



2012 Woodland Paving Project

Project # SMA-12-05

Date: June 20, 2012

From: Bart Stepp, PE, Public Works Director

To: All Bidders

Attention: Addendum #2 for the 2012 Woodland Paving Project

The bidding and construction documents for the 2012 Woodland Paving Project are modified in this addendum. The items in Addendum #1 are eliminated and replaced with Addendum #2. A new Bid Proposal Form is included with this addendum and should be used in your bid packet. Below is a list of changes to the contract documents and special provisions in this addendum:

Changes to Specifications:

- 1) Bid Item #6, has been removed. All required temporary traffic control signage shall be included in Bid Item #4, Other Temporary Traffic Control.
- 2) Bid Item #9, Crack Sealing, has been changed to a lump sum force account amount of \$2,000.
- 3) WSDOT is currently completing a paving project on SR 503 and has agreed to extend their paving project on East CC Street south past their ground loops in the area. This agreement has reduced some of the quantities from the original bid proposal.
- 4) Under 5-04 Hot Mix Asphalt in the Special Provisions please replace the existing sections in 5-04.1 and 5-04.3 with the following:

5-04.1 Description

Any reference in the Plans or these provisions to asphalt concrete pavement shall be understood to mean hot mix asphalt (HMA).

Work shall consist of the following:

Pavement Repair Excavation Incl. Haul

Work shall include removal of existing surface materials up to a maximum of 0.5 ft., as determined by the Engineer and as shown in the Plans. It is estimated that the majority of the pavement repair areas will require removal of surface materials to a depth of three (3) inches.

Planing Bituminous Pavement (Curb/Edge – 0.00 to 0.17 Ft.)

Work shall be a minimum six-foot wide transition planning along the curb and gutter. The depth of the planning shall be between 0.08 and 0.17 ft. at the curb or gutter, tapering to zero depth six feet from the curb or gutter. Road edges that do not have curb or gutter do not require curb/edge planing. Cost of this work is to be included in Bid Item #12, HMA Cl. 1/2" PG 64-22 (2" overlay sections).

Planing Bituminous Pavement (Transverse – 0.00 to 0.17 Ft.)

Transverse planning shall be transitional planning perpendicular to the direction of travel, in order to create a vertical edge for paving. The depth of the planning shall be 0.17 ft. where new pavement and existing pavement meet, and shall taper to zero depth at a distance of ten feet. Cost of this work is to be included in pay item #12, HMA Cl. 1/2" PG 64-22 (2" overlay sections).

5.04.3 Construction Requirements

The Contractor shall tack and sand all edges, cold joints, and tapers which join existing asphalt pavement, (such as HMA approaches, intersections, longitudinal and transverse joints).

The Contractor shall wing out, rake, and compact a beveled edge when paving past approaches (driveways), street intersections, and where applicable, provide an acceptable transition from roadway to approaches by paving an adequate ramp as directed by the Engineer.

The Contractor shall pave to a depth of one inch or less at the curb face, unless otherwise directed by the Engineer.

Contractor Verification of Quantities

The Contractor shall meet with the Engineer at the end of each working day to verify and confirm in writing and by signature the daily yields and quantities for the following bid items:

HMA (All classes and PGs)	Ton
HMA for Pavement Repair (all classes and PGs)	Ton
Pavement Repair Excavation Incl. Haul	S.Y.

If the Contractor fails to follow this procedure, the Contractor shall accept the Engineer's estimated quantities for the work completed that day.

Overages

The Contractor is responsible for placing the required quantities of material and for computing yields as material is placed to insure that the tonnage for each section, as specified in the plans, will not be exceeded.

The Contractor shall not exceed the specified tonnage by more than two and one half percent (2.5%), unless directed by the Engineer. Any material placed on an individual section in excess of the above listed number will be at the Contractor's expense.

This provision will not relieve the Contractor of his responsibility to complete each section in its entirety.

5-04.3(5) E Pavement Repair

Sawcutting and Removal

If a grinder is not used for pavement repair, the Contractor shall remove the existing edge prior to placing HMA by sawcutting the existing pavement, vertically and in a straight line along the cut lines marked in the field. The cuts shall be made a sufficient distance from the area of excavation to remove damaged pavement and expose voids under the pavement where the subgrade has subsided, or where the pavement has broken or cracked. Pavement edges on opposite sides of trenches shall be cut parallel to each other.

Paving for Pavement Repair Areas:

Pavement placement shall be in accordance with the following and as directed by the Engineer:

1. Compaction requirements: The in place pavement density shall be at least 92% of theoretical maximum per WSDOT FOP for AASHTO T 209.
2. Surface smoothness will be measured for acceptance according to Section 5-04.3(13).

5-04.3(9) Spreading and Finishing

The Contractor shall deliver the mixture to the paving machine at a rate that provides continuous operation of the paving machine, except for unavoidable delay or breakdown. If excessive stopping of the paving machine occurs during paving operations, the Engineer may suspend paving operations.

The Contractor shall provide certified compaction technicians for the testing of HMA during the rolling process. The Contractor shall identify a person of authority as Compaction Foreman. The Compaction Foreman's responsibility is to oversee and ensure that the compaction requirements are being met during the paving operation. Test reports shall be documented and a copy shall be given to the Engineer. The day's placement of HMA shall not start until the Compaction Foreman is onsite.

5-04.3(12) Joints

When a butt joint or lap joint is not used, the HMA pavement overlay shall be feathered to produce a smooth riding connection to the existing pavement.

HMA, utilized in the construction of the feathered connections, shall be modified by

eliminating the coarse aggregate from the mix at the Contractor's plant or the commercial source, or by raking the joint on the roadway, to the satisfaction of the Engineer.

5-04.4 Measurement

HMA Class ½ in. PG 64-22 will be measured by the ton and shall include all work for sawcutting; **curb/edge and transverse planing of bituminous pavement**; supplying and placing asphalt for tack coat, paving asphalt, and anti-strip additive; feathering connections, work and materials for completing asphalt approaches (driveways), and crushed surfacing materials to provide a smooth transition from the approach to the unpaved driveway, mailbox, or other surface; all work in adjusting drainage, utility, and survey covers, all work associated with necessary erosion control measures; the construction of a safety edge where required; the removal of existing pavement marking (raised and recessed pavement markers and hot tape or thermoplastic), and the installation and removal of temporary pavement markings.

Pavement Repair Excavation Incl. Haul will be measured per square yard in place. Work shall include sawcutting, grinding, excavating existing pavement and surfacing materials, and hauling and disposing of the excavated material. The square yard measurement for pavement repair that the Contractor will be paid for shall not exceed the dimensions of the actual distress as marked on the pavement and recorded by the Engineer. If the Contractor chooses to use a method of repair that results in exceeding the initial dimensions of the distressed area, the additional quantities will be deducted from the over quantities.

If you have any questions please call Bart Stepp at Woodland Public Works at (360) 225 -7999.

Sincerely,



Bart Stepp, PE
City of Woodland
Public Works Director

BID PROPOSAL FORM

TO: City of Woodland
230 Davidson Ave.
Woodland, Washington 98674

FROM: Bidder _____
Address _____
Telephone _____

The undersigned, as bidder, declares that we have examined all of the contract documents and that we will contract with the City of Woodland to do everything necessary to complete the work as outlined on the plans and specifications for the 2012 Woodland Paving Project.

We acknowledge that addenda numbers _____ to _____ have been delivered to us and have been examined as part of the contract documents. We agree that the Qualification of Bidder shall form a part of this proposal.

If our BID is accepted, we agree to sign the contract form and to furnish the contract bond and the required evidences of insurance within ten (10) calendar days after receiving written notice of the award of contract.

We further agree, if our BID is accepted and a contract for performance of work is entered into with the City of Woodland, to so plan the work and to prosecute it with such diligence that all of the work shall be completed within the time period stated in the contract. We understand that the City of Woodland reserves the right to reject any or all bids and to determine which proposal is, in the judgment of the City of Woodland, the lowest responsible bid, and which proposal, if any, should be accepted in the best interests of the City of Woodland and that the City of Woodland also reserves the right to waive any informalities in any proposal or bid.

We further state that we have not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract.

Bidder agrees that the work will be completed within THIRTY (30) working days after the date when the notice to proceed is received from the City of Woodland.

We propose to perform the work at the prices listed in the following bid schedule(s):

Notes:

- (1) See Special Provisions and the Standard Specifications for State sales tax requirements.
- (2) The City reserves the right to adjust the scope of this work to match available funds.
- (3) The City reserves the right to reject any or all bids.
- (4) The table below provides a list of items required to complete the project. It is the contractor's responsibility to complete the project scope to all required standards and specifications.

(5) The City reserves the right to include the Alternative Bid Item as part of the total bid price.

WOODLAND PAVING PROJECT BID PROPOSAL:

Asphalt placement and road improvements in seven locations.

Item No.	Std. Spec.	Description	Est. Quantity	Units	Unit Price	Total Price
1.	1-07	Spill Prevention, Control and Countermeasure Plan	1	LS		
2.	1-09	Mobilization	1	LS		
3.	1-10	Traffic Control Supervisor	1	LS		
4.	1-10	Other Temporary Traffic Control	1	LS		
5.	1-10	Flaggers and Spotters	140	HR		
6.	2-01	Roadside Cleanup	1	LS		
7.	2-02	Sawcut	390	LF		
8.	5-04	Crack Sealing (Force Account)	1	LS	\$2,000	\$2,000
9.	5-04	Pavement Repair Excavation Including Haul	1,110	SY		
10.	5-04	HMA Cl. ½” PG 64-22 (3” HMA Sections)	131	Ton		
11.	5-04	HMA Cl. ½” PG 64-22 (2” Overlay Sections)	380	Ton		
12.	5-04	HMA for Pavement Repair Cl. ½” PG 64-22	190	Ton		
13.	5-04	Material Testing	1	LS		
14.	8-01	Inlet Protection	12	EA		
Grand Total Woodland Paving Bid					\$	

Alternate Item: Asphalt overlay and pavement repair at City Hall Parking Lot, 100 Davidson Ave

Item No.	Std. Spec.	Description	Est. Quantity	Units	Unit Price	Total Price
15.	5-04	Pavement Repair Excavation Including Haul	104	SY		
16.	5-04	HMA Cl. ½” PG 64-22 (2” Overlay Sections)	65	Ton		
17.	5-04	HMA for Pavement Repair Cl. ½” PG 64-22	17	Ton		
Grand Total Woodland Paving Alternate Bid					\$	

BIDDER acknowledges receipt of the following ADDENDUM:

<u>Addendum No.</u>	<u>Addendum Receipt Date</u>	<u>Signed Acknowledgment</u>
<u>1</u>	_____	_____
<u>2</u>	_____	_____

WASHINGTON STATE AND LOCAL SALES TAX. Sales Tax (7.7%) shall be included in the unit bid prices for the material and supplies used for the project.

BIDDER'S ADDRESS. Notice of Acceptance of this bid or requests for additional information should be addressed to the undersigned at the address stated below.

NON-COLLUSION DECLARATION. I, by signing the proposal, hereby declare, under penalty of perjury under the laws of the United States that the following statements are true and correct:

1. That the undersigned person(s), firm, association or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project or which this proposal is submitted.
2. That by signing the signature page of this proposal, I am deemed to have signed and have agreed to the provisions of this declaration.

NOTES:

1. This proposal form is not transferable and any alteration of the firm's name entered hereon without prior permission from the Public Works Director will be cause for considering the proposal irregular and subsequent rejection of the bid.

SIGNATURE _____

Date: _____
_____ Proper Name of Bidder

Contractor's License No.: _____

By: _____

_____ Address

_____ City State Zip