

BID ADDENDUM
SP-18 Rev. 11/17/16
Prev. Rev. 3/13/14

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

BID NO.: 19PSX0024
Bid Due Date: 3 April 2019
Date Addendum Issued: 26 March 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 #2

DESCRIPTION:

Pavement Preservation Services

FOR:

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

BIDDERS NOTE:

Addendum #2 is issued to provide answers to the submitted questions and post a revised Exhibit B- Price Schedule. Please use the revised Price Schedule with a revision date of 3/25/19 when responding.

Q1. Is there an engineer's estimate or budget available for the "Pavement Preservation Services - 19PSX0024" project?

A1. There is not. Estimates of major item quantities is all that is provided.

Q2. Please provide a schedule for the work on all 5 projects listed with details on the I-91 project due to the volume of work, temperature sensitive materials, restricted lane closures and the short paving season. This is needed in order to properly allocate resources on the appropriate projects.

A2. There is no predetermined schedule. The awarded Contractor shall schedule the work to be completed during the 2019 construction season.

Q3. The Bid forms depict that the "Filling joints and cracks in bituminous concrete pavement" is to be paid by the square yard while page 30 of 63 directs payment by the linear foot, which bid and payment method is to be utilized?

A3. Exhibit A- Description of Goods and Services references the correct unit of measure. Exhibit B, Price Schedule has been revised to show linear foot (l.f.) as the unit of measure. Please use the revised Exhibit B when responding.

Q4. Will the State consider a "grading type C" Ultra Thin PMA in place of a Type B?

A4. No.

Q5. The basis of payment for the “Documentation of Uniform Compaction of Bituminous Concrete (Roller)” describes the item being paid for per ton per roller. The estimated quantities shown in attachment 9 – Estimated work sheet do not reflect the use of 3 rollers equipped with the uniform compaction equipment. Please clarify how these items are to be paid.

A5. Each roller used must be equipped with the uniform compaction equipment device. Each roller must be paid for separately for the number of tons placed per working shift. Example: If two thousand (2000) tons placed in one working shift were compacted by three (3) outfitted rollers at \$1 per ton, the payment would be \$2000.00 per roller or \$6000.00 total.

Q6. Will temporary pavement markings be required on the new PMA surface prior to placement of the ultra-thin lift? If so, will they be allowed to remain and be covered by the ultra-thin lift or will an item be added to remove the temporary pavement markings prior to the ultra-thin lift.

A6. For the I-91 project (vicinity of Windsor) temporary pavement markings will be required to be placed on the PMA surface prior to placing the surface lift of ultra-thin bonded PMA. Those temporary markings will not have to be removed prior to placing the ultra-thin bonded PMA surface. The ultra-thin bonded PMA will be placed over the temporary pavement markings.

Q7. Please confirm that the item listed as “Surface Patch” by the SF in attachment 9 is the “Bituminous Concrete Pothole Patch” item listed in Exhibit B1 – Price Schedule. If so, please adjust the description in the bid documents to match each other.

A7. There are two separate items: 1) “Bituminous Concrete Surface Patch” which is paid by the square yard (SY) and 2) “Bituminous Concrete Pothole Patch” paid by the square foot (SF).

The specification for Bituminous Concrete Surface Patch can be found beginning of pg. 19 of 63 of Exhibit A- Description of Goods and Services. Please bid accordingly.

The specification requirements for Bituminous Concrete Pothole Patch can be found beginning of pg. 16 of 63 of Exhibit A- Description of Goods and Services, under “(f) Pothole Patch.” The specification requirement for “Pothole Patch” is the same item of work as the bid sheet item titled “Bituminous Concrete Pothole Patch.” “Bituminous Concrete Pothole Patch” must be bid according to the specifications for “Pothole Patch” beginning on pg. 16 of 63 of Exhibit A- Description of Goods and Services.

Q8. Please provide an explanation as to why the estimated quantities for PMA S0.5” does not match the estimated quantities for MTV and uniform compaction equipment, even on jobs that have no ultra-thin material. For example, Rt 187, Rt 349, Rt 110 and Rt 202.

- A8. All surface courses of standard PMA and HMA between 1.5", and up to 3" must be placed using an MTV in the paving train. Only load restricted bridges, as determined by the ConnDOT, may be restricted from using an MTV. Please bid the MTV item accordingly.
- Q9. Attachment 9 gives us preliminary estimated quantities for each section of roadway in this solicitation. What is the intent for the additional items and quantity ranges that are shown on Exhibit B1 – Price Schedule? Could Exhibit B1 be replaced with a standard bid form that shows only the necessary items of work and estimated quantities required for each project?
- A9. All items and ranges must be covered in the bid. Quantity ranges include upward ranges that far exceed the estimated quantities. This is done to cover the possibility that quantities determined at the time of construction exceed the originally anticipated estimated quantities. Additionally, revisions may be made to the purchase order if mutually agreed upon. Any revisions to the purchase order would act as a change order. Also, per the Contract, the State has the ability to accept a lower price when offered by the awarded Contractor.