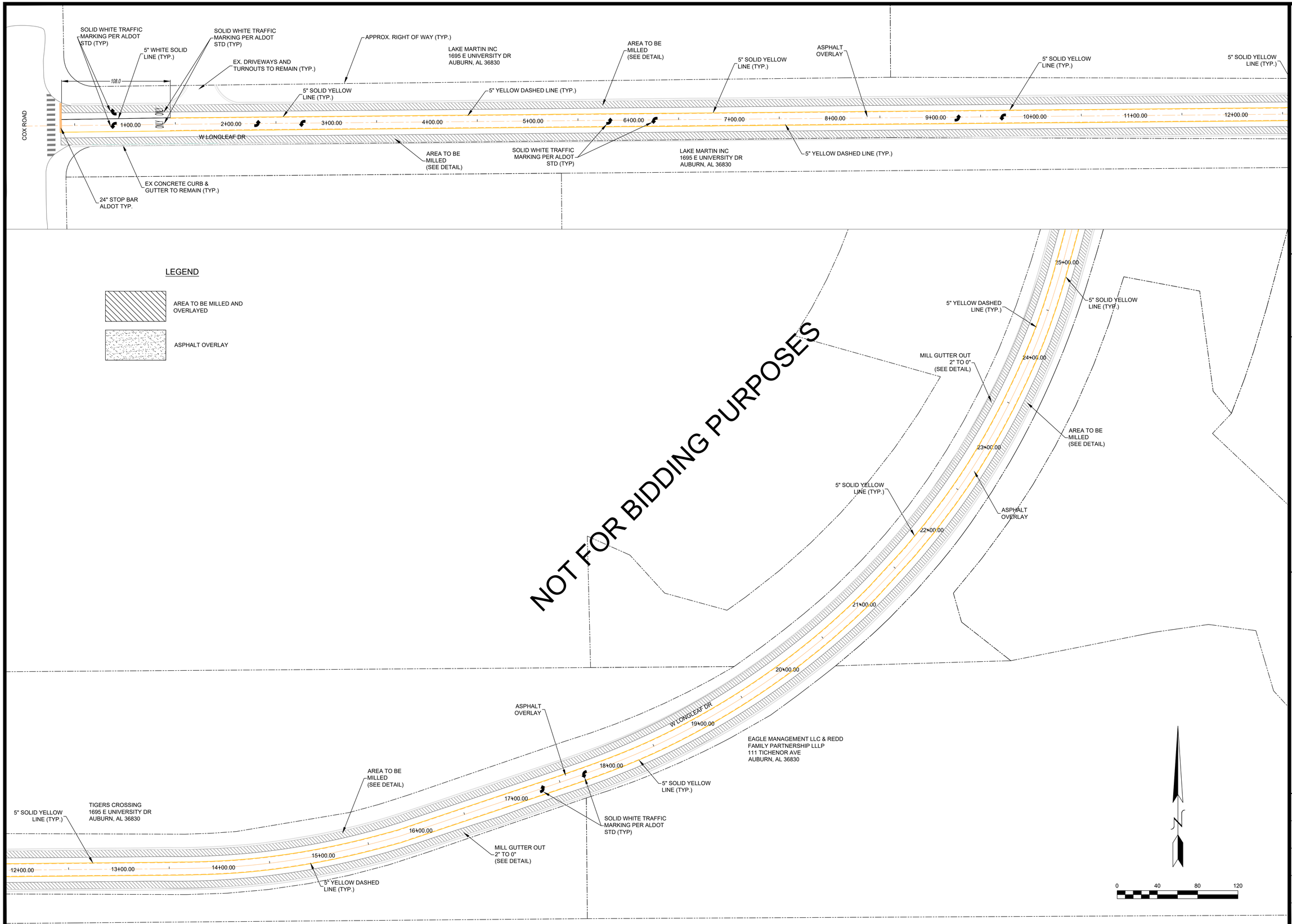
GENERAL NOTES

CITY OF AUBURN
W LONGLEAF REHABILITATION

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: TG
CHECKED: MG
DATE: OCTOBER 2026
SCALE: NTS
SHEET NO.: 2



Engineering Services
161 N. ROSS STREET
AUBURN, ALABAMA 36830
PHONE: (334) 501-7390
FAX: (334) 501-7294

AUBURN

OVERALL LAYOUT

CITY OF AUBURN
W LONGLEAF REHABILITATION

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

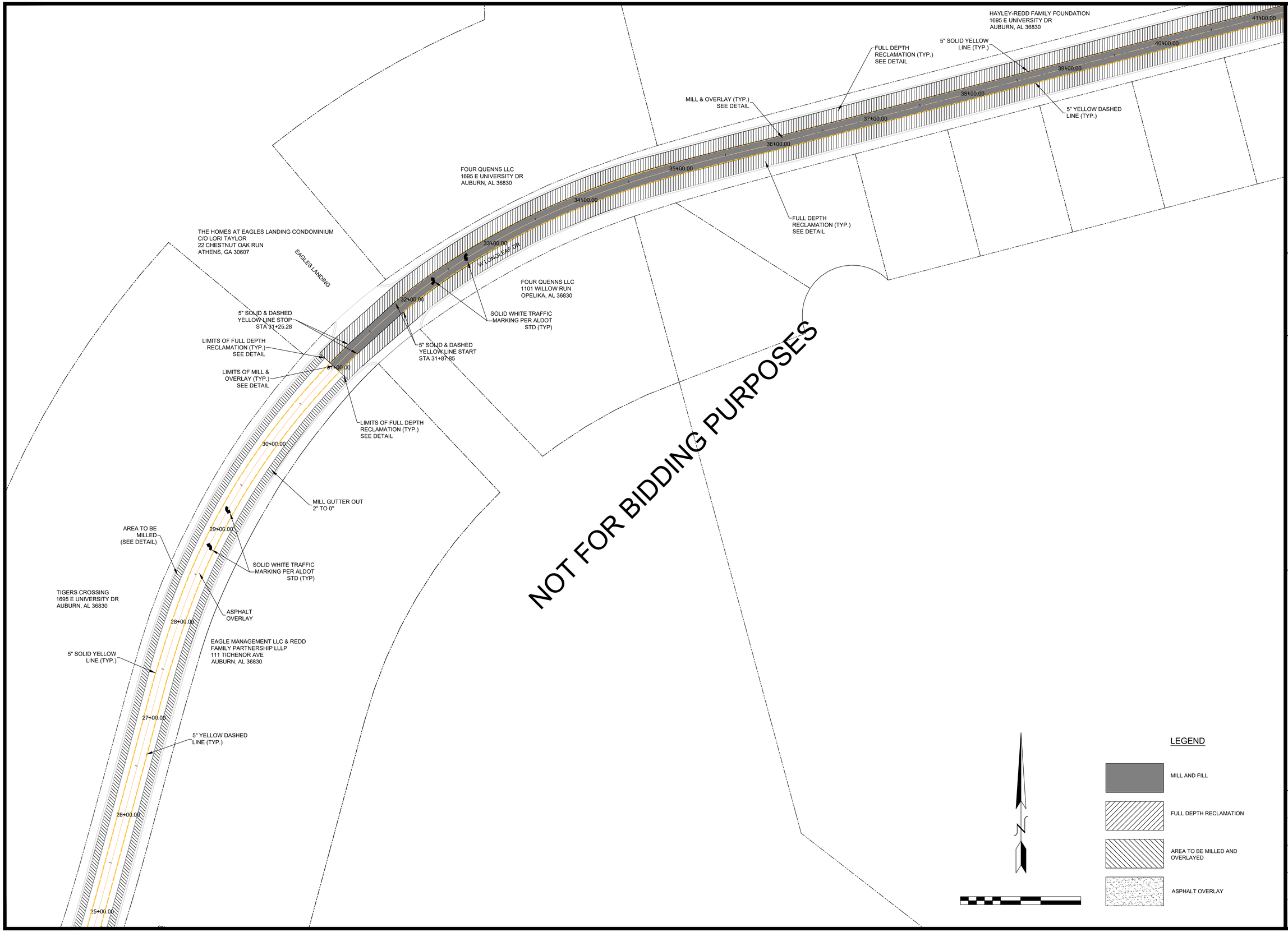
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DATE: OCTOBER 2026

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SHEET NO.: 3



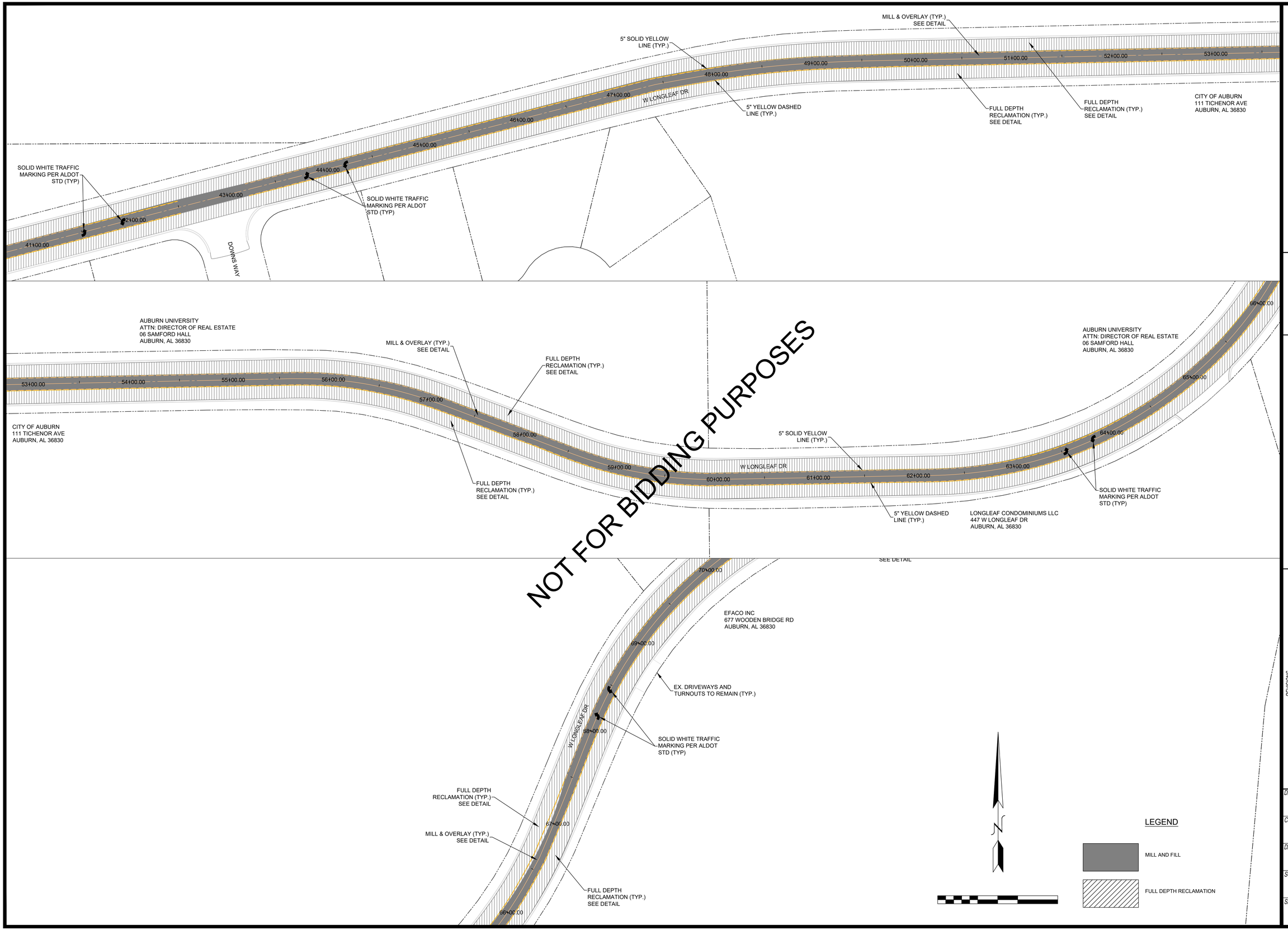
Engineering Services
161 N. ROSS STREET
AUBURN, ALABAMA 36830
PHONE: (334) 501-7390
FAX: (334) 501-7294
AUBURN

OVERALL LAYOUT

CITY OF AUBURN
W LONGLEAF REHABILITATION

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DRAWN: TG
CHECKED: MG
DATE: OCTOBER 2026
SCALE: 1" = 40'
SHEET NO.: 4



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Engineering Services
161 N. ROSS STREET
AUBURN, ALABAMA 36830
PHONE: (334) 501-7390
FAX: (334) 501-7294

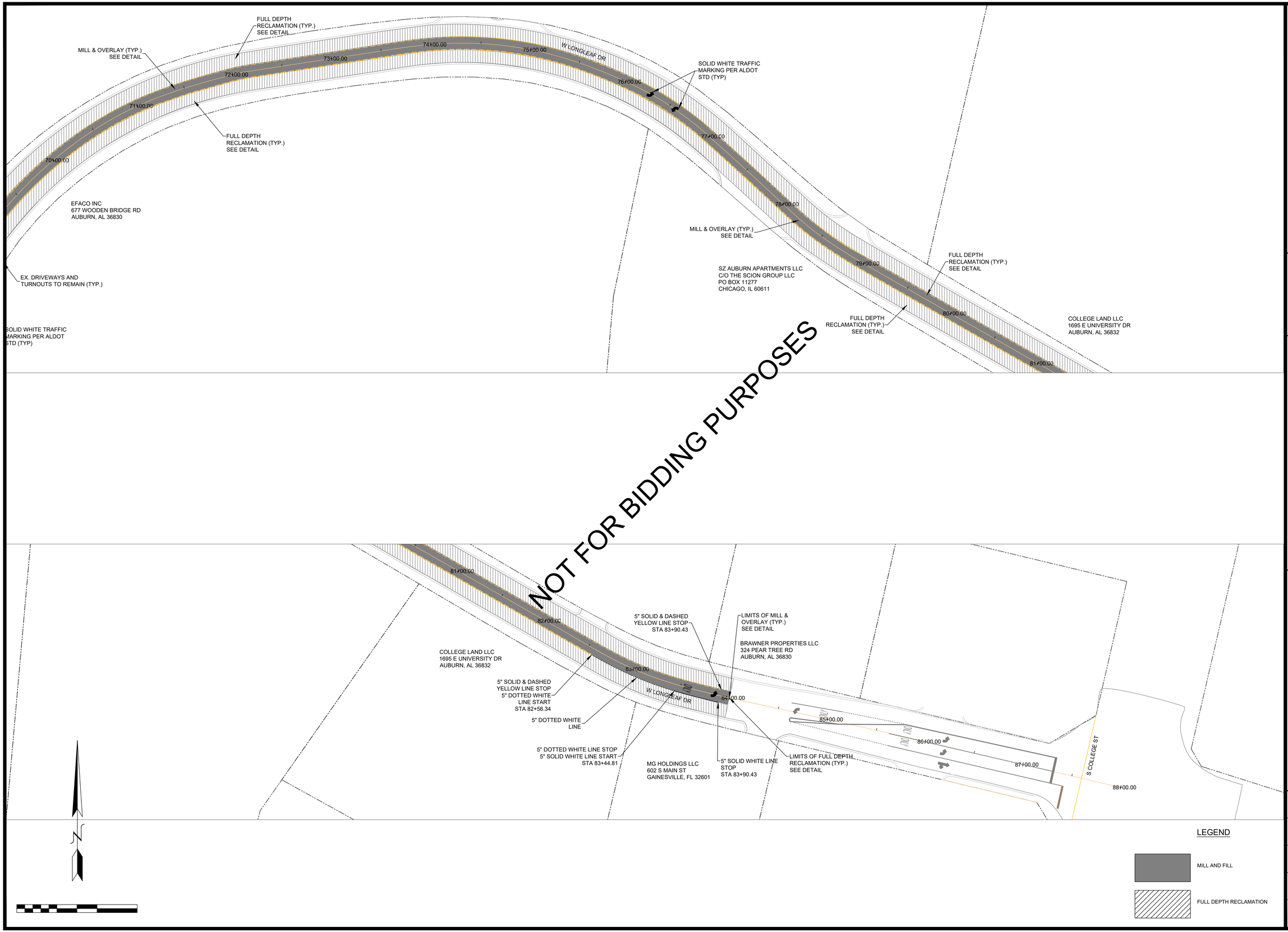
AUBURN

OVERALL LAYOUT

CITY OF AUBURN
W LONGLEAF REHABILITATION

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

DRAWN: TG
CHECKED: MG
DATE: OCTOBER 2026
SCALE: 1" = 40'
SHEET NO.: 5



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Engineering Services
161 N. ROSS STREET
AUBURN, ALABAMA 36830
PHONE: (334) 501-7390
FAX: (334) 501-7294

AUBURN

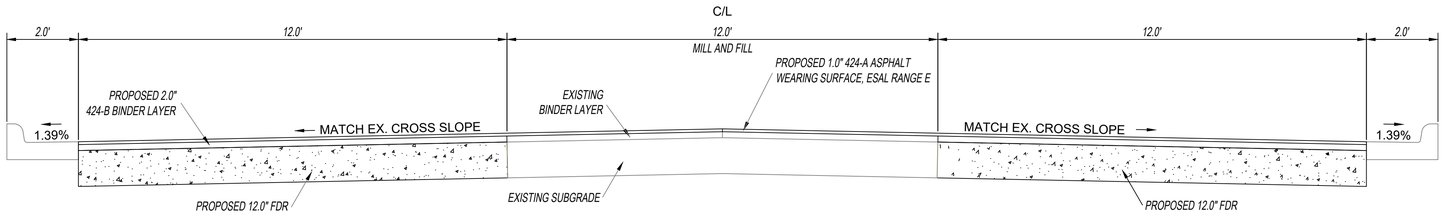
OVERALL LAYOUT

CITY OF AUBURN
W LONGLEAF REHABILITATION

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: TG
CHECKED: MG
DATE: OCTOBER 2026
SCALE: 1" = 40'
SHEET NO.: 6

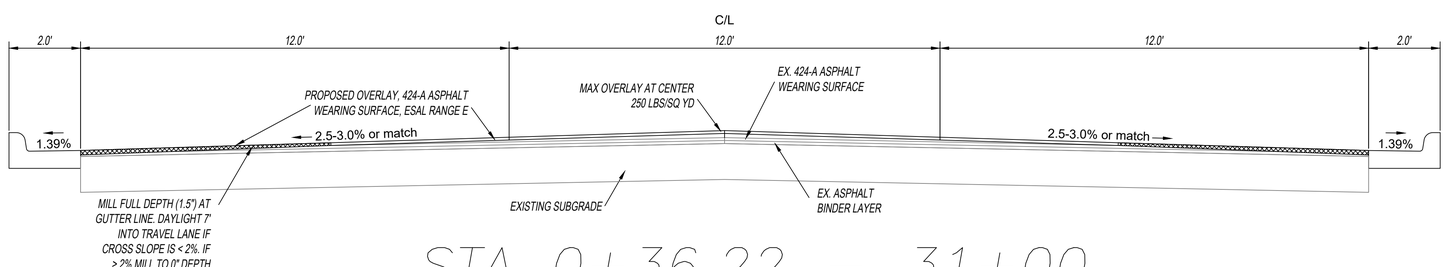
FDR CROSS SECTION



STA 31+00 — 84+00

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MILL AND OVERLAY SECTION



STA 0+36.22 — 31+00

Engineering Services
161 N. ROSS STREET
AUBURN, ALABAMA 36830
PHONE: (334) 501-7390
FAX: (334) 501-7294
AUBURN

DETAILS

CITY OF AUBURN
W LONGLEAF REHABILITATION

REVISIONS	DESCRIPTION	DATE	CHECK	NO.

DRAWN: LK
CHECKED: MG
DATE: OCTOBER 2026
SCALE: NTS
SHEET NO.: 7

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APPENDIX B. SUBSURFACE EXPLORATION & PAVEMENT EVALUATIONS FOR WEST LONGLEAF REHABILITATION PROJECT

CONSTRUCTION TESTING

Subsurface Exploration and Pavement Evaluation

West Longleaf Drive
From Eagles Landing to South College Street
Auburn, Alabama

April 10, 2026

NOT FOR BIDDING PURPOSES

Prepared For:
Mr. Justin Foster
City of Auburn Engineering Services
171 N. Ross Street
Auburn, Alabama 36830

Prepared By:
ACAI Construction Testing, LLC
6053 Stage Road
Auburn, Alabama 36832
334-521-5320
www.acaiconstruction.com

CONSTRUCTION TESTING

April 10, 2026

Mr. Justin Foster
City of Auburn Engineering Services
171 N. Ross Street
Auburn, AL 36830

Re: Subsurface Exploration and Pavement Evaluation
West Longleaf Drive Rehabilitation from Eagles Landing to South College Street
Auburn, AL

Dear Mr. Foster,

ACAI Construction Testing, LLC (ACAI) has completed the requested geotechnical subsurface exploration and pavement evaluation for the above-mentioned project in Auburn, Alabama. Our services were provided in general accordance with our proposal entitled *Proposal for Subsurface Exploration and Pavement Evaluation West Longleaf Drive Rehabilitation from Eagles Landing to South College Street*, dated February 20, 2026.

Scope
The intent of this evaluation is to determine existing asphalt, base and subgrade characteristics at specific boring locations and develop pavement recommendations for rehabilitation and resurfacing of the subject roadway. The proposed scope of work included the following:

- An engineering site reconnaissance and distress survey to identify the type, extent and severity of existing distress, utilizing the FHWA Distress Identification Manual for the Long-Term Pavement Performance Program (PUBLICATION NO. FHWA-HRT-13-092 Revised May 2014).
- Coring of the existing asphalt pavement to determine in-place asphalt thickness and base material type and thickness. Twelve (12) cores will be obtained along four (4) individual cross sections.
- Subsurface exploration and soil evaluation for West Longleaf Drive Rehabilitation. Evaluation will consist of twelve (12) borings to 5 ft below the roadway surface.
- Laboratory soil classification testing to include four (4) particle size distribution tests and four (4) Atterberg Limits tests.
- Full report of results to be submitted to client upon completion of the project. The report will address site conditions, subsurface conditions encountered at the core/boring locations, laboratory test results, and recommended rehabilitation method(s) for West Longleaf Drive including alternatives such as mill/overlay, full-depth reclamation and reconstruction. Pavement section(s) design will be performed in general accordance with the Alabama Department of Transportation (ALDOT) pavement thickness design software, ADAPT (Alabama Design & Analysis of Pavement Thickness).

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The owner has identified full-depth reclamation (FDR) and mill/overlay options as remediation alternatives for consideration for the proposed rehabilitation of the roadway.

Upon field observations of the roadway, several changes were made to the original scope of field and laboratory work. The roadway appears to show significant distress in low-lying areas where water is present beside and possibly underneath the roadway; however, the increase in traffic loading from new development presents a potential contributing factor for the apparent distress of the pavement. The intent of this report is to identify the distress mechanism responsible for the inadequate conditions of the roadway and develop recommendations for remediation and rehabilitation of the roadway.

In order to evaluate if saturated conditions are present underneath the roadway's subgrade material, moisture content testing was added to the scope of work. Moisture content determination of the underlying material eliminates wet-soiling opportunities. The asphalt core sampling was reduced to the center lane of each cross-section, allowing moisture content testing to be performed in each travel lane of the cross-sections. In total, the asphalt cores were reduced from twelve (12) cores to four (4) cores, and twenty-eight (28) moisture content determinations were added to the laboratory testing. Also, in order to further determine the effect of possible subgrade saturation, four (4) of the twelve (12) borings were drilled to 10 ft below the roadway surface. Each cross-section contained an asphalt core, a 5 ft boring and a 10 ft boring.

Four (4) additional asphalt pavement cores were obtained along the roadway in an area of concern to identify asphalt pavement thicknesses for mill/overlay concerns. Pavement thickness is critical in determining mill/overlay options when limited by base depth and curb and gutter elevations.

Site Description

The project consists of rehabilitating approximately 1 mile of West Longleaf Drive from Eagles Landing to South College Street in Auburn, Alabama. Based on a site visit performed on March 6, 2026, the roadway consists of three lanes with curb-and-gutter. The roadway is surfaced with asphalt that exhibits significant distress. The proposed rehabilitation of the roadway will maintain the existing alignment, grades and roadway width.

Pavement Distress Survey

A pavement distress survey of the existing pavement was performed on March 6, 2026, in general accordance with the FHWA Distress Identification Manual for the Long-Term Pavement Performance Program (PUBLICATION NO. FHWA-HRT-13-092 Revised May 2014). The project location is divided into four areas in order to further investigate subsurface concerns and remediation methods. The areas of concern are labeled as:

- Eagles Landing to Downs Way (~1200')
- Downs Way to AU Equestrian Center (~1250')

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- AU Equestrian Center to Samford Square (~1900')
- Samford Square to South College Street (~1225')

In general, the asphalt pavement exhibited areas of moderate to severe distress that corresponded to the pavement's evident age and usage. The increase in traffic loading from new development that was not considered at the time of construction may have provided a probable cause of distress to the pavement. The roadway appears to show significant distress in low-lying areas where water is present beside and possibly underneath the roadway.

The travel lanes of the pavement exhibited locations of significant fatigue (or alligator) cracking and distress throughout the length of the project. Fatigue cracking is a primary, progressive structural failure that occurs in areas subjected to repeated traffic loadings. Failure from fatigue cracking generally occurs from inadequate support from base layers and/or repeated loadings exceeding the design life of the pavement.

Several areas of patching were observed throughout the project location. The patches exhibited minor to severe distress. Moderate to severe fatigue cracking was observed at the transverse as well as the longitudinal edges of the patching.

A summary of each area is provided below.

<u>Eagles Landing to Downs Way</u>
The following pictures show some of the observed distresses at the time of the fieldwork.



L-R: Slight longitudinal cracking, low severity fatigue cracking, and transverse, longitudinal, and fatigue cracking.

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The existing asphalt pavement exhibited low to moderate-severity pavement distress. The pavement showed low-severity longitudinal cracks in this area along with low to moderate transverse and fatigue cracking. Some cracks were previously sealed with crack sealant.

Downs Way to AU Equestrian Center

The following pictures show some of the observed distresses at the time of the fieldwork.



L-R: Severe fatigue cracking and patching, severe fatigue cracking, and longitudinal and fatigue cracking with moderate patching.

The existing asphalt pavement contains areas of longitudinal, transverse, and fatigue cracking. The pavement showed moderate to high-severity longitudinal cracks in this area along with moderate transverse and moderate to high-severity fatigue cracking. Areas of advanced fatigue cracking were observed primarily along the wheel paths. Some cracks were previously sealed with crack sealant. Significant patching was observed, where previous utility work and repair have been performed. Patching was in advanced stages of distress throughout the area being investigated.

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AU Equestrian Center to Samford Square

The following pictures show some of the observed distresses at the time of the fieldwork.



L-R: Moderate longitudinal cracking with severe fatigue cracking, high-severity fatigue cracking and patching, and moderate block cracking.

The roadway appears to show significant distress in low-lying areas where water is present beside and possibly underneath the roadway. The existing asphalt pavement contains areas of block, longitudinal, transverse, and fatigue cracking. The pavement showed low to moderate-severity longitudinal cracks in this area along with high-severity fatigue cracking. Areas of advanced fatigue cracking were observed primarily along the wheel paths. Moderate block cracking was observed in the area of pavement. Some cracks were previously sealed with crack sealant.

Patching was observed primarily at the overpass of Parkerson Mill Creek where repairs and utility work had been performed. Patches exhibited moderate to severe distress including raveling from cold patch material and rutting and pumping in some areas.

Fatigue cracking was primarily observed in the wheel paths and was generally moderate to high in severity. Longitudinal and transverse cracking were generally low to moderate in severity.

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Samford Square to South College Street

The following pictures show some of the observed distresses at the time of the fieldwork.



L-R: High-severity patching, high-severity patching, and moderate longitudinal, and fatigue cracking with moderate patching.

The existing asphalt pavement contains areas of longitudinal, transverse, and fatigue cracking. The pavement showed moderate to high-severity longitudinal cracks in this area along with moderate transverse and moderate to high-severity fatigue cracking. Areas of advanced fatigue cracking were observed primarily along the wheel paths. Some cracks were previously sealed with crack sealant.

Significant patching was observed, where previous utility work and repair have been performed. Some patching was in advanced stages of distress throughout the area being investigated. Some patching appeared to be recent repair work.

Existing Pavement and Base Sections

Four (4) asphalt pavement cores were obtained along the roadway to evaluate the existing asphalt and base material type and thickness. Cores were performed at each of the 4 cross-sections in the center lane. The cross-sections were spaced at locations designated as areas of concern throughout the project length. The approximate core locations are indicated on the attached Boring Location Plans. Crushed aggregate base materials with an average thickness of 6.0” were encountered in the borings. Based on the boring data, it appears that the asphalt thickness ranges from 4.4” thickness at the Parkerson Mill Creek bridge to 6.8” thickness at the western project limit.

Four (4) additional asphalt pavement cores were obtained along the roadway to determine the existing asphalt and base material type and thickness. These supplemental cores were taken in the area from the bridge at Parkerson Mill Creek to the new pavement

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joint at the South College Street Intersection. The core data was used to identify asphalt pavement thickness with respect to the cores taken at B-8 and B-11. The data from the additional cores corelates with the core data from B-8 and B-11 with asphalt thicknesses ranging from 4.1" to 4.7" thickness.

Structural numbers (SN) associated with the existing asphalt and base thicknesses were determined at the individual bore and core locations. The calculations were based on a structural coefficient of 0.35 for existing asphalt and 0.14 for aggregate base. The following table provides details of the core results and structural number calculations.

Core Results and Existing SN Calculations				
Core Location	**Wearing Thickness, in.**	**Asphalt Thickness, in.**	**Aggregate Base Thickness, in.**	**Existing Structural Number**
B-2	2.5	6.8	6.0	3.22
B-5	2.8	5.3	6.0	2.70
B-8	2.0	4.4	6.0	2.38
B-11	1.1	4.7	6.0	2.49
C-1	1.5	4.1	6.0	2.28
C-2	1.5	4.7	6.0	2.49
C-3	1.0	4.[illegible]	6.0	2.31
C-4	0.8	4.4	5.5	2.31
Averages	**1.7**	**4.8**	**5.9**	**2.52**

Based on the existing buildup, this roadway appears to have been constructed to meet the City of Auburn requirements for a Class III roadway. However, the data provided indicates that this buildup meets Class II requirements. A Class II roadway is defined as a local residential, with traffic volumes of 0 to 2,000 vehicles per day. The City of Auburn Street Buildup Specification is provided below:

STREET BUILDUP						
	0 TO 2,000 VPD		2,001 TO 5,001 VPD		5,001 AND GREATER	
CLASSIFICATION	ALLEY/CUL-DE-SAC LOCAL RESIDENTIAL		RESIDENTIAL COLLECTOR		COLLECTOR/ARTERIAL LOCAL COMMERCIAL	
	CLASS II		CLASS III		CLASS IV	
	FULL DEPTH	ASPHALT/BASE	FULL DEPTH	ASPHALT/BASE	FULL DEPTH	ASPHALT/BASE
WEARING SURFACE (424A)	1"	1"	2"	1"	2"	1"
BINDER (424B) OR BASE (424C)	*4"	2"	*5"	*4"	*6"	*4"
CRUSHED AGGREGATE BASE 825B		6"		6"		*9"

NOTES: MIXES SHALL COMPLY WITH THE LATEST EDITION OF THE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
* BINDER OR BASE LAYER TO BE PLACED IN TWO EQUAL LIFTS.

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It appears the roadway in its existing buildup and condition is not capable of providing the strength and structural integrity necessary to withstand the amount of current traffic

loading. The roadway appears to be underbuilt for the current traffic volume, and near the end of its service life.

Subsurface Conditions

Borings extended to termination depths of 5 ft and 10 ft. Borings B-6 and B-12 hit auger refusal at 8.5 ft. and 9.5 ft, respectively. Details of the conditions encountered at the boring locations are provided on the attached Boring Logs. The bore locations and elevations in the attached Boring Location Plan should be considered approximate.

The asphalt thickness at the core locations ranged from 4.4" to 6.8" in thickness. The aggregate base thickness at each core location is approximately 8.0" in thickness. Underlying the asphalt and base material, the subgrade evaluated was made up of mainly silty sand (SM), sandy silt (ML) and clayey sand (SC). Subgrade material included loose to very dense sands (non-cohesive) with clays ranging from stiff to hard (cohesive) consistency. Standard Penetration Test (SPT) N-values ranged from 5 to 75 blows per foot (bpf), revealing loose to dense/very dense subgrade conditions.

Laboratory testing and analysis of selected samples provided natural moisture content ranging from 7.5% to 25.7%. The tested soil samples presented a moderate degree of plasticity with Liquid Limit (LL) values ranging from 26 to 48 and Plasticity Index (PI) values ranging from 9 to 17. The samples contained between 28.1% and 56.3% fine-grained (silt and clay size) particles. The tested soil samples are classified based on USCS guidelines as silty sand (SM), sandy silt (ML) and clayey sand (SC) and are classified based on AASHTO guidelines as A-2-5, A-7-5, and A-2-6 materials.

A summary of each area is provided below.

<u>Eagles Landing to Downs Way</u>

The asphalt thickness at the core location in this area is 6.8". Underlying the asphalt and base, borings identified what appears to be previously-placed fill composed of silty sand and sandy silt. The samples tested for natural moisture content in this location ranged from 14.1% to 25.7%. The tested soil sample presented a moderate degree of plasticity with a Liquid Limit (LL) value of 42 and Plasticity Index (PI) value of 9. The sample contained 28.1% fine-grained (silt and clay size) particles. The tested soil sample is classified based on USCS guidelines as silty sand (SM) and is classified based on AASHTO guidelines as A-2-5 material.

Standard Penetration Test (SPT) N-values ranged from 14 to 50 blows per foot (bpf), revealing firm to dense/very dense subgrade conditions. The borings at this cross-section generally encountered silty sand materials underlying the asphalt and base.

<u>Downs Way to AU Equestrian Center</u>

The asphalt thickness at the core location in this area is 5.3". Underlying the asphalt and base, borings identified what appears to be previously-placed fill composed of silty sand and sandy silt. The samples tested for natural moisture content in this location ranged

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from 7.5% to 25.4%. The tested soil sample presented a moderate degree of plasticity with a Liquid Limit (LL) value of 48 and Plasticity Index (PI) value of 17. The sample contained 56.3% fine-grained (silt and clay size) particles. The tested soil sample is classified based on USCS guidelines as sandy silt (ML) and is classified based on AASHTO guidelines as A-7-5 material.

Standard Penetration Test (SPT) N-values ranged from 5 to 75 blows per foot (bpf), revealing loose to hard/very dense subgrade conditions. The borings at this cross-section generally encountered silty sand materials underlying the asphalt and base.

<u>AU Equestrian Center to Samford Square</u>
The asphalt thickness at the core location in this area is 4.4". Underlying the asphalt and base, borings identified what appears to be previously-placed fill composed of silty sand and clayey sand. The samples tested for natural moisture content in this location ranged from 9.5% to 17.9%. The tested soil sample presented a moderate degree of plasticity with a Liquid Limit (LL) value of 26 and Plasticity Index (PI) value of 13. The sample contained 24.9% fine-grained (silt and clay size) particles. The tested soil sample is classified based on USCS guidelines as clayey sand (SC) and is classified based on AASHTO guidelines as A-2-6 material.

Standard Penetration Test (SPT) N-values ranged from 8 to 25 blows per foot (bpf), revealing loose to medium dense/very firm subgrade conditions. The borings at this cross-section generally encountered clayey sand materials underlying the asphalt and base.

Initial concerns of base failure from increased moisture levels underneath the pavement at Parkerson Mill Creek were resolved as moisture contents and N-values in this area were consistent with firm subgrade conditions. Additional asphalt pavement cores were obtained in the area, and that core data corelates with the core data from B-8 and B-11 with asphalt thicknesses ranging from 4.1" to 4.7" thickness. This information suggests that the pavement buildup of the existing road does not meet the requirements necessary for the current amount of traffic loading on the roadway.

<u>Samford Square to South College Street</u>
The asphalt thickness at the core location in this area is 4.7". Underlying the asphalt and base, borings identified what appears to be previously-placed fill composed of silty sand and clayey sand. The samples tested for natural moisture content in this location ranged from 10.6% to 18.7%. The tested soil sample presented a moderate degree of plasticity with a Liquid Limit (LL) value of 6 and Plasticity Index (PI) value of 16. The sample contained 30.9% fine-grained (silt and clay size) particles. The tested soil sample is classified based on USCS guidelines as clayey sand (SC) and is classified based on AASHTO guidelines as A-2-6 material.

Standard Penetration Test (SPT) N-values ranged from 9 to 24 blows per foot (bpf), revealing loose to medium dense/very firm subgrade conditions. The borings at this cross-section generally encountered clayey sand materials underlying the asphalt and base.

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Initial concerns of base failure from increased moisture levels underneath the pavement between the east entrance and main entrance to Samford Square were resolved as moisture contents and N-values in this area were consistent with firm subgrade conditions. Asphalt pavement core C-4 was obtained in this area, and the core data is consistent with the core data from B-11 with an asphalt thickness of 4.4" and an aggregate base thickness of 5.5". This information suggests that the pavement buildup of the existing road does not meet the requirements necessary for the current amount of traffic loading on the roadway.

Groundwater was not encountered in the borings at the time of excavation. The borings were backfilled and topped with 4-6 inches of compacted asphaltic cold patch at each bore and core location upon completion.

Recommendations for Flexible Pavement Rehabilitation

Flexible pavement design was determined by utilizing ALDOT's ADAPT (Alabama Design & Analysis of Pavement Thickness) software program, developed by Auburn University's Highway Research Center. This program provides pavement thickness design recommendations for a new flexible pavement design or an overlay to an existing flexible pavement.

Traffic data was provided by the City of Auburn in an email dated March 2, 2026. The roadway is to be designed using a 2026 ADT for West Longleaf Drive of 10,000 vehicles per day with an assumed 5% trucks, and an assumed 2% growth rate.

ESAL ratings were calculated using the ADAPT software. Specific data input for the project included a performance period of 12 years and a subgrade modulus of 5,500 psi. The 18-kip ESAL values for the traffic loading provided are 1,240,123 ESALs (283 ESALs/day). The ADAPT software uses the following parameters for ESAL calculations:

- Reliability is 90% for New Design, and 85% for Overlay,
- The Standard Deviation is 0.49,
- The Standard Normal Deviate is -1.282 for New Design, and -1.036 for Overlay,
- Initial and Terminal Serviceability are 4.2 and 3.0, respectively, and
- The Design Structural Number is **4.53** for New Design, and **4.37** for Overlay.

An ESAL range C/D is recommended for the design for the binder layer and an ESAL rating of E is recommended for the wearing surface layer.

The existing buildup for this roadway meets the City of Auburn requirements for a Class II roadway. A Class II roadway is defined as a local residential, with traffic volumes of 0 to 2,000 vehicles per day. The current traffic data suggests 10,000 vehicles per day. Therefore, the roadway in its existing buildup and condition is not capable of providing the strength and structural integrity necessary to support the amount of current traffic

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loading. The roadway is underbuilt for the current traffic volume and near the end of its service life. A Class IV roadway is required for the current traffic volumes for the roadway.

The engineering site reconnaissance and distress survey identified the severity of distress of the pavement. Based upon the pavement conditions throughout the project limits, the options for FDR and mill/overlay remediation were determined and mapped by the severity of the distress.

The area from Down's Way to the east entrance of Samford Square were identified with distress levels ranging from moderate to high in severity, suitable conditions for FDR remediation. The area from just east of the Parkerson Mill Creek bridge to just west of Samford Square that is recommended to be rehabilitated by FDR showed moderate distress that could possibly be considered for mill and overlay remediation. Mill and overlay remediation is more economical than FDR with respect to construction practices. However, mill and overlay remediation does not provide any additional base stabilization and only replaces old pavement with new pavement.

Core data in these areas show asphalt thickness ranging from 4.1" to 4.7" in thickness. In order to meet the City of Auburn requirements for 10,000 vehicles per day, the roadway must have 9" of aggregate base followed by 5" of asphalt pavement. Pavement thickness is critical in determining mill/overlay options when limited by base depth and curb and gutter elevations. Initial endorsements for mill and overlay remediation in this area have been proven unsuccessful with regards to existing pavement thickness and lack of opportunity to increase pavement thickness due to underlying base and curb and gutter elevation limitations.

The area from Eagles Landing to Down's Way showed low to moderate severity of distress and appeared to be suitable for mill and overlay remediation. Although existing asphalt pavement thickness was 6.8" in this area, mill and overlay remediation is ineffective at providing the necessary buildup to meet Class IV requirements.

The area from the east entrance of Samford Square to South College street also appeared to show low-severity distress levels. Initial consideration for mill and overlay remediation in this area have been proven unsuccessful with regards to existing pavement thickness of 4.4" and lack of opportunity to increase pavement thickness due to underlying base and curb and gutter elevation limitations.

Based upon the results of the pavement evaluation and the severity of distress of the pavement, it is recommended that rehabilitation utilizing FDR be used from Eagles Landing to the South College Street Intersection.

Pavement Thickness Design

The new pavement sections for West Longleaf Drive were designed in general accordance with the Alabama Department of Transportation (ALDOT) pavement thickness design software, ADAPT (Alabama Design & Analysis of Pavement Thickness). The

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following structural coefficients are used by the ADAPT software for flexible pavement thickness design.

ADAPT SN Coefficients	
Material	**Structural Coefficient**
Crushed Aggregate Base	0.14
Stabilized Base (FDR)	0.25
Existing Asphalt	0.35
New Asphalt	0.54

The pavement design information is attached at the end of this report.

New Pavement Section Using FDR

As requested by the owner, a full-depth reclamation (FDR) option is considered as a remediation alternative for the proposed rehabilitation of the roadway. FDR construction methods eliminate the depth limitations of existing base and allow for the required pavement buildup to be constructed in accordance with the curb and gutter elevation limitations. The recommended pavement section alternative utilizing FDR is provided below.

New Pavement Typical Section – FDR				
Description	**Placement Rate (lbs/sy)**	**Thickness (in.)**	**Structural Coefficient**	**Structural Number**
½" Wearing Surface Layer, ESAL Range E	116	1.0	0.54	0.54
3/4" Binder Layer, ESAL Range C/D	220	2.0	0.54	1.08
FDR	-	12.0	0.25	3.00
			Typical Section Structural Number:	**4.62**

The Design Structural Number is **4.53** for New Design (FDR). The existing asphalt thickness ranged from 4.1-6.8" at the bore locations. Due to the variation in thickness of the asphalt, the initial step in constructing the FDR layer will be to mill and remove the upper approximately 3" of asphalt. Upon completion of initial milling, the FDR layer shall be constructed by mixing the cement, asphalt, base, and soil to a depth of 12 inches below the milled pavement surface. If additional milling is required, it is recommended that the additional millings be kept in place prior to mixing. It may be necessary to adjust the initial milling and/or FDR blending depths to match adjacent gutter grades and/or if asphalt thicknesses vary from that encountered at the test location. It should be noted that construction materials and practices should be in accordance with the latest editions of the Alabama Department of Transportation Standard Specifications for Highway Construction.

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A G-treatment layer may be placed on the FDR surface prior to the placement of asphalt binder. A G-treatment layer will help to protect the FDR surface from traffic during construction sequencing from FDR construction to asphalt binder placement. It may also help to improve the friction coefficient between the FDR base and asphalt binder and could help to reduce any reflective cracking concerns during the service life of the pavement.

An FDR mix design should be performed prior to construction in cooperation with the selected contractor. Through empirical observation in the project area, a cement content spread rate of 55-65 pounds per square yard (psy) is typically sufficient for the 12-inch FDR layer. However, a laboratory mix design will ensure that the proper amount of cement is applied and will help to confirm that the cement application is not under- or over-designed.

Pay item quantities for FDR are expected to include approximately 25,100 SY of Full Depth Reclamation and would include from 690 to 820 tons of Portland cement.

New Pavement Section Using Mill/Overlay

Although requested by the owner, a mill and overlay option is **insufficient** as a remediation alternative for the proposed rehabilitation of the roadway. Required increases in design pavement thickness are unable to be constructed due to the limitations of existing base and curb and gutter elevations.

An **example design** using the asphalt thickness of 6.8” found in the Eagles Landing to Down’s Way area, and utilizing a milling depth of 4” provides a structural number of **3.98**, which **does not meet** the required design structural number of **4.37** for mill and overlay construction. The **insufficient** pavement section alternative utilizing mill and overlay construction methods is shown below.

Insufficient Typical Section – Mill/Overlay				
Description	**Placement Rate (lbs/sy)**	**Thickness (in.)**	**Structural Coefficient**	**Structural Number**
½” Wearing Surface Layer, ESAL Range E	110	1.0	0.54	0.54
3/4” Binder Layer, ESAL Range C/D	220	3.0	0.54	1.62
Planing	-	4.0	-	-
Existing 3/4” Binder Layer, ESAL Range A/B	-	2.8	0.35	0.98
Existing Type B, Section 825 Aggregate Base	-	6.0	0.14	0.84
			Typical Section Structural Number:	**3.98**

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Construction Monitoring and Observations
ACAI would certainly appreciate the opportunity to continue to provide geotechnical consultation and construction monitoring for future endeavors related to this project.

Closing
Data was drilled, and collected by Nichols Environmental Consulting, LLC (NEC, LLC) while under the general supervision of ACAI. Laboratory testing and calculations generated by ACAI. Cursory review of field applications and data accompanying this report were reviewed by the ACAI staff and recommendations for specific criteria relating to soil conditions, foundation recommendations and engineering principles are reviewed by and solely determined by ACAI Construction Testing, LLC.

This report has been prepared for the City of Auburn Engineering Services for specific application to the **West Longleaf Drive Rehabilitation from Eagles Landing to South College Street** project in Auburn, Alabama. This report is intended for use on the stated project and should not be used for other purposes. This report is not transferable to a third party.

This report has been prepared in accordance with currently accepted standards of geotechnical engineering principles and practices and no other warranties are expressed or implied. The recommendations of this report are based on our professional judgment and understanding of the proposed construction and the data available to us. ACAI must be informed of any changes made to the scope of the project and allowed to review those changes to provide revisions (if necessary) to the recommendations provided in this report.

Thank you for selecting ACAI to provide the geotechnical services for this project. If we can be of any further assistance, please contact our office.

Respectfully Submitted,
ACAI Construction Testing, LLC

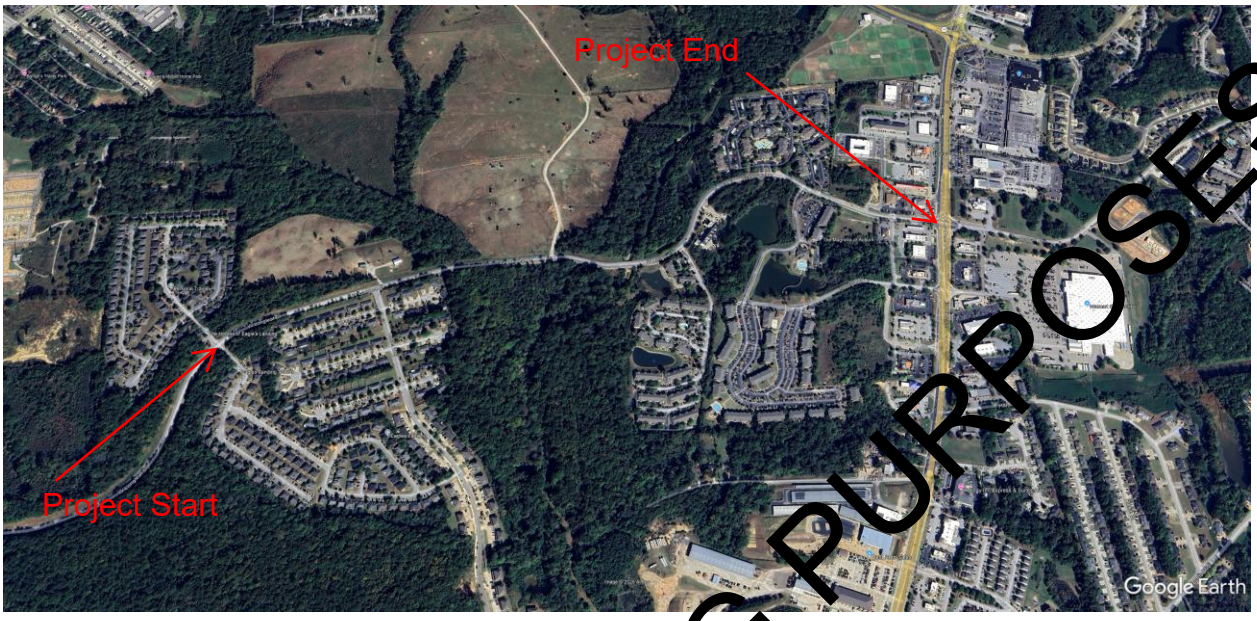
Billy Wilson, PE
Senior Geotechnical Engineer

ALABAMA LICENSED No. 36022 PROFESSIONAL ENGINEER WILLIAM H. WILSON, JR

Attachments:
- Site Vicinity Map
- Boring Location Plan
- Coring Location Plan
- Boring Logs
- Laboratory Test Data
- Pavement Design Analysis Data

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Site Vicinity Map
Eagles Landing to South College Street
West Longleaf Drive
Auburn, Alabama

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Boring Location Plan
Eagles Landing to Down's Way
West Longleaf Drive
Auburn, Alabama

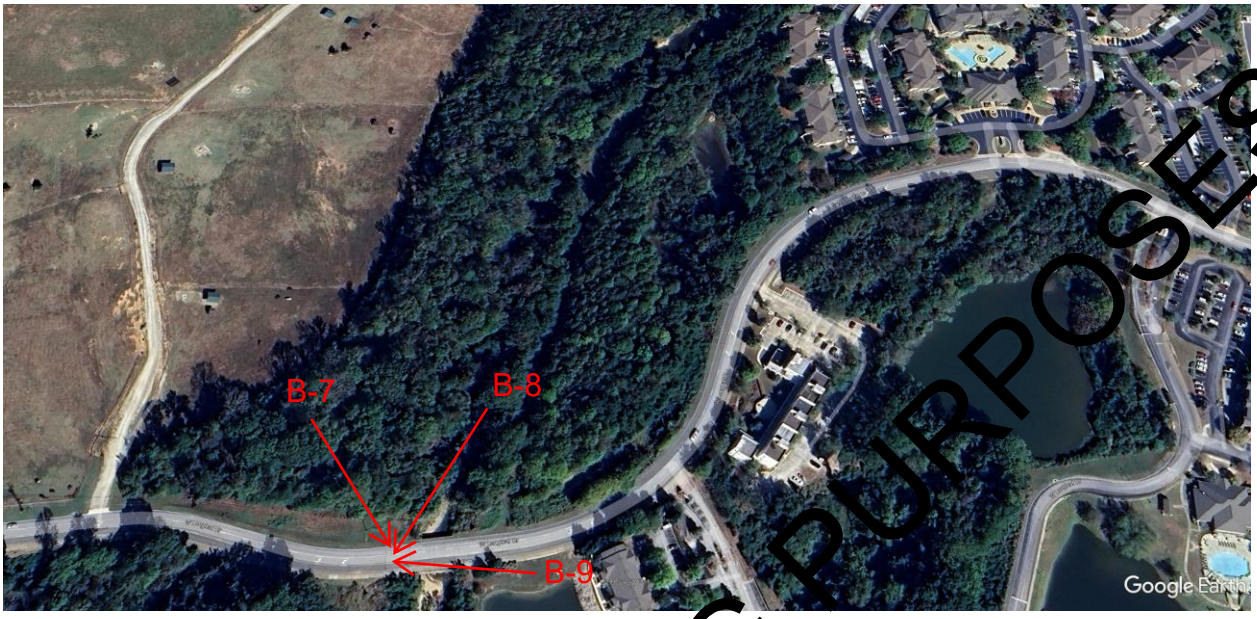
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Boring Location Plan
Down's Way to AU Equestrian Center
West Longleaf Drive
Auburn, Alabama

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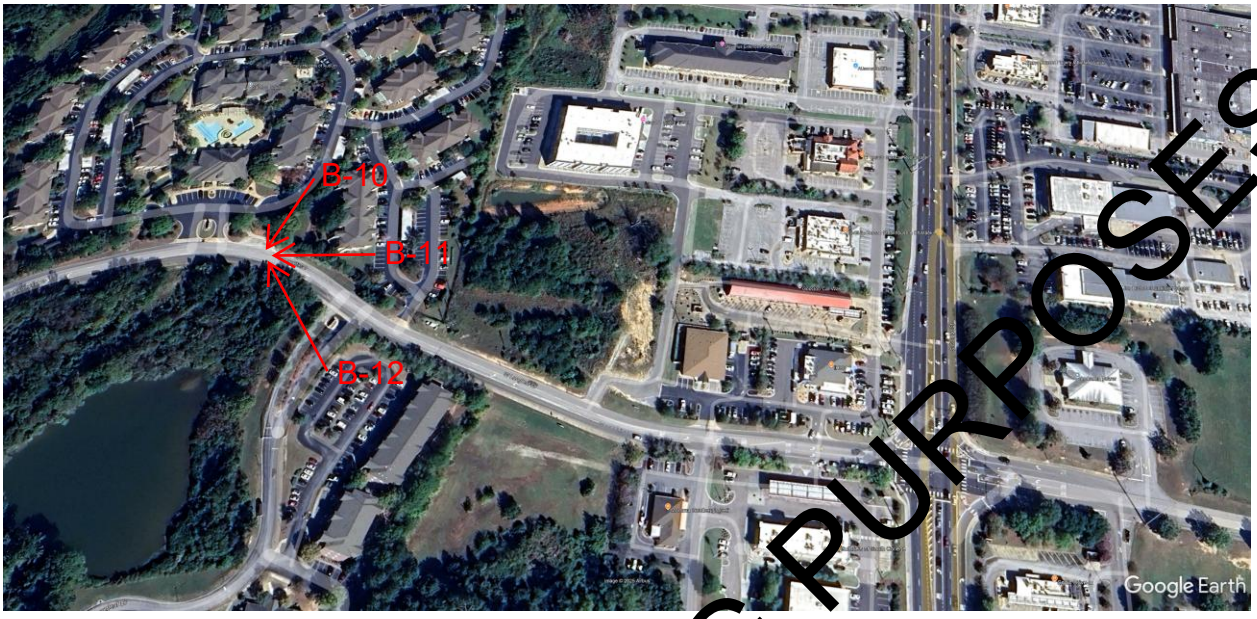
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Boring Location Plan
AU Equestrian Center to Samford Square
West Longleaf Drive
Auburn, Alabama

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Boring Location Plan
Samford Square to South College Street
West Longleaf Drive
Auburn, Alabama

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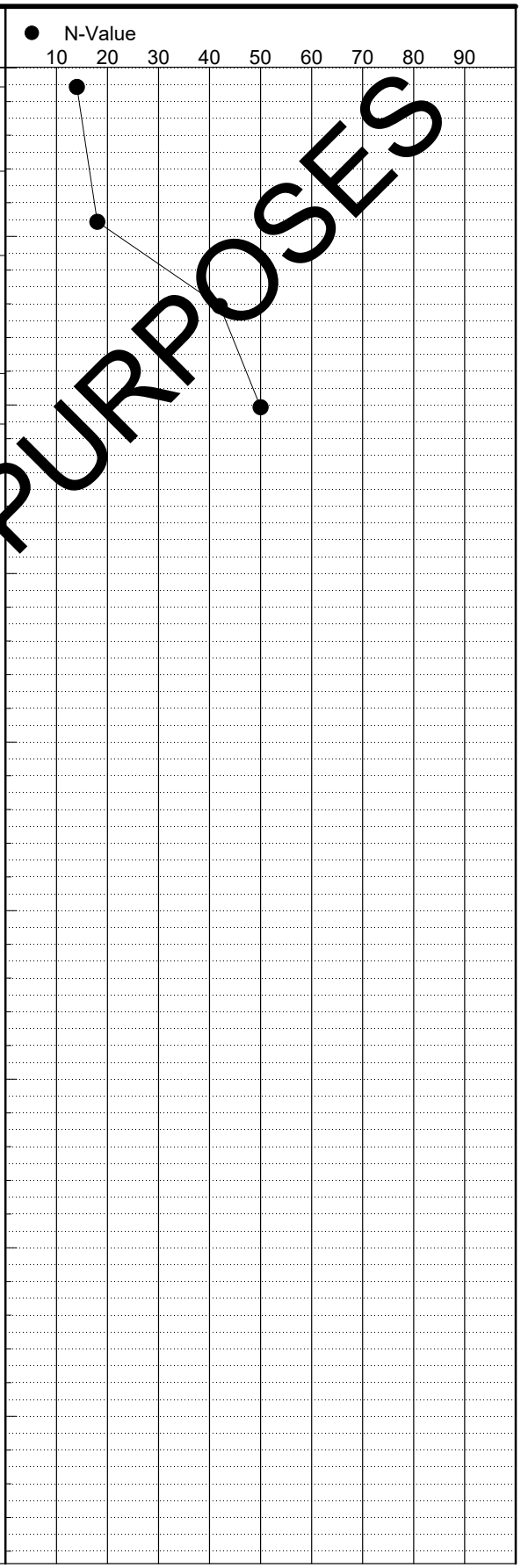
Coring Location Plan
AU Equestrian Center to South College Street
West Longleaf Drive
Auburn, Alabama

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ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 579
Latitude: N32°34.338 | Longitude: W85°30.841
Bore: B-1 | Bore Date: 3/13/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	6.8" of Asphalt			
	6" of Crushed Aggregate Base Red Silty Sand: Medium Dense		9 5 9	24.7
575	Brown Silty Sand: Medium Dense		3 8 10	15.0
5				
	Red Clayey Sand: Dense		11 15 27	16.4
570				
10	Red Brown Clayey Sand: Very Dense		23 50	14.1
	Boring Terminated at 10.567 ft.			
565				
15				
560				
20				
555				
25				
550				
30				
545				
35				
540				
40				
535				

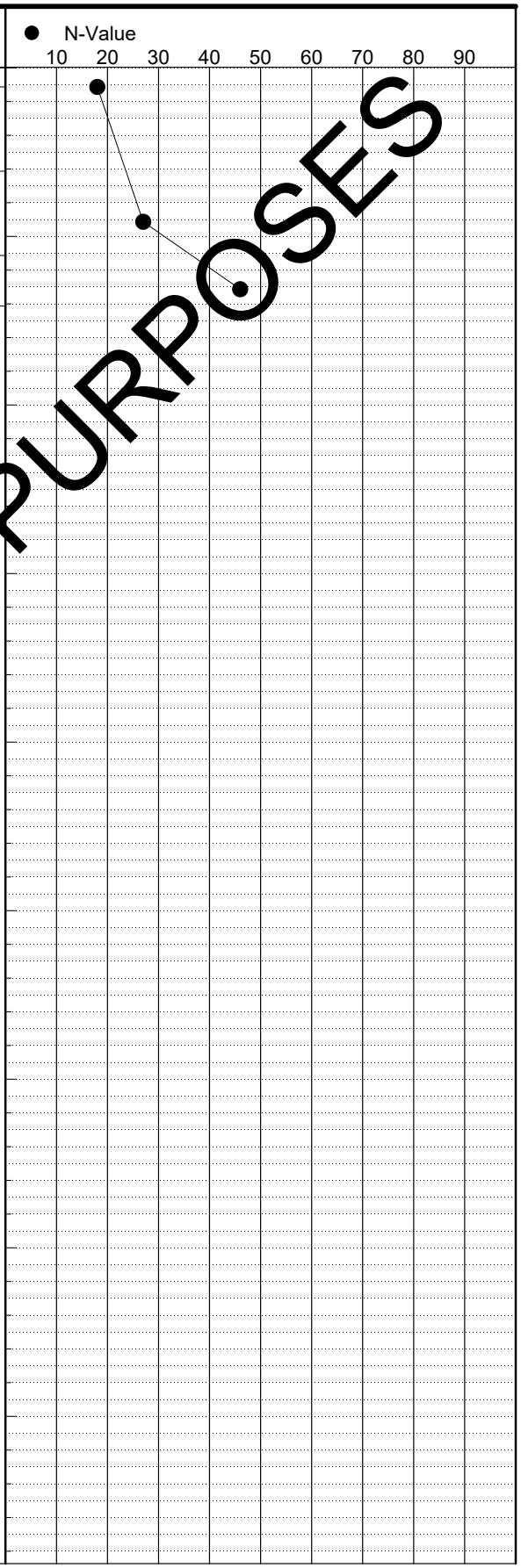


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ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 580
Latitude: N32°34.334 | Longitude: W85°30.835
Bore: B-2 | Bore Date: 3/10/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0 — 580	6.8" of Asphalt			
	6" of Crushed Aggregate Base Red Sandy Silt: Very Stiff		2 7 11	
	Red Sandy Silt: Very Stiff		7 11 16	
5 — 575				
	Red Silty Sand: Dense		12 20 26	
	Boring Terminated at 7.067 ft.			
10 — 570				
15 — 565				
20 — 560				
25 — 555				
30 — 550				
35 — 545				
40 — 540				

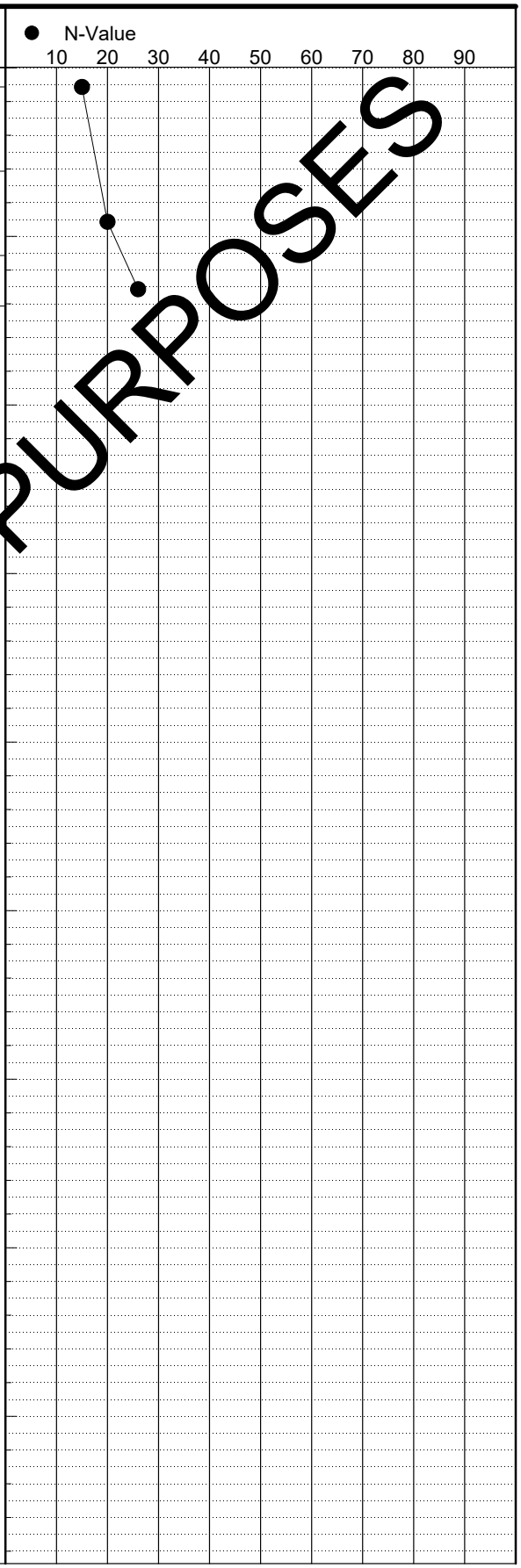


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ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 579
Latitude: N32°34.332 | Longitude: W85°30.836
Bore: B-3 | Bore Date: 3/11/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	6.8" of Asphalt			
	6" of Crushed Aggregate Base Red Silty Sand: Medium Dense		3 6 9	25.7
575	Tan Silty Sand: Medium Dense		6 8 12	22.4
5				
	Tan Sandy Silt: Very Stiff		9 12 14	15.1
	Boring Terminated at 7.067 ft.			
570				
10				
565				
15				
560				
20				
555				
25				
550				
30				
545				
35				
540				
40				
535				

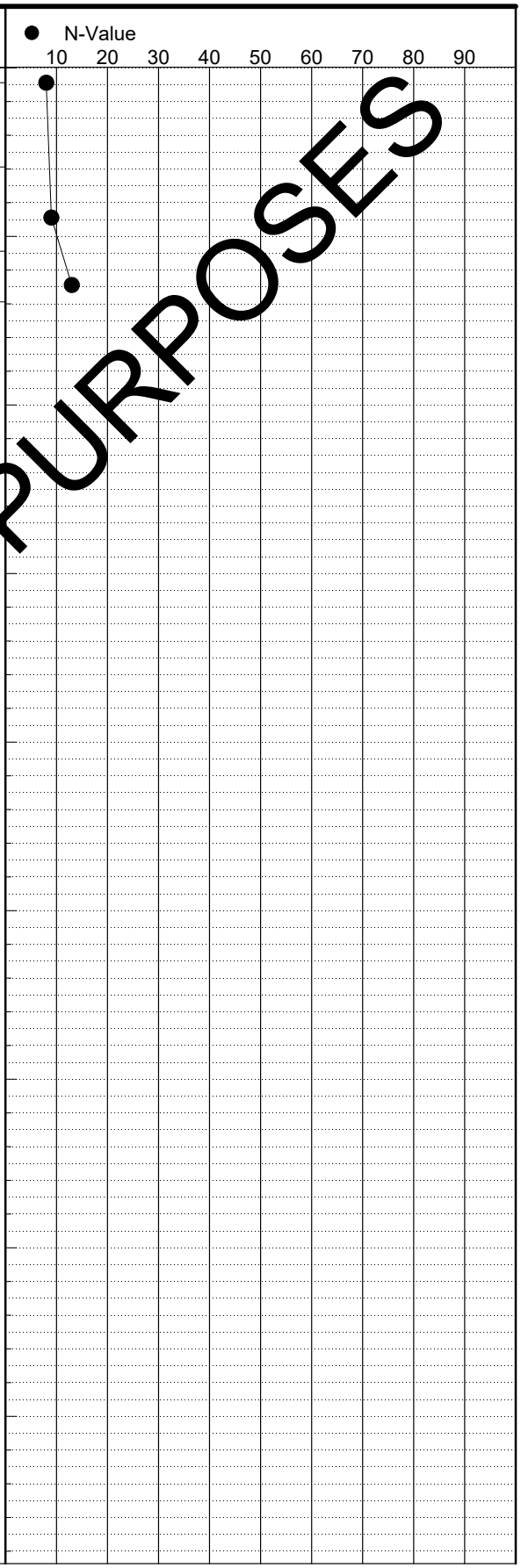


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ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 552
Latitude: N32°34.367 | Longitude: W85°30.698
Bore: B-4 | Bore Date: 3/11/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	5.3" of Asphalt			
550	6" of Crushed Aggregate Base Brown and Red Sandy Silt: Medium		5 3 5	7.45
5	Red Sandy Silt: Stiff		4 4 5	20.7
	Red and Brown Silty Sand: Medium Dense		5 6 7	25.4
545	Boring Terminated at 6.942 ft.			



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CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 553
Latitude: N32°34.364 | Longitude: W85°30.697
Bore: B-5 | Bore Date: 3/11/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	5.3" of Asphalt			
	6" of Crushed Aggregate Base Red Sandy Silt: Stiff		6 5 5	
550	Red Sandy Silt: Very Stiff		15 11 13	
5	Brown Sandy Silt: Hard		8 15 17	
	Boring Terminated at 6.942 ft.			

N-Value
10 20 30 40 50 60 70 80 90

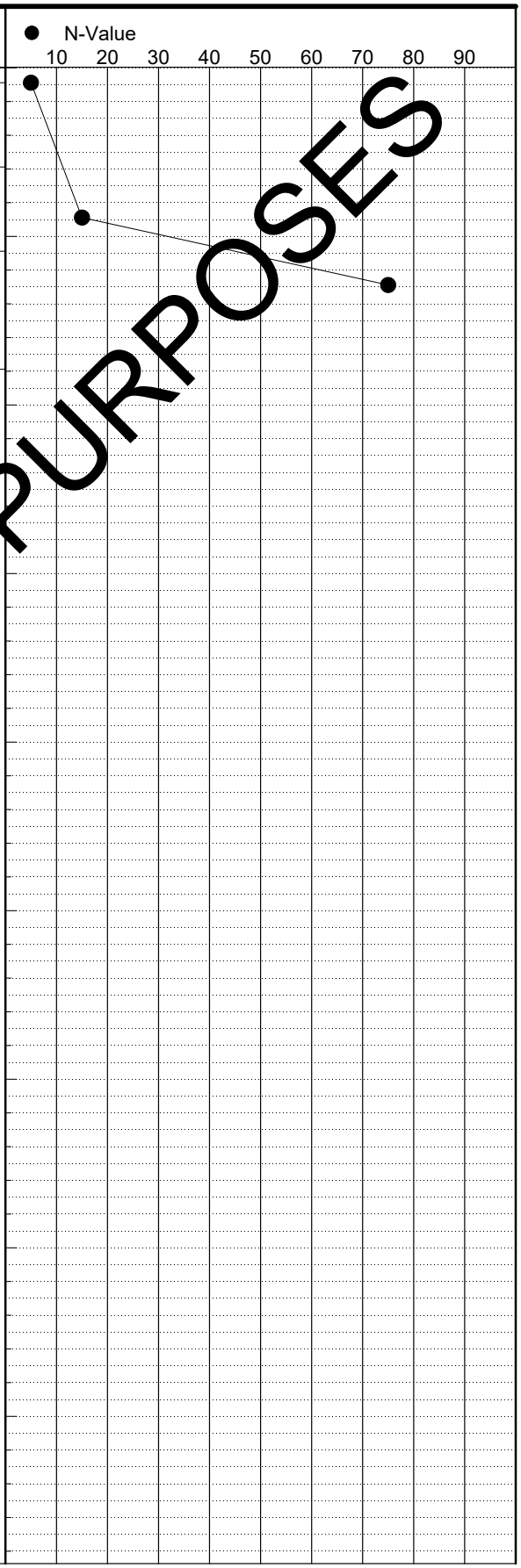
545 10 540 15 535 20 530 25 525 30 520 35 515 40 510

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CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 553
Latitude: N32°34.362 | Longitude: W85°30.700
Bore: B-6 | Bore Date: 3/13/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	5.3" of Asphalt			
550	6" of Crushed Aggregate Base Red Sandy Silt: Medium		5 2 3	19.7
5	Red Silty Sand: Medium Dense		4 6 9	14.9
545	Brown Silty Sand: Very Dense		21 25 50	14.6
10	Boring Terminated at 8.942 ft. Auger Refusal			

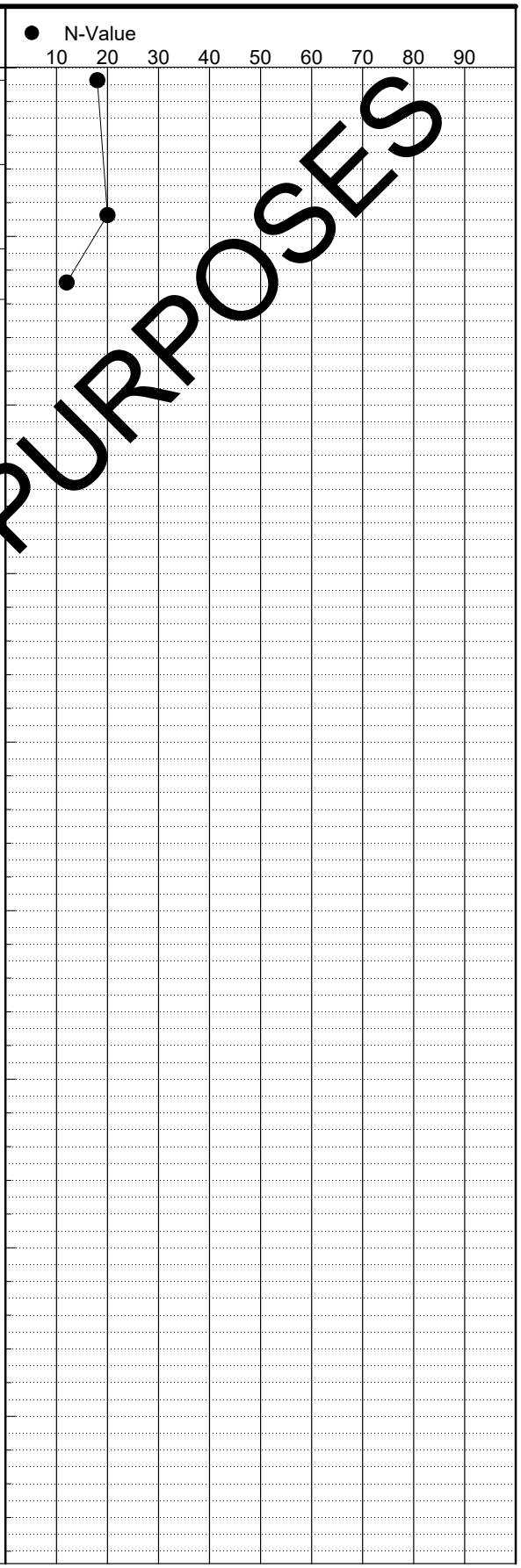


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ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 535
Latitude: N32°34.362 | Longitude: W85°30.420
Bore: B-7 | Bore Date: 3/11/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0 — 535	4.4" of Asphalt 6" of Crushed Aggregate Base Red Silty Sand: Medium Dense		3 6 12	15.1
	Brown Clayey Sand: Medium Dense		9 10 10	9.7
5 — 530	Tan Clayey Sand: Medium Dense		4 6 6	13.4
	Boring Terminated at 6.867 ft.			
10 — 525				
15 — 520				
20 — 515				
25 — 510				
30 — 505				
35 — 500				
40 — 495				

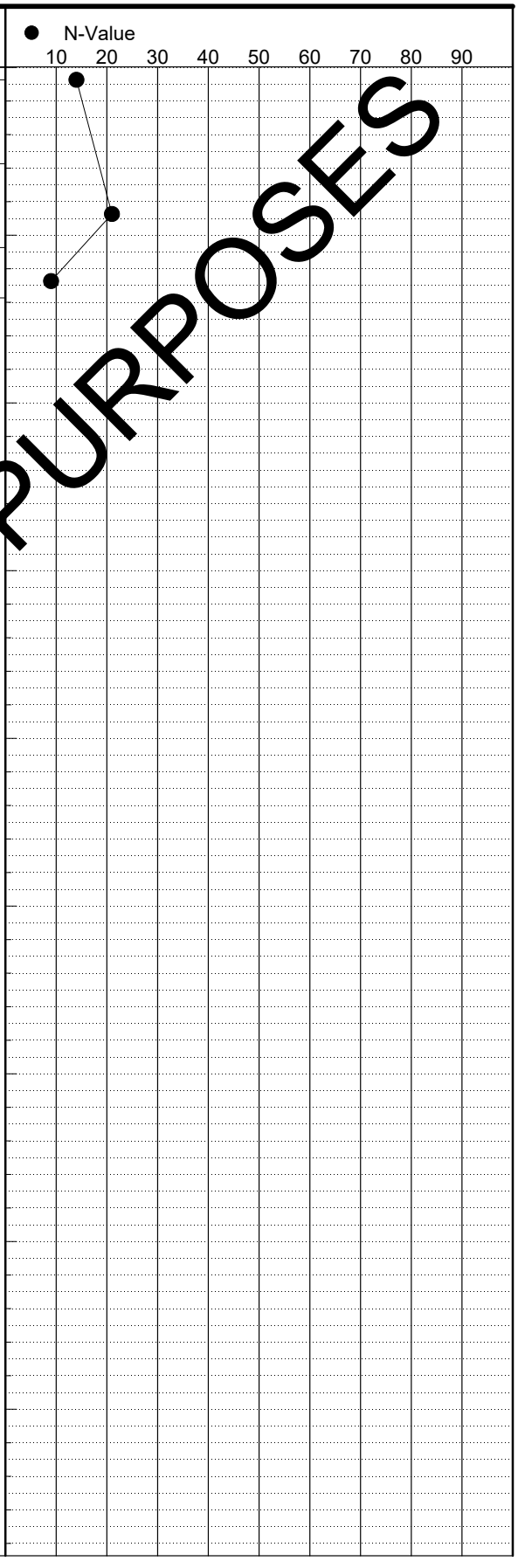


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Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 535
Latitude: N32°34.361 | Longitude: W85°30.419
Bore: B-8 | Bore Date: 3/11/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0 — 535	4.4" of Asphalt 6" of Crushed Aggregate Base Tan Clayey Sand: Medium Dense		9 4 10	
	Tan Clayey Sand: Medium Dense		8 11 10	
5 — 530	Tan Silty Sand: Loose		3 4 5	
	Boring Terminated at 6.867 ft.			
10 — 525				
15 — 520				
20 — 515				
25 — 510				
30 — 505				
35 — 500				
40 — 495				

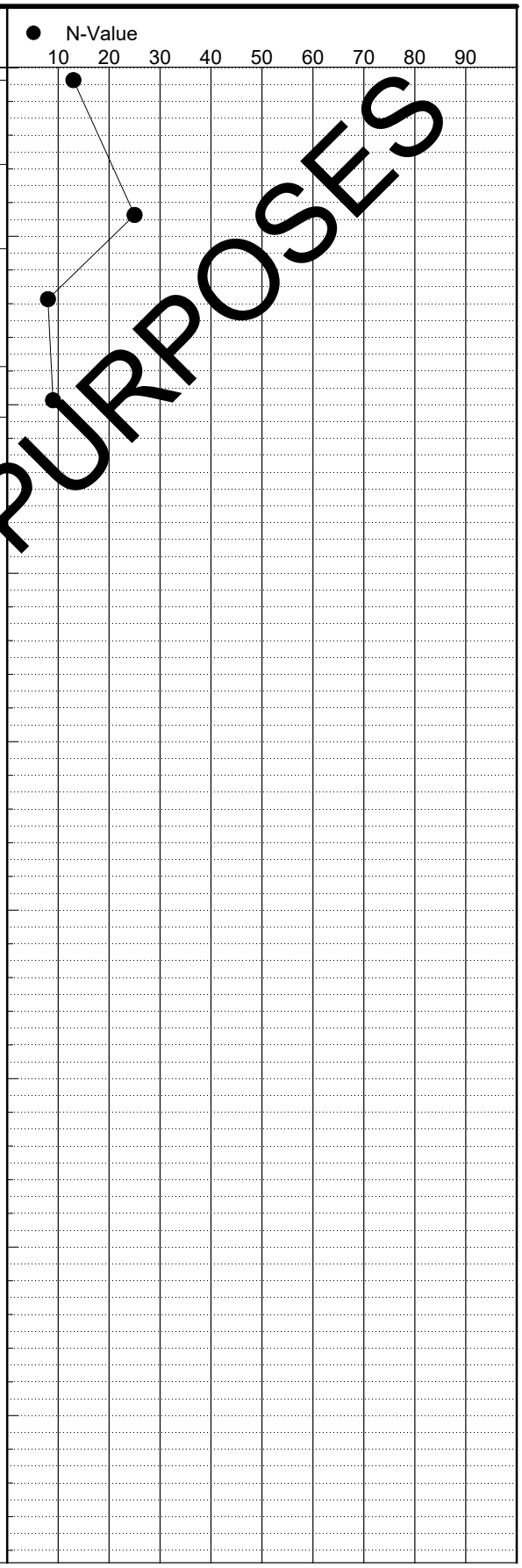


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CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 535
Latitude: N32°34.359 | Longitude: W85°30.421
Bore: B-9 | Bore Date: 3/13/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0 — 535	4.4" of Asphalt 6" of Crushed Aggregate Base Red Clayey Sand: Medium Dense		6 5 8	17.9
	Brown Clayey Sand: Medium Dense		12 13 12	9.5
5 — 530	Red and Tan Clayey Sand: Loose		4 4 4	14.4
	Brown Clayey Sand: Loose		5 5 4	11.9
10 — 525	Boring Terminated at 10.367 ft.			
15 — 520				
20 — 515				
25 — 510				
30 — 505				
35 — 500				
40 — 495				

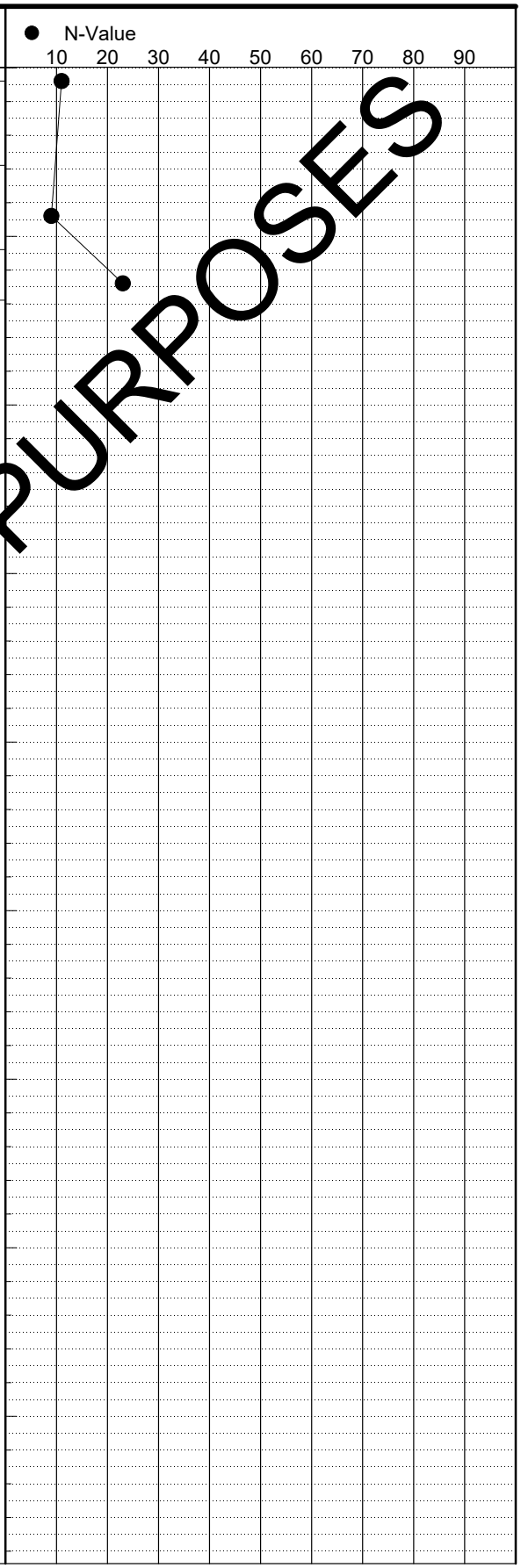


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ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 584
Latitude: N32°34.466 | Longitude: W85°30.179
Bore: B-10 | Bore Date: 3/11/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	4.7" of Asphalt			
	6" of Crushed Aggregate Base Red and Brown Silty Sand: Medium Dense		2 6 5	18.7
580	Brown Clayey Sand: Loose		3 3 6	16.5
5				
	Tan and Red Clayey Sand: Medium Dense		7 11 12	11.0
	Boring Terminated at 6.892 ft.			
575				
10				
570				
15				
565				
20				
560				
25				
555				
30				
550				
35				
545				
40				
540				

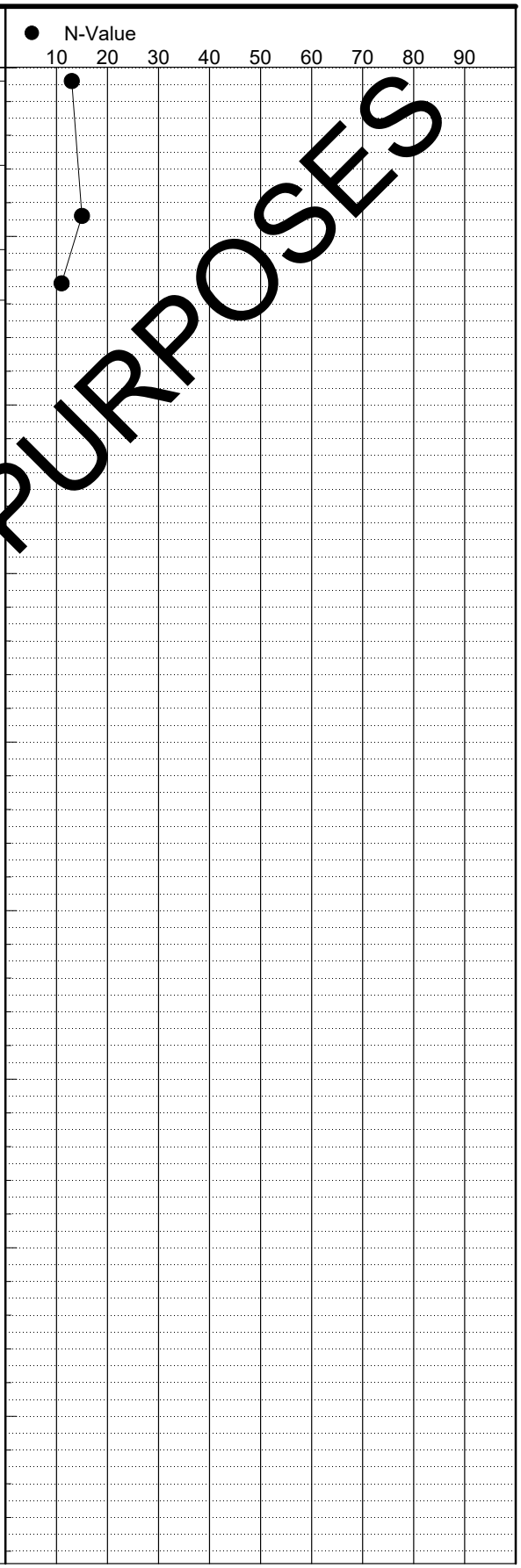


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CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 586
Latitude: N32°34.458 | Longitude: W85°30.167
Bore: B-11 | Bore Date: 3/11/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0 / 585	4.7" of Asphalt 6" of Crushed Aggregate Base Brown Clayey Sand: Medium Dense		11 6 7	
5 / 580	Brown Clayey Sand: Medium Dense		4 7 8	
	Red and Tan Clayey Sand: Medium Dense		4 4 7	
	Boring Terminated at 6.892 ft.			



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CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 584
Latitude: N32°34.460 | Longitude: W85°30.176
Bore: B-12 | Bore Date: 3/13/2026
Drilled By: SC
Water after 24hr (ft): | Cave Depth (ft):

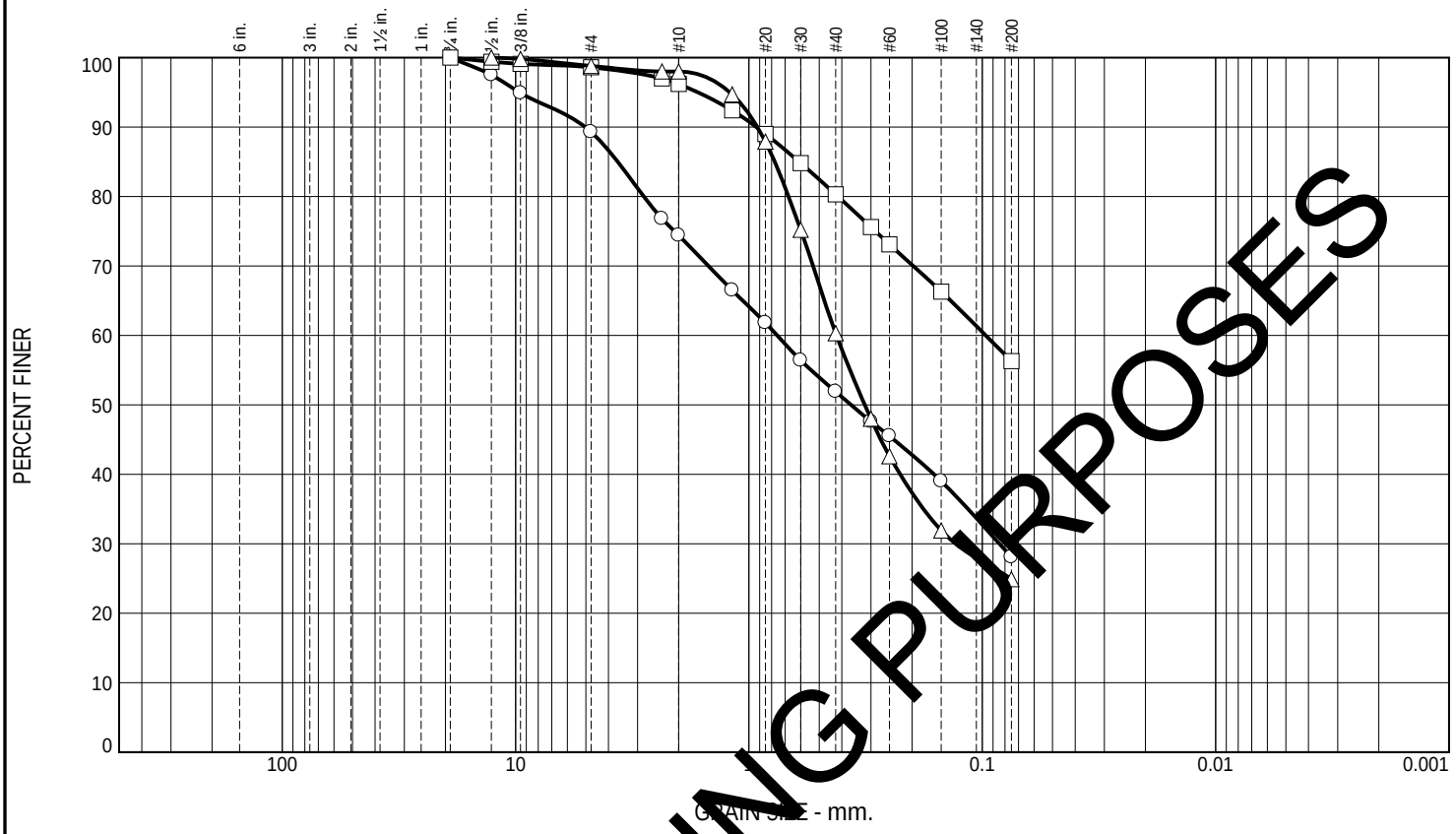
Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	4.7" of Asphalt			
	6" of Crushed Aggregate Base Red Clayey Sand: Medium Dense		15 8 10	10.6
580	Tan Clayey Sand: Medium Dense		8 9 7	14.7
5	Brown and Red Clayey Sand: Loose		4 4 5	11.8
575	Brown and Tan Clayey Sand: Loose		6 6 4	16.1
10	Boring Terminated at 9.892 ft. Auger Refusal			

N-Value
10 20 30 40 50 60 70 80 90

570 15 565 20 560 25 555 30 550 35 545 40 540

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Particle Size Distribution Report



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	+3"	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○	0.0	10.7	61.2	28.1		SM	A-2-5(0)	33	42
□	0.0	1.4	42.3	56.3		ML	A-7-5(8)	31	48
△	0.0	1.2	73.9	24.9		SC	A-2-6(0)	13	26

SIEVE inches size	PERCENT FINER ○	□	△
3/4"	100.0	100.0	
1/2"	97.5	99.4	100.0
3/8"	94.9	99.1	99.8
	GRAIN SIZE		
D_{60}	0.1569	0.0967	0.4218
D_{30}	0.0845		0.1304
D_{10}			
	COEFFICIENTS		
C_c			
C_u			

SIEVE number size	PERCENT FINER ○	□	△
#4	89.3	98.6	98.8
#8	76.8	97.0	98.0
#10	74.4	96.2	98.0
#16	66.5	92.4	94.7
#20	61.8	89.0	87.9
#30	56.4	84.8	75.2
#40	51.9	80.3	60.3
#50	47.6	75.6	48.0
#60	45.5	73.1	42.6
#100	39.0	66.3	31.9
#200	28.1	56.3	24.9

Material Description

○ Brown Silty Sand

□ Red Sandy Silt

△ Brown Clayey Sand

REMARKS:

○

□

△

○ Source of Sample: B-1 Depth: 2.5-4' Sample Number: 24816

□ Source of Sample: B-4 Depth: 2.5-4' Sample Number: 24817

△ Source of Sample: B-9 Depth: 2.5-4' Sample Number: 24818

ACAI Construction Testing, LLC

Auburn, AL

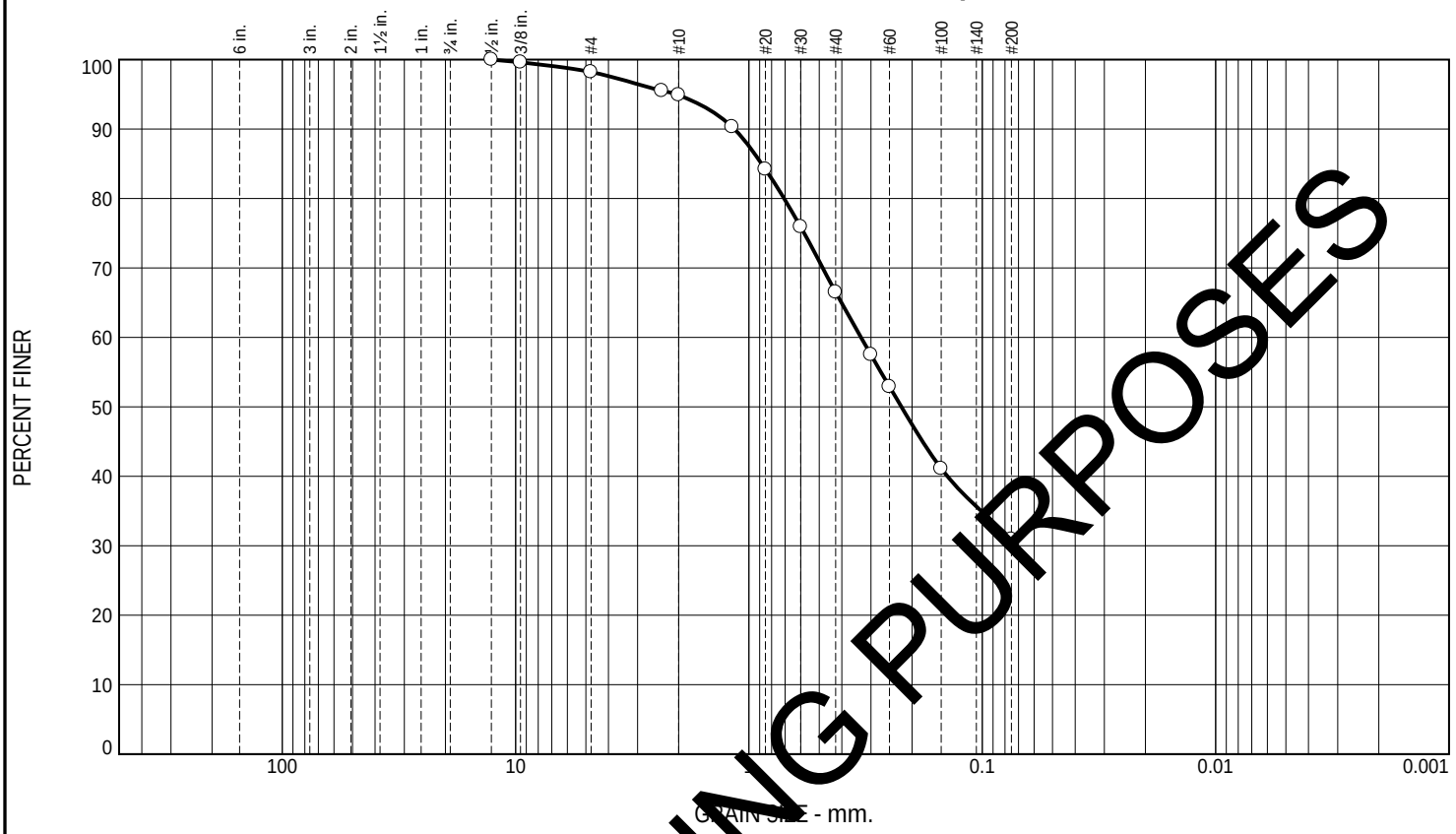
Client: City of Auburn

Project: West Longleaf Drive Pavement Evaluation

Project No.:

Figure

Particle Size Distribution Report



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	+3"	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○	0.0	1.8	67.3	30.9		SC	A-2-6(1)	20	36

SIEVE inches size	PERCENT FINER ○
1/2"	100.0
3/8"	99.6
GRAIN SIZE	
D_{60}	0.0309
D_{30}	
D_{10}	
COEFFICIENTS	
C_c	
C_u	

SIEVE number size	PERCENT FINER ○
#4	98.2
#8	95.5
#10	94.9
#16	90.3
#20	84.2
#30	75.9
#40	66.5
#50	57.5
#60	52.9
#100	41.1
#200	30.9

Material Description
○ Tan Clayey Sand

REMARKS:
○

○ Source of Sample: B-12 Depth: 2.5-4' Sample Number: 24819

ACAI Construction Testing, LLC

Auburn, AL

Client: City of Auburn

Project: West Longleaf Drive Pavement Evaluation

Project No.:

Figure

ADAPT Version 5.04

Alabama Design & Analysis of Pavement Thickness

File Location and Name:

C:\Users\billy.wilson\OneDrive - Adams Construction & Associates\Construction Testing - Documents\Clients\C

Project Name:

West Longleaf Drive FDR Buildup

Project Description:

New Pavement Section Using FDR

Project Setting:

Urban

Route Type:

Non-Interstate

Project Type:

New Design

Pavement Type(s):

Flexible

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NOT FOR BIDDING PURPOSES

Traffic Inputs

Two Way Annual Average Daily Traffic (AADT):	10,000
Number of Lanes in Design Direction:	1
Growth Rate (%):	2.00%
Truck Percentage (Classes 5 - 13):	5.00%
Percent Trucks (Classes 5 - 13) in Design Lane:	100.00%
Percent Trucks (Classes 5 - 13) in Design Direction:	50.00%

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Flexible Pavement Design Parameters

Performance Period (years):	12
Construction Stages:	1
Standard Deviation:	0.49
Reliability:	90.00%
Standard Normal Deviate:	-1.282
Subgrade Modulus, psi:	5,500
Initial Serviceability:	4.2
Terminal Serviceability:	3
Change in Serviceability:	1.2
Design Structural Number:	4.53
Design Structural Number, Rounded:	5
Total Trucks (Classes 5-13):	1,224,691
Total Other Vehicles (Classes 1-4):	23,269,137
Truck Damage Factor:	1.0088
Other Damage Factor:	0.0002
ESALs in Both Lanes and All Directions During First Year:	184,026
Flexible Pavement Total Design ESALs (W18):	1,240,123

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Flexible Pavement Design Option 1

New Pavement Section Using FDT

Layer	Material Type	Modulus psi	Structural Coefficient	Drainage Coefficient	Required SN	Required Thickness, in.	Design Thickness, in.	Design SN
1	AC	800,000	0.54	1	0	1	1	0.54
2	AC	800,000	0.54	1	0	2	2	1.62
3	Stabilized Base	100,000	0.25	1	4.53	12	12	4.62
4	Soil	5,500						

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ADAPT Version 5.04

Alabama Design & Analysis of Pavement Thickness

File Location and Name:

C:\Users\billy.wilson\OneDrive - Adams Construction & Associates\Construction Testing - Documents\Client\C

Project Name:

West Longleaf Drive FDR Buildup

Project Description:

Insufficient Pavement Section Using Mill and Overlay

Project Setting:

Urban

Route Type:

Non-Interstate

Project Type:

Overlay Design

Pavement Type(s):

Flexible

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Traffic Inputs

Two Way Annual Average Daily Traffic (AADT):	10,000
Number of Lanes in Design Direction:	1
Growth Rate (%):	2.00%
Truck Percentage (Classes 5 - 13):	5.00%
Percent Trucks (Classes 5 - 13) in Design Lane:	100.00%
Percent Trucks (Classes 5 - 13) in Design Direction:	50.00%

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Flexible Pavement Design Parameters

Performance Period (years):	12
Construction Stages:	1
Standard Deviation:	0.49
Reliability:	85.00%
Standard Normal Deviate:	-1.036
Subgrade Modulus, psi:	5,500
Initial Serviceability:	4.2
Terminal Serviceability:	3
Change in Serviceability:	1.2
Design Structural Number:	4.37
Design Structural Number, Rounded:	4
Total Trucks (Classes 5-13):	1,224,691
Total Other Vehicles (Classes 1-4):	23,269,137
Truck Damage Factor:	1.0794
Other Damage Factor:	0.0002
ESALs in Both Lanes and All Directions During First Year:	197,829
Flexible Pavement Total Design ESALs (W18):	1,326,586

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AC Overlay AC Design

Future Design ESALs over Design Period, Nf:	1,326,586
Structural Number for Future Traffic, SNf:	4.37
Total Thickness of All Existing Pavement Layers (H1+H2), in:	12.8
Backcalculated Effective Pavement Modulus, psi:	150,000
Milling Thickness, in:	4
Milling Structural Coefficient:	0.4
Existing Pavement Effective Structural Number, SNeff:	1.46
AC Overlay Structural Coefficient:	0.54
Design Structural Number, SNdes:	4.37
Required Overlay Thickness, in:	5.39

Required overlay thickness would be above the curb and gutter elevation by 1.39 inches.

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Default Report Title
Use Preferences to Define Titles

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00	2	3			101
00	5	1			235
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9 00	129	2 9			1
10 00	1	25			03
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ACAI
CONSTRUCTION TESTING

February 20, 2026

Mr. Brad Griffith
City of Auburn Engineering Services
171 N. Ross Street
Auburn, AL 36830

Re: Proposal for Subsurface Exploration and Pavement Evaluation
West Longleaf Drive Rehabilitation from Eagles Landing to South College Street
Auburn, AL

Dear Mr. Griffith,

ACAI Construction Testing is pleased to submit this proposal for a geotechnical subsurface exploration and pavement evaluation for the above-mentioned project in Auburn, Alabama. The purpose of the subsurface exploration and pavement evaluation is to develop pavement recommendations for rehabilitation and resurfacing of the subject roadway. We appreciate the opportunity to provide this proposal for the services as follows:

Scope:

- An engineering site reconnaissance and distress survey to identify the type, extent and severity of existing distress utilizing the FHWA Distress Identification Manual for the Long-Term Pavement Performance Program (PUBLICATION NO. FHWA-HRT-13-092 Revised May 2014).
- Coring of the existing asphalt pavement to determine in-place asphalt thickness and base material type and thickness. Twelve (12) cores will be obtained along four (4) individual cross sections.
- Subsurface exploration and soil evaluation for West Longleaf Drive Rehabilitation. Evaluation will consist of twelve (12) borings to 5 ft below the roadway surface.
- Laboratory soil classification testing to include four (4) particle size distribution tests and four (4) Atterberg Limits tests.
- Full report of results to be submitted to client upon completion of the project. The report will address site conditions, subsurface conditions encountered at the core/boring locations, laboratory test results, and recommended rehabilitation method(s) for West Longleaf Drive including alternatives such as mill/overlay, full-depth reclamation and reconstruction, as appropriate. Pavement section(s) design will be performed in general accordance with the Alabama Department of Transportation (ALDOT) pavement thickness design software, ADAPT (Alabama Design & Analysis of Pavement Thickness).

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Compensation:

- ACAI proposes to complete the geotechnical subsurface exploration and pavement evaluation for a lump sum fee of **$17,400.00**.

Assumptions & Exclusions:

- Clearing of boring locations shall be adequately performed before drilling is started.
- Boundary has been previously conducted by a Licensed Surveyor and is assumed accurate.
- Locations of test borings and samples are estimates made by ACAI field personnel, or the information is furnished by the client. Therefore, characteristics such as depth and elevations of the test borings are considered approximate.
- It is assumed this property is zoned properly for this development and variances will not be required.
- Floor plan of building will be provided from building manufacturer before the testing can begin.
- The location of existing utilities within the testing site has been identified and provided by the client.
- All samples collected by ACAI will be retained for 6 weeks after the submission of the final geotechnical report. After the 6-week period, ACAI will properly dispose of the samples unless the client has requested the samples be retained for more the 6 weeks per written request. The client will be responsible for any fees associated with extended storage.
- ACAI will perform occasional site visits for observations and monitoring services, but the client, not ACAI, is entirely responsible for the working conditions of the job site. ACAI will not review the acceptability of the contractor's safety measures in, on, adjacent to, or near the construction site.
- All lab reports, field reports, field data, testing data, calculations, and other documents produced by ACAI shall remain the property of ACAI. The client agrees that under no conditions shall any reports or documents provided by ACAI according to this proposal be used at any location or for any project not specifically stated in this proposal without a written agreement from ACAI.
- The client agrees that all reports and other information provided to the client or its representatives, which are not paid for, will be returned as required and will not be used by the client for any use whatsoever.

If you have any questions or concerns or would like to modify our proposal, please let us know.

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To authorize ACAI Construction Testing to begin the above-described work, please notify in writing or via email.

Thank you for the opportunity to submit this proposal,



Billy Wilson, PE
Senior Geotechnical Engineer
Cell: 334-728-0840
billy.wilson@acaiconstruction.com

Please visit our website!
ACAIconstruction.com

By signing below, the client agrees to the terms set forth in this proposal and authorizes a notice to proceed with work.

Agreed and accepted:

Signature Title

Printed Name Date

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CONSTRUCTION TESTING

June 2, 2026

Mr. Justin Foster
City of Auburn Engineering Services
171 N. Ross Street
Auburn, AL 36830

Re: Subsurface Exploration and Pavement Evaluation – Phase II
West Longleaf Drive Rehabilitation from Eagles Landing to South College Street
Auburn, AL

Dear Mr. Foster,

ACAI Construction Testing, LLC (ACAI) has completed the requested geotechnical subsurface exploration and pavement evaluation for the above-mentioned project in Auburn, Alabama. Our services were provided in general accordance with our proposal entitled *Proposal for Subsurface Exploration and Pavement Evaluation – Phase II West Longleaf Drive Rehabilitation from Eagles Landing to South College Street*, dated May 14, 2026.

Scope
The intent of this evaluation is to determine if subsurface moisture levels have changed underneath the pavement due to recent precipitation and seasonal influence.

The proposed scope of work included the following:

- Subsurface exploration and soil evaluation for West Longleaf Drive Rehabilitation. Evaluation will consist of four (4) borings to 10 ft below the roadway surface.
- Laboratory soil classification testing to include sixteen (16) moisture contents, four (4) particle size distribution tests and four (4) Atterberg Limits tests.
- Letter report of results to be submitted to client upon completion of the project. The report will address subsurface conditions encountered at the boring locations and laboratory test results.

In order to further evaluate if saturated conditions are present underneath the roadway's subgrade material, moisture content testing was performed in the center lane of each cross section.

Site Description
The project consists of rehabilitating approximately 1 mile of West Longleaf Drive from Eagles Landing to South College Street in Auburn, Alabama. Based on a site visit performed on March 6, 2026, the roadway consists of three lanes with curb-and-gutter. The roadway is surfaced with asphalt that exhibits significant distress. The proposed rehabilitation of the roadway will maintain the existing alignment, grades and roadway width.

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The project location is divided into four areas in order to further investigate subsurface concerns and remediation methods. The areas of concern are labeled as:

- Eagles Landing to Downs Way (~1200')
- Downs Way to AU Equestrian Center (~1250')
- AU Equestrian Center to Samford Square (~1900')
- Samford Square to South College Street (~1225')

Existing Pavement and Base Sections

Structural numbers (SN) associated with the existing asphalt and base thicknesses were determined at the individual bore locations. The bore locations were within approximately 5-10' of the previous core locations in the center lane at each area. Since no cores were taken, the estimated asphalt and base thickness values were measured from the borehole location. The calculations were based on a structural coefficient of 0.35 for existing asphalt and 0.14 for aggregate base. The following table provides borehole measurements and estimations of base and asphalt thicknesses and resulting structural number calculations.

Estimated Borehole Measurements and SN Calculations			
Bore Location	**Estimated Asphalt Thickness, in.**	**Estimated Aggregate Base Thickness, in.**	**Structural Number**
B-13	6.5	6.0	3.12
B-14	5.5	6.0	2.77
B-15	4.5	6.0	2.42
B-16	4.5	6.0	2.42
Average	**5.3**	**6.0**	**2.68**
Previous Core Data Average	**4.8**	**5.9**	**2.52**

The information provided in this report aligns with previous core data that suggests that the roadway in its existing buildup and condition is not capable of providing the strength and structural integrity necessary to withstand the amount of current traffic loading. The roadway appears to be underbuilt for the current traffic volume, and near the end of its service life.

Subsurface Conditions

Borings extended to termination depths 10 ft. Details of the conditions encountered at the boring locations are provided on the attached Boring Logs. The bore locations and elevations in the attached Boring Location Plan should be considered approximate. Groundwater was not encountered in the borings at the time of excavation. The borings

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were backfilled and topped with 4-6 inches of compacted asphaltic cold patch at each bore and core location upon completion.

The asphalt thickness at the bore locations ranged from 4.5” to 6.5” in thickness. The aggregate base thickness at each bore location is approximately 6.0” in thickness. Underlying the asphalt and base material, the subgrade evaluated was made up of mainly silty sand (SM), sandy silt (ML) and clayey sand (SC). Subgrade material included loose to dense sands (non-cohesive) with clays ranging from soft to stiff (cohesive) consistency. Standard Penetration Test (SPT) N-values ranged from 5 to 30 blows per foot (bpf), revealing loose to dense subgrade conditions.

Laboratory testing and analysis of selected samples provided natural moisture contents ranging from 9.9% to 20.6%, which are similar to the moisture content data range from the previous sampling efforts of 7.5% to 25.7%.

The tested soil samples presented a moderate degree of plasticity with Liquid Limit (LL) values ranging from 27 to 53 and correlate well with the previous data range of 26 to 48. Plasticity Index (PI) values ranging from 8 to 17 also correlate well with the previous data range of 9 to 17. The samples contained between 26.5% and 45.9% fine-grained (silt and clay size) particles compared to previous data consisting of 28.1% to 56.3% of fine-grained particles.

The tested soil samples are classified based on USCS guidelines as silty sand (SM), and clayey sand (SC) and are classified per AASHTO guidelines as A-7-5, A-7-6, A-2-4, and A-2-4 materials. Previous classification results indicated silty sand (SM), sandy silt (ML), clayey sand (SC) and A-2-5, A-7-5, and A-2-6 materials. A summary of each bore location is provided below.

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<u>Eagles Landing to Downs Way (B-13)</u>
The asphalt thickness at the bore location in this area is 6.5”. Underlying the asphalt and base, borings identified what appears to be previously-placed fill composed of silty sand and sandy silt. The samples tested for natural moisture content in this location ranged from 16.4% to 20.6%. The tested soil sample presented a moderate degree of plasticity with a Liquid Limit (LL) value of 53 and a Plasticity Index (PI) value of 17. The sample contained 42.0% fine-grained (silt and clay size) particles. The tested soil sample is classified based on USCS guidelines as silty sand (SM) and is classified based on AASHTO guidelines as A-7-5 material.

Standard Penetration Test (SPT) N-values ranged from 11 to 26 blows per foot (bpf), revealing medium to medium dense subgrade conditions. The borings at this cross-section generally encountered silty sand materials underlying the asphalt and base.

<u>Downs Way to AU Equestrian Center (B-14)</u>
The asphalt thickness at the bore location in this area is 5.5”. Underlying the asphalt and base, borings identified what appears to be previously-placed fill composed of silty sand

and sandy silt. The samples tested for natural moisture content in this location ranged from 12.9% to 20.6%. The tested soil sample presented a moderate degree of plasticity with a Liquid Limit (LL) value of 41 and a Plasticity Index (PI) value of 14. The sample contained 45.9% fine-grained (silt and clay size) particles. The tested soil sample is classified based on USCS guidelines as silty sand (SM) and is classified based on AASHTO guidelines as A-7-6 material.

Standard Penetration Test (SPT) N-values ranged from 9 to 30 blows per foot (bpf), revealing medium to stiff/dense subgrade conditions. The borings at this cross-section generally encountered sandy silt materials underlying the asphalt and base.

AU Equestrian Center to Samford Square (B-15)

The asphalt thickness at the bore location in this area is 4.5”. Underlying the asphalt and base, borings identified what appears to be previously-placed fill composed of silty sand and clayey sand. The samples tested for natural moisture content in this location ranged from 9.9% to 13.0%. The tested soil sample presented a moderate degree of plasticity with a Liquid Limit (LL) value of 27 and a Plasticity Index (PI) value of 10. The sample contained 26.5% fine-grained (silt and clay size) particles. The tested soil sample is classified based on USCS guidelines as clayey sand (SC) and is classified based on AASHTO guidelines as A-2-4 material.

Standard Penetration Test (SPT) N-values ranged from 5 to 25 blows per foot (bpf), revealing loose to dense subgrade conditions. The borings at this cross-section generally encountered clayey sand materials underlying the asphalt and base.

Samford Square to South College Street (B-16)

The asphalt thickness at the bore location in this area is 4.5”. Underlying the asphalt and base, borings identified what appears to be previously-placed fill composed of silty sand and clayey sand. The samples tested for natural moisture content in this location ranged from 10.8% to 13.8%. The tested soil sample presented a moderate degree of plasticity with a Liquid Limit (LL) value of 27 and a Plasticity Index (PI) value of 8. The sample contained 27.5% fine-grained (silt and clay size) particles. The tested soil sample is classified based on USCS guidelines as clayey sand (SC) and is classified based on AASHTO guidelines as A-2-4 material.

Standard Penetration Test (SPT) N-values ranged from 12 to 23 blows per foot (bpf), revealing medium dense to dense subgrade conditions. The borings at this cross-section generally encountered clayey sand materials underlying the asphalt and base.

Summary

Initial concerns of increased subsurface moisture levels underneath the pavement due to recent precipitation and seasonal influence have been alleviated as moisture contents and N-values were consistent with firm subgrade conditions.

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Asphalt pavement and base thickness values are consistent with previous data, which suggests that the pavement buildup of the existing road does not meet the requirements necessary for the current amount of traffic loading on the roadway.

SPT N-values and laboratory testing and analysis of selected samples are also consistent with previous data, which suggests that the subsurface moisture levels have not changed significantly underneath the pavement from recent precipitation and seasonal influence.

Closing

Data was drilled, and collected by Nichols Environmental Consulting, LLC (NEC, LLC), while under the general supervision of ACAI. Laboratory testing and calculations generated by ACAI. Cursory review of field applications and data accompanying this report were reviewed by the ACAI staff and recommendations for specific criteria relating to soil conditions, foundation recommendations and engineering principles are reviewed by and solely determined by ACAI Construction Testing, LLC.

This report has been prepared for the City of Auburn Engineering Services for specific application to the **Phase II - West Longleaf Drive Rehabilitation from Eagles Landing to South College Street** project in Auburn, Alabama. This report is intended for use on the stated project and should not be used for other purposes. This report is not transferable to a third party.

This report has been prepared in accordance with currently accepted standards of geotechnical engineering principles and practices, and no other warranties are expressed or implied. The recommendations of this report are based on our professional judgment and understanding of the proposed construction and the data available to us. ACAI must be informed of any changes made to the scope of the project and allowed to review those changes to provide revisions (if necessary) to the recommendations provided in this report.

Thank you for selecting ACAI to provide the geotechnical services for this project. If we can be of any further assistance, please contact our office.

Respectfully Submitted,
ACAI Construction Testing, LLC

Billy Wilson, PE
Senior Geotechnical Engineer

ALABAMA LICENSED No. 36022 PROFESSIONAL ENGINEER WILLIAM H. WILSON, JR

Attachments:
- Site Vicinity Map
- Boring Location Plan
- Boring Logs
- Laboratory Test Data

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Site Vicinity Map
Eagles Landing to South College Street
West Longleaf Drive
Auburn, Alabama

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Boring Location Plan
Eagles Landing to South College Street
West Longleaf Drive
Auburn, Alabama

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CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 579
Latitude: N32°34.338 | Longitude: W85°30.836
Bore: B-13 | Bore Date: 5/22/2026
Drilled By: SC
Water after 24hr (ft): NA | Cave Depth (ft): NA

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	6.5" of Asphalt			
	6" of Crushed Aggregate Base Red and Brown Sandy Silt: Stiff		2 4 7	20.6
575	Red and Brown Silty Sand: Medium Dense		3 6 11	19.6
5				
	Tan Silty Sand: Medium Dense		5 11 14	18.2
570				
10	Brown Silty Sand: Medium Dense		8 12 14	16.4
	Boring Terminated at 10.542 ft.			
565				
15				
560				
20				
555				
25				
550				
30				
545				
35				
540				
40				
535				

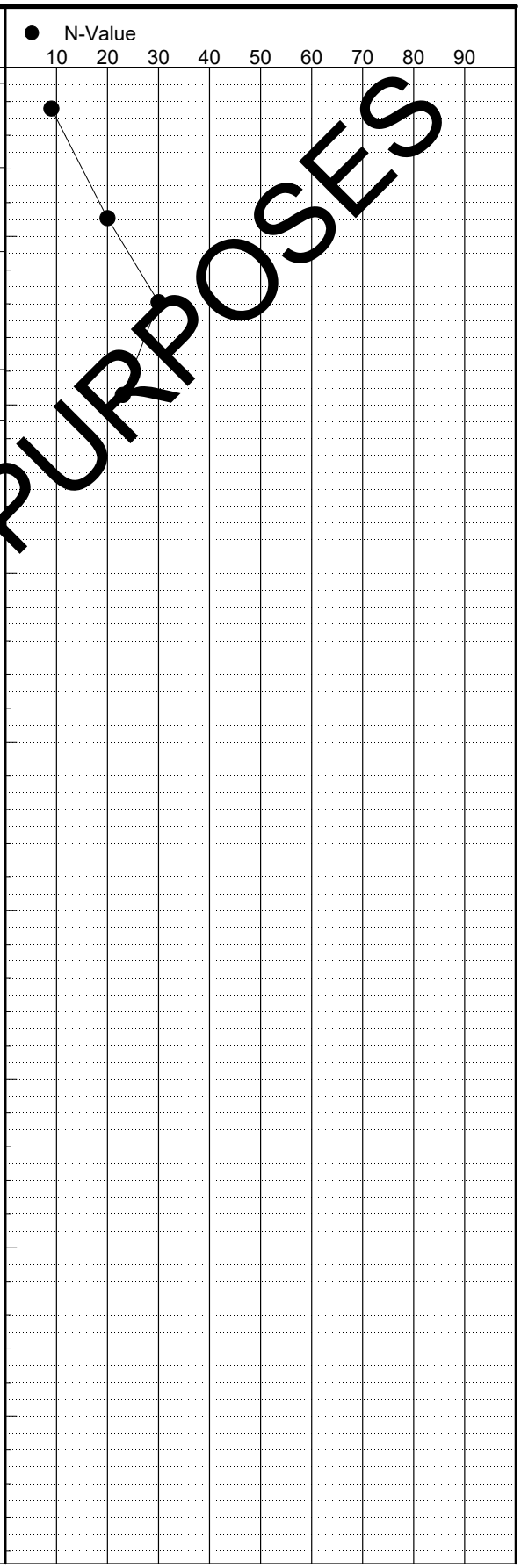
N-Value
10 20 30 40 50 60 70 80 90

NOT FOR BIDDING PURPOSES

ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 543
Latitude: N32°34.367 | Longitude: W85°30.695
Bore: B-14 | Bore Date: 5/22/2026
Drilled By: SC
Water after 24hr (ft): NA | Cave Depth (ft): NA

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	5.5" of Asphalt			
	6" of Crushed Aggregate Base Red Sandy Silt: Stiff		3 4 5	15.7
540	Tan Sandy Silt: Very Stiff		5 9 11	20.6
5				
	Brown Sandy Silt: Very Stiff		11 13 17	12.9
535				
	Brown Sandy Silt: Very Stiff		9 10 13	16.4
10	Boring Terminated at 10.452 ft.			

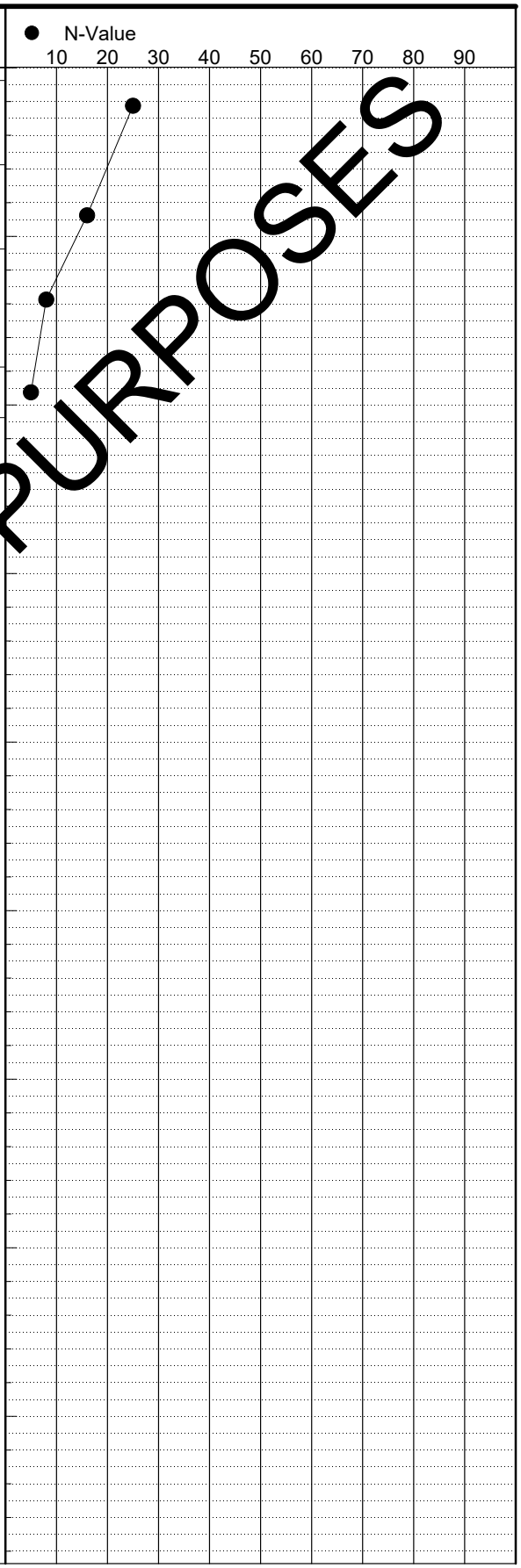


NOT FOR BIDDING PURPOSES

ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 534
Latitude: N32°34.362 | Longitude: W85°30.419
Bore: B-15 | Bore Date: 5/22/2026
Drilled By: SC
Water after 24hr (ft): NA | Cave Depth (ft): NA

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	4.5" of Asphalt			
	6" of Crushed Aggregate Base Tan Clayey Sand: Medium Dense		11 10 15	12.5
530	Tan Clayey Sand: Medium Dense		10 9 7	9.9
5				
	Tan Silty Sand: Loose		3 4 4	13.0
525	Brown Clayey Sand: Loose		2 2 3	11.7
10	Boring Terminated at 10.375 ft.			
520				
15				
515				
20				
510				
25				
505				
30				
500				
35				
495				
40				
490				

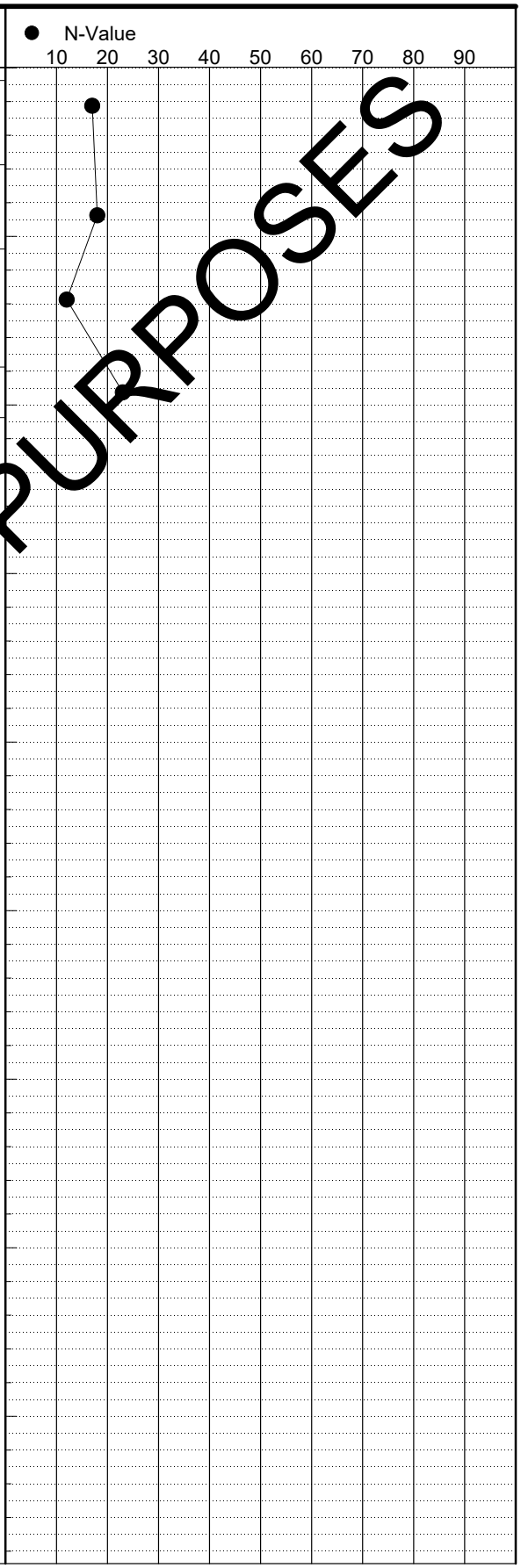


NOT FOR BIDDING PURPOSES

ACAI CONSTRUCTION TESTING

Project: West Longleaf Drive Pavement Evaluation
Client: City of Auburn | Address: West Longleaf Drive
Location: Auburn AL | Elevation: 587
Latitude: N32°34.457 | Longitude: W85°30.167
Bore: B-16 | Bore Date: 5/22/2026
Drilled By: SC
Water after 24hr (ft): NA | Cave Depth (ft): NA

Depth / Elev.	Description	Stratum	Blow counts	Moisture:
0	4.5" of Asphalt			
585	6: of Crushed Aggregate Base Red Clayey Sand: Medium Dense		4 8 9	11.7
5	Red Clayey Sand: Medium Dense		7 9 9	10.8
580	Brown Clayey Sand: Medium Dense		5 6 6	11.0
10	Brown Clayey Sand: Medium Dense		6 11 12	13.6
	Boring Terminated at 10.375 ft.			



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KEY TO SYMBOLS

Symbol	Description
Strata symbols:	
	Paving
	Silty sand
	Clayey sand/ Low plasticity clay
	Silt

NOT FOR BIDDING PURPOSES

Notes:

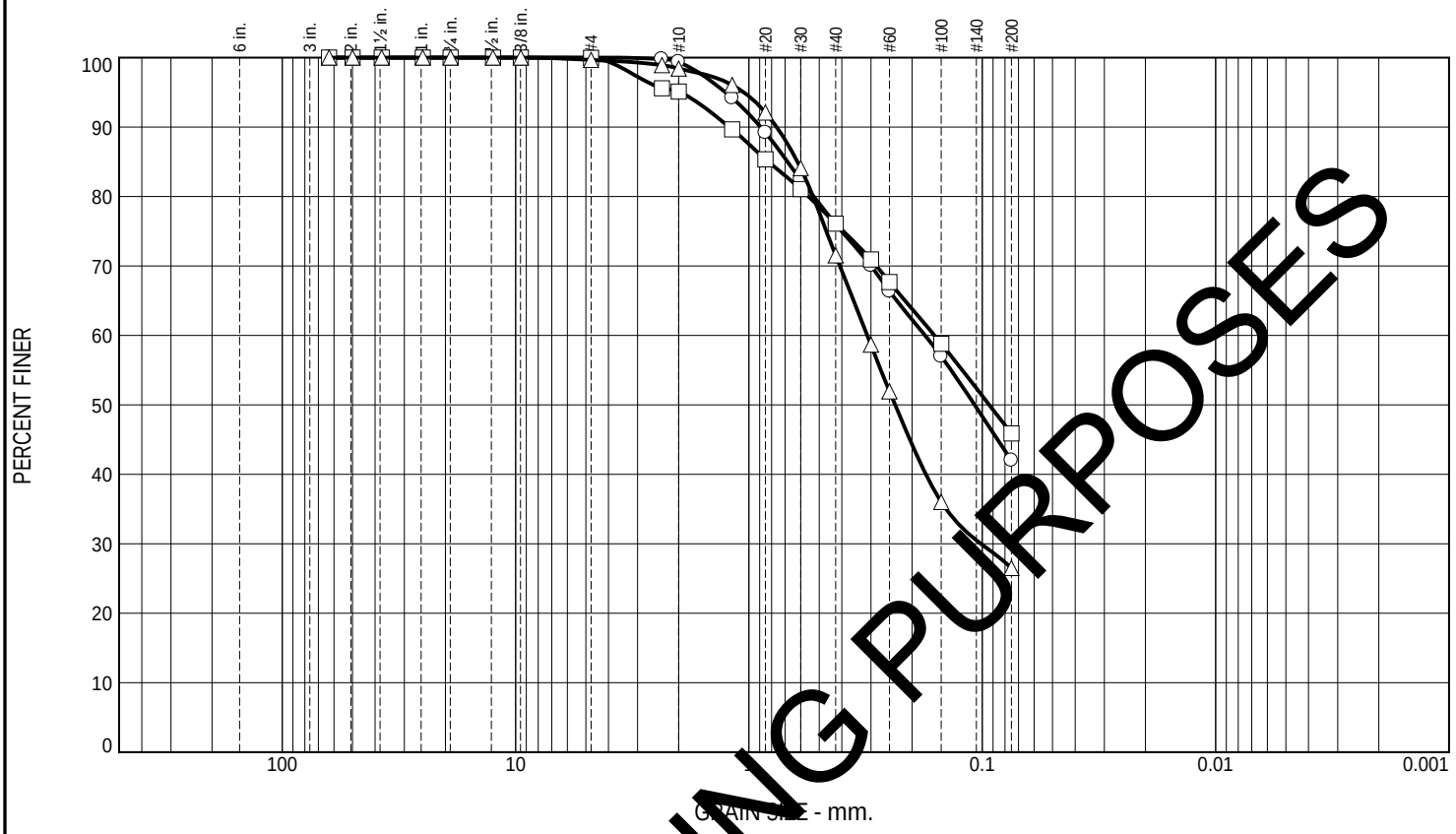
1. Exploratory borings were drilled on 5/22/2026 using a solid stem auger and split spoon sample.

2. No free water was encountered at the time of drilling or when re-checked the following day.

3. These logs are subject to the limitations, conclusions, and recommendations in this report.

4. Results of tests conducted on samples recovered are reported on the logs.

Particle Size Distribution Report



NOT FOR BIDDING PURPOSES

	+3"	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○	0.0	0.0	58.0	42.0		SM	A-7-5(4)	36	53
□	0.0	0.0	54.1	45.9		ML	A-7-6(3)	27	41
△	0.0	0.3	73.2	26.5		SC	A-2-4(0)	17	27

SIEVE inches size	PERCENT FINER ○	□	△
2.5	100.0	100.0	100.0
2	100.0	100.0	100.0
1.5	100.0	100.0	100.0
1	100.0	100.0	100.0
3/4	100.0	100.0	100.0
1/2	100.0	100.0	100.0
3/8	100.0	100.0	100.0
GRAIN SIZE			
D_{60}	0.1761	0.1606	0.3111
D_{30}			0.1015
D_{10}			
COEFFICIENTS			
C_c			
C_u			

SIEVE number size	PERCENT FINER ○	□	△
#4	100.0	100.0	99.7
#8	99.8	95.6	98.9
#10	99.4	95.1	98.4
#16	94.2	89.7	96.0
#20	89.2	85.4	92.1
#30	82.4	81.1	84.1
#40	76.0	76.1	71.5
#50	70.0	70.9	58.7
#60	66.3	67.7	51.9
#100	57.0	58.8	36.0
#200	42.0	45.9	26.5

Material Description

○ Red and Brown Silty Sand

□ Tan Silty Sand:

△ Tan Clayey Sand:

REMARKS:

○ Sample No. 24845

□ Sample No. 24846

△ Sample No. 24847

○ Source of Sample: B-13 Depth: 3.042

□ Source of Sample: B-14 Depth: 2.958

△ Source of Sample: B-15 Depth: 2.875

ACAI Construction Testing, LLC

Auburn, AL

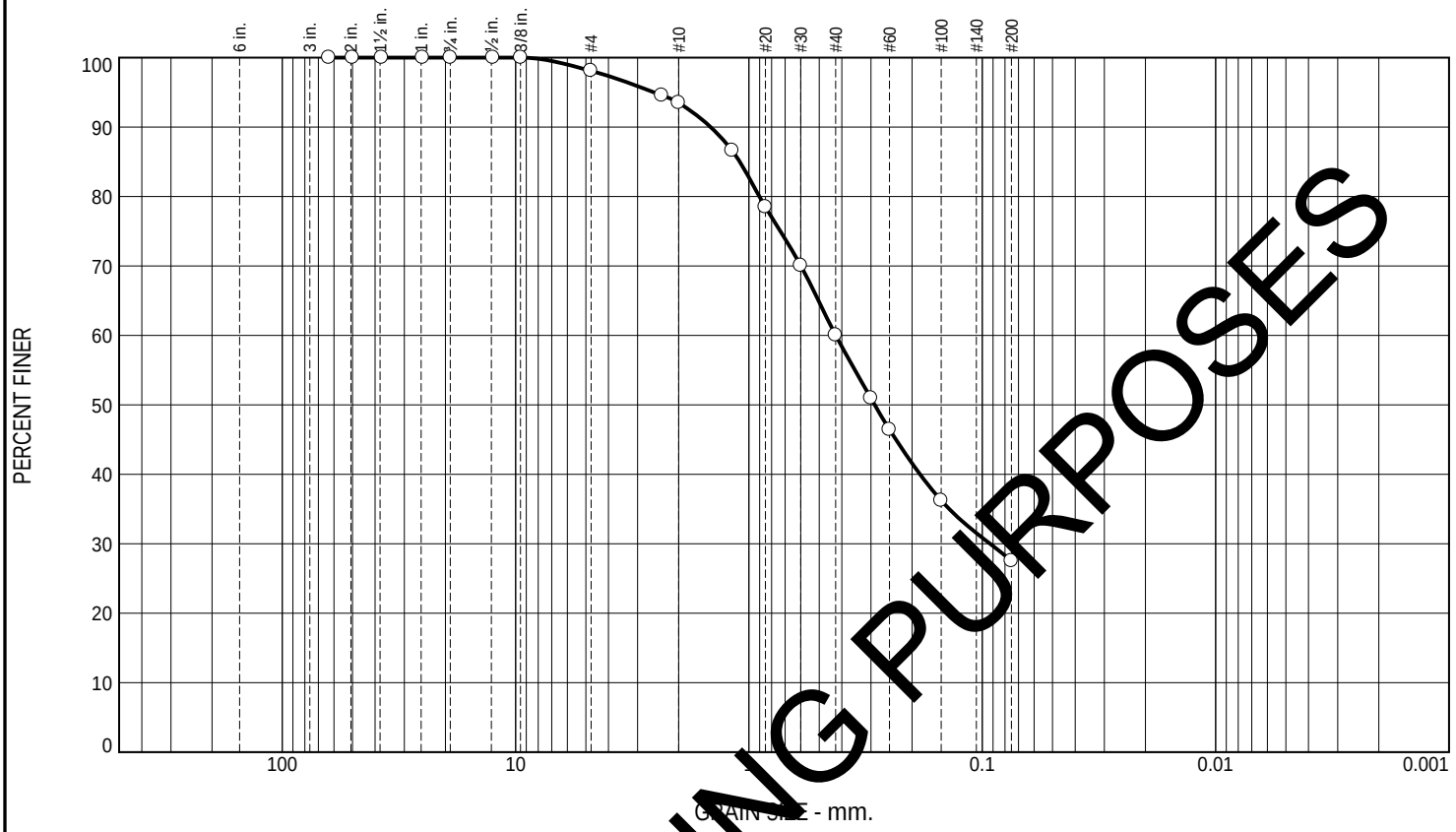
Client: City of Auburn

Project: West Longleaf Drive Pavement Evaluation

Project No.:

Figure

Particle Size Distribution Report



NOT FOR BIDDING PURPOSES

	+3"	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○	0.0	1.9	70.6	27.5		SC	A-2-4(0)	19	27

SIEVE inches size	○		
2.5	100.0		
2	100.0		
1.5	100.0		
1	100.0		
3/4	100.0		
1/2	100.0		
3/8	100.0		
	GRAIN SIZE		
D_{60}	0.244		
D_{30}	0.0917		
D_{10}			
	COEFFICIENTS		
C_c			
C_u			

SIEVE number size	○		
#4	98.1		
#8	94.5		
#10	93.5		
#16	86.6		
#20	78.5		
#30	70.1		
#40	60.0		
#50	51.0		
#60	46.4		
#100	36.2		
#200	27.5		

Material Description

○ Red Clayey Sand:

REMARKS:

○ Sample No. 24848

○ Source of Sample: B-16 Depth: 2.875

ACAI Construction Testing, LLC

Auburn, AL

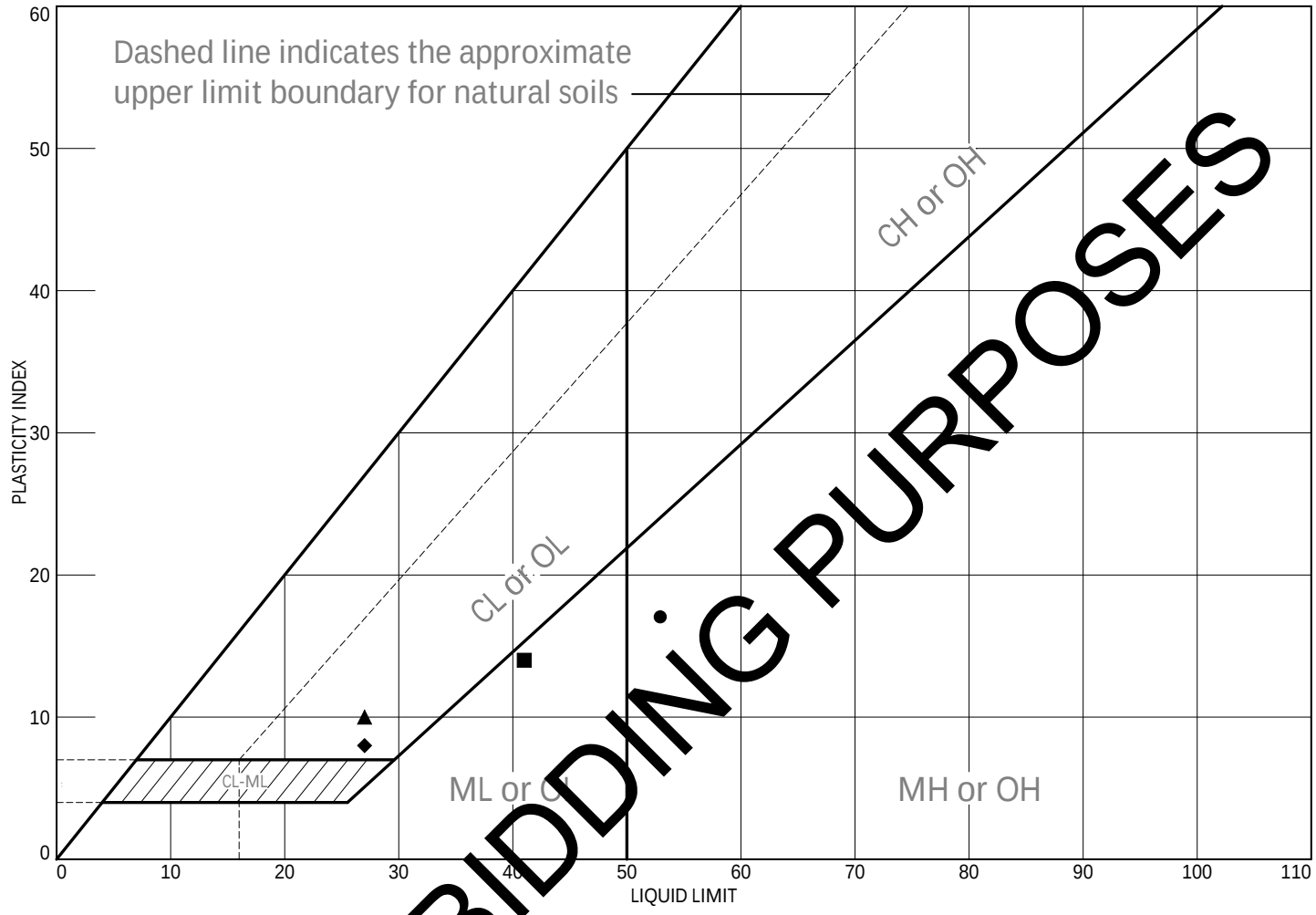
Client: City of Auburn

Project: West Longleaf Drive Pavement Evaluation

Project No.:

Figure

LIQUID AND PLASTIC LIMITS TEST REPORT



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	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Red and Brown Silty Sand	53	36	17	76.0	42.0	SM
■	Tan Silty Sand:	41	27	14	76.1	45.9	SM
▲	Tan Clayey Sand:	27	17	10	71.5	26.5	SC
◆	Red Clayey Sand:	27	19	8	60.0	27.5	SC

Project No.: Client: City of Auburn

Project: West Longleaf Drive Pavement Evaluation

●Source of Sample: B-13 Depth: 3.567
■Source of Sample: B-14 Depth: 2.942
▲Source of Sample: B-15 Depth: 2.867
◆Source of Sample: B-16 Depth: 2.892

ACAI Construction Testing, LLC

Auburn, AL

Remarks:
●Sample No. 24845
■Sample No. 24846
▲Sample No. 24847
◆Sample No. 24848

Figure

NOT FOR BIDDING PURPOSES

APPENDIX C. ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2018 EDITION

ALABAMA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2018 EDITION

Please go to:
https://www.dot.state.al.us/publications/Construction/pdf/Specifications/2018/StandardSpecificationsCompleteBook.pdf for the Alabama Department of Transportation Standard Specifications for Highway Construction, 2018 Edition.

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