



BID 20MCO562

In response refer to BID No. 20MCO562 Addendum 2 and Response to Questions April 28, 2020

Gentlemen/Ladies:

Below are revisions to the original bid publication. Please note that the due date has changed from May 7, 2020 to May 14, 2020. Also, please note that a revised bid sheet is attached as pages 5 and 6 of this addendum. This document also contains questions submitted by prospective bidders and responses to those questions.

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Responses must be received by **10:00am Local Time on Thursday May 14, 2020** ~~Thursday May 7, 2020~~. Late proposals will be rejected and returned without being opened. The clock in the Purchasing Agent's office is the official time piece for this submission. If interested, Contractors may use mail or express systems to deliver their proposal to the Purchasing Department; they should ensure that they are tendered to the carrier in plenty of time to reach the Purchasing Department by the time and date required. Facsimile transmitted proposals shall not be accepted.

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CONFIDENTIALITY:

Contents of the proposals will remain confidential until the contract is awarded. At that time the contents will be made public under the Texas Public Information Act; except for any portion of a proposal which has been clearly marked as a trade secret or proprietary data (the entire proposal may not be so marked). Proposals will be opened, and the name of the firm submitting the proposal read aloud, acknowledged, at **10:05am on Thursday May 14, 2020** ~~Thursday May 7, 2020~~, in the Purchasing Department Conference Room located in the Midland County Courthouse, Suite 1101. All respondents or other interested parties are invited to attend the opening.

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ESTIMATED COMPLETION TIME:

Please provide an estimate on number of days that the vendor will need to complete this job. ~~If job is not complete by estimated number of days, Midland County may deduct 2% from the contracted price each week until the project is complete.~~ **THIS PROJECT WILL START NO EARLIER THAN JULY 15, 2020.**

QUESTIONS

1. What is the Engineer's estimate?
\$2,340,771.95
2. Is a bid bond required?
No.
3. Has the City of Midland reviewed and approved the plans?
Plans have been provided to the City.
4. Will the 3d digital information be provided for pre-bid analysis?
No.
5. The Geotech indicates an average depth of 2.07" on the asphalt. The proposal item is for 1-1/2'. Is the 149 cy on the proposal for 1-1/2" as stated?
Yes. A revised bid tab is included with this response.
6. Is the earthwork proposal quantity excavation for the roadway, and driveways?
The earthwork quantity includes any excavation for the roadway and driveways to obtain subgrade elevations.
7. Is the subgrade proposal quantity for the roadway, and driveways?
Yes.
8. Is the prime proposal quantity based on 0.30 gal/sy?
Yes.
9. Is the flexible base proposal quantity for the 6", 8", and 14"?
Yes, 6" under concrete, 8" on unpaved and asphalt driveways, and 14" under the asphalt roadways.
10. Is the hot mix proposal quantity based on 115 #'s/sy?
Yes, 115 #/sy-in.
11. Proposal item #12, for 2 ea 32' x 100', where are they located? The plans show only one location, 32' x 150'.
This item is shown incorrectly. A revised bid tab is included with these responses.
12. Proposal item #23, the plans only show one location. Should the quantity be 48' not 480'?
There is one railroad crossing at ~ STA 22+72. Bid Tab Item #23, "INSTALL ROAD CROSS CONC PANEL", with units shown in "LF", is now shown as "Railroad Concrete Crossing Panels", with units shown as "L.S." The contractor is to provide to the County a submittal for approval prior to construction for the railroad concrete crossing panels.

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13. Overall roadway stationing (12 – 14) show existing driveways of gravel, concrete, and asphalt. The proposed driveways on the Plan & Profile sheets (15 -19) show all gravel driveways. Is this what you want?
Yes.
14. There are several new driveways not show on sheets 12 – 14, what is required?
Any driveways not shown on the Overall Roadway Stationing sheets were installed after the survey of this road and will need to be identified and permits verified with the County. If the driveway is permitted, then a change order will be issued to replace the driveway with the permitted material.
15. Are the gravel driveways 8" ?
Yes.
16. If any of the proposed driveways are asphalt, is the sections 8":2" ?
No, proposed asphalt driveways would be 3" on 8".
17. If any of the proposed driveways are concrete, 6":6" and there is no bid item.
At the time of bid, there are no proposed concrete driveways. If there were proposed concrete driveways their section would be either 6" Concrete on 6" base for Commercial use or 5" Concrete on 6" base for Residential use.
18. Sheet 2, note 3 – 4" to 6" base lifts. Will two 7" lifts be acceptable?
No.
19. When constructing the 1 – 5' x 2' RCB, & concrete paving on CR-1286, can CR-1286 be closed and traffic routed to CR-1285?
See Sheet 2 note 18 on the Plans.
20. When constructing the 2 – 5' x 2' RCB, & concrete paving on CR-127, can CR-127 be closed and traffic routed to CR-1286 and CR-1285 back to CR-127?
See Sheet 2 note 18 on the Plans.
21. Should any of the new MBGF be in Mow Strip? If so, there will need to be a bid item for RipRap Mow Strip install?
No.
22. Regarding Item #22: Are they meaning a Downstream Anchor Terminal or is it for a driveway? The item they have listed is an old standard and will not work with this guardrail. I see in the standards they refer to a DAT, but that is not the bid item listed on the bid sheet for item #22.
Item 22 is referencing the Downstream Anchor Terminal for the safety barrier system.

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23. WCR 127 BID - Due to the Issues with the addendums from other projects and due date falls on a TX DOT Letting date, can WCR 127 questions and due date be pushed 1 week?

We will be changing the due date by 1 week, please see addendum on page 1.

24. Has the owner of the railroad crossing seen and approved the plans?

The county is coordinating with the appropriate parties for the railroad crossing.

25. It appears that Union Pacific owns the crossing. In our experience, UP does their own construction on their rail, and they are very strict about construction near their rail. Within a certain distance that they determine, they will require railroad insurance, additional safety guidelines, and possibly a railroad representative onsite that the contractor pays for. If the railroad crossing owner is aware of the plans, what additional insurance, safety rules, and safety personnel will they require?

This crossing is not owned by Union Pacific per their representative.

26. If the County wants to pay to have the railroad crossing reconstructed, why not pay the railroad owner to do it?

The County wants to have the roadway project and railroad crossing improvements completed at the same time. To facilitate this, the County is including the work in this plan set.

27. Have the utility owners been notified, and have those conflicts been recognized and resolved?

No. As stated on the plans, "If any existing utility poles, power poles, guy wires, telephone utilities, etc. are found to be in conflict with these construction plans. The Contractor shall CONTACT the appropriate Utility Company and coordinate the relocation of any/or all such utilities (No special pay)."

28. How will the County handle delays due to utility conflicts and railroad construction issues? Will the county pay the contractor 2% of contract amount for waiting on the multiple issues the county should address pre construction?

We have revised the original paragraph. Please see addendum on page 1.

Reconstruction of West County Road 127

Roadway Improvements to Serve Midland County					
		Quantity	Unit	Unit Price	Total
Revised Base Bid					
Item	Description				
1	Preparation of R.O.W. (60' ROW)	56	Sta.		
2	Sawcut Existing Asphalt (full depth)	215	L.F.		
3	Asphalt Excavation - 2 inch depth (average)	974	C.Y.		
4	Asphalt Haul Off	974	C.Y.		
5	Earthwork*	36,584	C.Y.		
6	Import	20,107	C.Y.		
7	Subgrade Preparation	29,602	S.Y.		
8	Prime Coat	5,892	Gal.		
9	Flexible Base (Roadway and Driveways)	8,876	C.Y.		
10	HMA Pavement - 3" thickness - Type D	3,388	Ton		
11	Concrete Pavement at Intersections and Cul-de-Sacs	136	S.Y.		
12	32'x150' Pitched Concrete Pavement Section	1	Ea.		
13	Reflective Marking (Type 1) 4" Double Yellow Striped	12	Sta.		
14	Reflective Marking (Type 1) 4" Broken Yellow Striped	44	Sta.		
15	Reflective Marking (Type 1) 4" White Striped	54	Sta.		
16	18" Stop Bar Pavement Marking	60	L.F.		
17	Surface Preparation for Pavement Marking	170	Sta.		
18	IN SM RD SN SUP&AM TY10BWG(1) SA (P)	16	Ea.		
19	MTL W-BEAM GD FEN (STEEL POST)	155	L.F.		
20	GF(31) Long Span System (50')	2	Ea.		
21	50' Guardrail Terminal MSKT-MASH-TL-3	2	Ea.		

Reconstruction of West County Road 127

Roadway Improvements to Serve Midland County					
		Quantity	Unit	Unit Price	Total
Revised Base Bid					
Item	Description				
22	10' Downstream Anchor Terminal (DAT)	2	Ea.		
23	Railroad Concrete Crossing Panels	1	LS		
24	Aluminum Signs	91	S.F.		
25	RCB - 5' X 2'	144	L.F.		
26	Safety End Treatments with Straight Wings (1- RCB 5' X 2') (HW=3) (6:1)	2	Ea.		
27	Parallel Wings (2 - RCB 5' X 2') (HW=3)	2	Ea.		
28	Erosion Control	1	LS		
29	Traffic Control	1	LS		
30	Mobilization	1	LS		
		TOTAL BASE BID			
		CONSTRUCTION START DATE			
		TOTAL CALENDAR DAYS			

*Quantities do not include factors for compaction and expansion.