



BID ADDENDUM #2

BID 18-011

PROJECT / BID NUMBER: 18-011

PROJECT NAME: FY18 Milling & Resurfacing

ADDENDUM NO: 2

ISSUE DATE: 10/31/17

TO ALL BIDDERS: This addendum is issued for the purposes of modifying the original Bid, through addition, deletion, clarification or correction as outlined herein. The information provided in this addendum supersedes any information previously provided in the referenced document(s). This addendum and the information contained herein shall be used in the preparation of any bid submitted by the Bidder and shall become an integral part of the contract documents for any contract awarded for the project specified. Please inform all concerned that the Request is modified by this Addendum.

NOTE:

Please keep in mind that the bid documents for Paving/Milling are generated from standard templates and may include items not needed in a specific project. The site visits are critical in making sure you have a proper understanding of what the project entails.

QUESTIONS:

Q1. Are placing manhole risers an acceptable adjustment for the manholes?

A1. Yes; use Miscellaneous (item 14).

Q2. Will the city add a pay item for water valve adjustments?

A2. Yes; simply detail and include under Miscellaneous (item 14).

Q3. Are the parking areas along Lincoln to be included in the milling/overlay?

A3. No. They will not be included in milling or paving. These are likely to be removed for future development.

Q4. In the bid documents its noted the contractor is responsible for replacing any traffic signal loops damaged during construction. Since milling over any area with loops will cause damage, will the city add a pay item for loops?

A4. There are no loops in this project.

Q5. What is expected to be done in order to adjust the storm drain inlets beyond milling to original grade and paving flush?

A5. Whatever is needed to be flush with the new asphalt surface.

Q6. What is the required cover up time on roads after milling?

A6. 15 business days excluding weather delays.

Q7. You tell us to Mill down 2-4 inches but then we are only putting back 135# (1.25 inches) of Asphalt which means the manholes and storm drain inlets will need to be lowered to match the new road elevation. However Section 1.3.3.15 on page 6 of 27 refers to raising these structures. Which is correct are we lowering or raising these structures?

A7. Most are 2" low now. We are milling so I would think most will be lowered. As always, the Supplier is responsible for physically looking at each street in this project to assess needs based on their judgment in regards to valves, manholes, traffic loops or any other situation.

END