

STATE OF CONNECTICUT
DEPARTMENT OF ADMINISTRATIVE SERVICES
PROCUREMENT DIVISION
450 Columbus Boulevard, Hartford, CT 06103

BID NO.: 18PSX0321
Bid Due Date: 4 March 2019
Date Addendum Issued: 21 February 2019

PLEASE NOTE:
This document has been marked as "Returnable". Electronic submittal of this document indicates that your company has read and accepted any modifications to the bid that are contained in this Addendum.

BID ADDENDUM #1

DESCRIPTION:

Bituminous Concrete Materials and Bridge Deck Membrane Waterproofing (Complete-in Place)

FOR:

Department of Transportation, All Using State Agencies, and Political Subdivisions

BIDDERS NOTE:

Addendum 1 is issued to provide answers to the submitted questions and resulting changes to Exhibit A- Description of Goods and Services and Exhibit B3, Price Schedule. Additionally, the bid due date has been extended to March 4, 2019 at 2:00pm.

- The following has been included in Exhibit A, Section 22. Handwork and Curbing: "If there is significant tonnage remaining, the Contractor and Client Agency Engineer shall estimate the remaining material, note any adjustments on the delivery ticket and dispose of the remaining material at no charge to the Client Agency."
- Please note in Exhibit B1, Price Schedule that the unit of measure for Traffic Control Additional and Premium Additional is per ton.

Q1. Relative the Termini provided please provide a schedule for the work.

A1. **There is no schedule for work. All work associated with the termini gets planned and coordinated through the District offices and the awarded Contractors and discussed at pre-construction meetings.**

Q2. Relative to Exhibit B3 of the Contract Documents:

a. Is there a termini list and related schedule available for the "mill and fill" so we can determine the actual distance the materials will need to be moved?

A2a. **No, there is no termini list associated with "mill and fills". A Maintenance Section Map has been provided to offer an idea of locations throughout the State that might utilize this service.**

b. A termini and associated schedule is also needed to determine if we can logically move the materials to the project and maintain the specified temperatures and allocate resources.

A2b. **Refer to answer A2a and bid accordingly.**

c. Will these areas be "curb to curb" or are cutbacks being performed at intersections?

- A2c. Areas where work is to be performed will be decided upon on an as needed basis and determined at the preconstruction meeting.
- d. Page 18 # 3. States to utilize (2) Skid Steers, can alternate equipment be utilized provided the work produced meets spec?
- A2d. Comparable equivalent equipment may be presented at the preconstruction meeting assuming at least one (1) skid steer loader is equipped with a bucket and as approved by the Client Agency.
- e. Item # 9 calls for lighting equipment, please define which projects are daytime and which are nighttime.
- A2e. Work associated with "mill and fills" will be determined at the preconstruction meeting.
- Q3. Typically when milling State & local roadways for resurfacing, delamination of existing pavement occurs. Current CTDOT milling specifications states, "Where a surface delamination between HMA layers or a surface delamination of HMA on Portland cement concrete causes a non-uniform texture to occur, the depth of milling must be adjusted +/- one half inch(1/2") or until delamination is eliminated". Will the State employ this remedy when delamination is found when milling to the prescribed 2" depth? If so, then what is the methodology for paying the Contractor for the additional depth of milling & the additional paving depth? Might the State include a provision whereby the Contractor would be paid additional on a pro-rated basis based on every additional inch beyond the specified 2" pavement thickness?
- A3. No. The Department will adhere to the specifications provided in the EXHIBIT A for "mill and fills". Please bid accordingly.
- Q4. Basis of Payment on Page 20 of 27 in Exhibit A states that "disposing of pavement millings" is included in this item. Is it a requirement of this contract that all millings be disposed of at a State approved facility and if so, will the State be approving each disposal location on a per job basis to ensure Environmental Compliance?
- A4. The millings will become property of the Contractor unless otherwise specified at the preconstruction meeting.
- Q5. Page 17 of 27 in Exhibit A states "The forward speed of the milling machine must be a maximum of 45 feet/minute". Will the State supplement this provision to include the following language from the current State milling specifications? "Contractor may request to perform a test strip to demonstrate that the same surface tolerance can be attained at an increase forward speed. The test strip must be a maximum length of five hundred feet (500') and have the same criteria for surface tolerance as noted in this specification. The final decision for implementing the increased forward speed will be at the discretion of the Engineer".
- A5. No. The length and locations of the "mill and fills" will not support locations for test strips.
- Q6. Based on the information provided it appears the Type 1 joint may not apply in most cases. What type joint is required and how is the Client Agency planning on the related testing of the joint?
- A6. Wedge, types of butt joints and testing of these joints will be decided upon at the preconstruction meeting.
- Q7. Can the "mill and fill" per SY bid be categorized (ie. 0-1000 SY, 1001-5000 SY, 5001- ? similar to Exhibit B2) so the bid can be properly calculated based on approximate size of the area?
- A7. Quantity ranges have been added. Please refer to the revised Exhibit B3, Price Schedule.
- Q8. Is this bid intended to be for patching in limited areas or entire roads?

- A8. The bid is intended to be utilized for limited areas that are in need of replacement and will be determined by each District at their preconstruction meeting. Examples include but are not limited to: rutted out lane segments and portions of on/off ramps.
- Q9. Relative to the traffic control, in previous years the contracts had an option for additional traffic control personnel requested by the Client Agency @ \$ 75.00 per hour, is that option available on this contract?
- A9. No. Traffic control personnel is clearly defined in the Exhibit A.
- Q10. In reference to Exhibit B3, Price Schedule for Bituminous Concrete Mill & Fill: In Exhibit A, Description of Goods and Services, the payment example references a "SY Range" on page 19 of 27 when you are calculating payment for skips. As currently presented, the Exhibit B3, Price Schedule does not show these ranges. What range should we be using as a basis for submitting pricing for these items? Shouldn't the Price Schedule show ranges for the services as shown in Exhibit B1 and B2?
- A10. The item in question is priced correctly in the Exhibit B3, please bid accordingly. Quantity ranges have been added to Exhibit B3, Price Schedule.
- Q11. We would like to participate in the in the pricing for Exhibit B3 but due to there being no quantity's, range of quantities or a minimum quantity of work provided in the bid to base our pricing on, it is impossible to price. We request that the State rework the spreadsheet to include a minimum quantity or a range of quantities of work to be paid to contractor for each purchase order.
- A11. Refer to A7.
- Q12. Is there a need for a minority construction company that hauls construction debris for this solicitation?
- A12. There is an 8% set aside for SBE associated with this contract.
- Q13. There is a WEB issue when trying to input pricing for curbing on the Fill in B1 SP-16. ? It will not accept pricing and generates website ERROR.
- A13. The curbing error has been resolved for Fill in B1 SP-16.
- Q14. If you choose to do the Fill in B1 SP-16 and the B2 SP-16. Do you still have to upload the other Exhibit B1 and B2 Price Schedules?
- A14. Bidders can either import Exhibit B1, Price Schedule into the "Fill in B1 SP-16" or can enter it manually into the "Fill in B1 SP-16." Exhibit B2 is only completed by inputting the data to "Fill in B2 SP-16." The Excel version of Exhibit B2- Price Schedule has been removed to avoid redundancy.
- Q15. Will the State consider adding quantities (ex. 0-500, 501-2000 etc.) per Section to the Bituminous Mill & Fill Price Schedule, Exhibit B3?
- A15. Refer to A7.
- Q16. Will the State consider adding quantities (ex. 0-500, 501-2000 etc.) to the following traffic control items on the Bituminous Mill & Fill Price Schedule, Exhibit B3?
- Work Zone Traffic Control Patterns
 - Truck Mounted or Trailer Mounted Attenuator (TMA)
 - Night Hours
 - Saturday
 - Sunday
- A16. No. Traffic control items will not be modified.

- Q17. Will the State consider adding items for 2 Lane and Expressway Traffic Control on the Bituminous Mill & Fill Price Schedule, Exhibit B3?
- A17. **Yes, please refer to the revised Exhibit B3, Price Schedule.**
- Q18. Is the Bituminous Mill and Fill Price Schedule, Exhibit B3 required to be completed and returned as part of the bid?
- A18. **No, only interested bidders shall complete Exhibit B3- Price Schedule. All bidders not interested must enter "NO BID" for the Exhibit B3.**
- Q19. On the bid submission website, bidders are allowed to upload the price schedule B1, B2 and B3 along with "filling in" of B1 SP-16 and B2 SP-16. However, under the "Fill In B2 SP-16", there is no option to upload the spread sheet for exhibit B2. Do we have to enter it in the spreadsheet to upload where it says Exhibit B2 and then enter it into the Fill in B2 SP-26? In order to submit the bid, do we need to add the same information into the two different areas for the various Bid Sheets, essentially uploading the same information twice?
- A19. **Only "Fill in B2 SP-16" is required. The Excel version of Exhibit B2- Price Schedule has been removed.**
- Q20. Previous bids included a set per hour rate for additional traffic control personnel, if needed, for any personnel above the number required based on operation type (paving, handwork/curbing). Was it the Department's intent to remove this from the specifications? If so, how will payment be handled in this event, for work that is priced under Exhibit B-1?
- A20. **Pricing for traffic control personnel included in Exhibit B1, Exhibit B2 and Exhibit A remain the same as the previous Contract (17PSX0238).**
- Q21. Many municipalities have local ordinances that require the use of police officers for traffic control duties for work within the township. Some of these ordinances require the hiring of a supervisor when a certain number of officers are hired (i.e. 3 or more officers will require a supervisor). When local ordinances require this and the total number of traffic control personnel is greater than the required number per the contract specifications, will the Contractor be compensated for the additional officer/officers?
- A21. **That would be decided upon at the preconstruction meeting due to the Client Agency reserving the right to decide where "the Contractor shall provide the services of Trafficpersons of the type and number, and for such periods, as the Client Agency approves for the control and direction of vehicular and pedestrian traffic in areas affected by project operations. Trafficperson services which have not been requested or approved by the Client Agency, but which have been obtained by the Contractor solely to meet its operational plans or needs will not be approved for payment." Please refer to Exhibit A, Section #33. Also ConnDOT will adhere to State statutes (Sec. 13a-114, & Sec. 13b-24.) and refer to the findings of OLR <https://www.cga.ct.gov/2015/rpt/2015-R-0168.htm>**
- Q22. In regards to the Mill & Fill portion of the bid, what are the minimum hours of work allowed for a work shift? Given the nature of this work, with several operations having to be coordinated and completed in one shift, the number of hours allowable will impact the amount of production that can be achieved in a given shift.
- A22. **That is a case by case basis decided upon at the preconstruction meeting with the Client Agency also factoring in the location and quantity of work involved. Please bid accordingly.**
- Q23. In regards to the Mill & Fill portion of the bid, how will the Department handle instances where asphalt does not meet specification tolerances as it relates to minimum temperature requirements? Asphalt is "perishable" by nature, and temperature requirements preclude hauling these products long distances, particularly during extended season paving. Given the large geographical areas covered under the section map, a contractor may

be able to haul product to some locations in a section, but unable to satisfactorily reach other towns in the same section and still meet contract specifications.

- A23. The “mill and fill” portion of this solicitation will be based on the DOT Maintenance Sections as outlined in Attachment 2. Please bid accordingly.
- Q24. In regards to the Mill & Fill portion of the bid, the bid is requesting prices by Section (multiple towns). Given the considerable costs of hauling the products requested in this contract, and the large distances outlined in the section map that are needed to be covered, hauling costs will vary greatly across any given section. Also, the quantities to be delivered, as well as locations they will be requested are an unknown with the current structure of the bid. Municipal police officer costs also vary greatly from town to town. Will the Department consider reverting to the individual town pricing format, as this will provide the most accurate pricing based on the cost associated with performing the work?
- A24. The “mill and fill” portion of this solicitation will be based on the DOT Maintenance Sections as outlined in Attachment 2. No, the Department will not consider reverting to an individual town pricing format. Please bid accordingly.
- Q25. In regards to the Mill & Fill portion of the bid, currently there is no proposed termini list. Will the Department provide a list of proposed termini so accurate cost estimates/pricing can be established?
- A25. No, there is no termini list associated with “mill and fills”. A Maintenance Section Map has been provided to offer an idea of locations throughout the State that might utilize this service.
- Q26. In regards to the Mill & Fill portion of the bid, currently only one price is allowed per section and for the other bid items. Unit costs to perform the various operations will vary greatly depending on the overall quantity of work required on a given project. Will the Department consider including “breakout quantity” pricing to allow bidders to more accurately price the work based on this? The paving portion of this bid includes tonnage thresholds for example, with the opportunity to submit different pricing based on the quantities listed in those ranges.
- A26. Please refer to A7.
- Q27. Currently, the Asphalt Adjustment Provision (escalation clause) only applies to HMA & PMA items payable by the ton. In regards to the Mill & Fill portion of the bid, will this pricing include adjustments for the cost of liquid asphalt? If so, how will this be handled?
- A27. A quantity range and a breakout unit price per ton for the delivered material will be added to the “mill and fill” Exhibit B3, Price Schedule.
- Q28. In regards to the new aspect of field sampling for plant material QA testing purposes, can the Department provide information as to how that process is going to occur as it relates to contractor notification of sampling points? How much notice is going to be given to the contractor as to when a sample must be obtained? Depending on the sampling procedure to be used, there are a variety of safety, logistical, and cost issues that need to be assessed to accurately prepare the bid.
- A28. Please refer to the specifications set in the Bituminous Concrete Standards (4.06 , M.04). The inspector in the field will notify the Contractor approximately fifteen (15) minutes prior to when the sample must be taken.
- Q29. Will the Department consider only utilizing PWL projects (3,500 tons or more) for implementing the field sampling protocol for this bid? Will the Department consider another threshold so as to limit field sampling requirements on smaller projects?
- A29. No. The Department will consider sampling at the production facility for projects with approximately 500 tons or less. This will be discussed at the preconstruction meeting. Please bid accordingly.

