



RFP 24MCO625

In response refer to RFP No. 24MCO625 Addendum 2 and Response to Questions

April 19, 2024

Gentlemen/Ladies:

The following documents are added to this Addendum, herein:

- Revised Specification, including a new Bid Proposal Form
- Revised Drawings, which removes sheet ECR 78

The following questions have been asked according to the instructions of the bid and are hereby answered.

1. In Pct 2, the page between D 27 & D 28 is ECR 78 but has a header showing “NO IMPRIMIR3”. It has no page number but shows quantities under two – course, striping and pothole repairs. Does ECR 78 get sealcoat, striping and pothole repair as indicated in quantities on this sheet?
Sheet left in error. Will be removed with Addendum 2.
2. Pct 1, SCR 1290, C 21.10, do repairs end at sta. 34+20 or does it continue across RR tracks to Hwy 80 tie in?
Repairs end before railroad tracks at Station 34+20.
3. Can the following quantities be verified: Pct 1=259,870 sy; Pct 2=282,527 sy; Pct 3=235,468 sy; Pct 4=56,278 sy. Please verify total sy.
WTC calculations as follows: PCT 1 – 269,000 SY, PCT 2 – 269,145 SY, PCT 3 – 258,638 SY, PCT 4 – 56,278 SY, Total – 853,061 SY
4. Item 316 in the bid proposal, the AC-20-5TR application rate calls for .40 for each course. If this is correct 671,364 gallons will be needed to cover both courses. If the rate should be .20 for each course, then 335,682 gallons will cover both courses. Please verify.
Corrected in Addendum 1. Addendum 2 will be issued to further clarify.

5. Item 316 in the bid proposal. The gr 4 rock application rate calls for 1cy/100sy for each course. If this is correct 8,392cy will only cover one course. Please verify the rate per course and total cy needed.
Corrected in Addendum 1. Addendum 2 will be issued to further clarify.
6. T.O.M. This overlay repairs. Is this paid by the ton for HMAC, SY or HMAC or paid by the pothole sy that is shown on the plans?
If an area is approved for a thin overlay after field evaluation, it will be paid by the SY. Bidders will be expected to submit a unit price bid for this item. The quantity calculations should only include the ½" overlay. Any pothole repairs required beneath it have been included in pothole quantities. See updated bid proposal form.
7. On Schedule Table does expected duration include the alternate bid items 1 & 2 or only use bid items 1 through 8?
Schedule includes all work contained on bid form. Addendum will be issued to move Alternates into the main bid.
8. On patching can AEP be used instead of MC-30?
MC-30 is preferred. If contractor desires to use AEP, a submittal, justifying that it should be an approved equal should be submitted for approval.
9. Has the type of rock changed since Addendum 1? If so, what type for each course and what rate for each course?
See answer for Question 13
10. Has the type of asphalt changed since Addendum 1? If so, what type and what rate for each course?
See answer for Question 13
11. Does the County have property available for rock stockpiles in each precinct? If so, what are the locations?
**County has identified stockpile areas in each precinct.
Precinct 1 – Yukon Road ROW
Precinct 2 – CR 1232 ROW / R&B Yard – 2435 E Hwy 80
Precinct 3 – CR 1232 ROW
Precinct 4 – CR 60 Dead End at 1788 – E of intersection of NCR 1284 & WCR 60**

Coordinate with County staff for exact locations.

12. Will the County provide control and stripe layout, or will contractor have to locate the existing stripes? What if there are no existing stripes but County roads show to have new stripes?

Contractor will be required to locate and mark existing stripes using striping tabs. Where no striping exists, contractor should measure to the centerline of the road and place striping as necessary.

13. Typically, on a two-course surface treatment, a larger aggregate is placed 1st, followed by a smaller top course. This is generally done on new base which has been primed. If I am reading your specs correctly, you intend to put two courses of grade 4 aggregate on existing pavement. This technique will result in the top course rolling off of the bottom, and excessive bleeding will then damage the first course. There simply is no space for the top course to settle in, and the asphalt will float to the top. Please talk about this approach and let us know what you think.

Rock and asphalt application specifications are adjusted as follows:

COURSE		ASPHALT	GAL./S.Y.	AGGREGATE	C.Y./S.Y.
Prime		MC-30	0.25	N/A	N/A
Double Penetration	No. 1	AC-20-5TR	0.45	Grade 3 (precoat)	1/85
	No. 2	AC-20-5TR	0.40	Grade 4 (precoat)	1/100