



ADDENDUM NO. 1

TO: Interested Parties

FROM: Blair Reynolds,
Chief Project Manager, Division of Engineering

DATE: Tuesday, May 11, 2021

RE: Pavement Maintenance & Rehabilitation Program – FY'21
Supplementary Contract
Hot Mix Asphalt (HMA) Applications
Contract No. MS-PMP-287-28

Acknowledge receipt of this **Addendum No. 1** by signing in the space provided below and returning with your Bid.

Failure to sign and return with your Bid may subject the Bidder to disqualification. This Addendum No. 1 forms a part of the Bid Documents, it supplements and modifies them as outlined herein.

This **Addendum No. 1** consists of 13 pages, including this page and attachments.

I hereby acknowledge receipt of Addendum No. 1:

By: _____ Date _____
Signed Name

Typed Name

Title

For: _____
Firm

80 West Baltimore Street | Hagerstown, MD 21740-6003 | P: 240.313.2460 | TDD: 711

ADDENDUM NO. 1

**Pavement Maintenance & Rehabilitation Program – FY'21
Supplementary Contract
Hot Mix Asphalt (HMA) Applications
Contract No. MS-PMP-287-28**

Date Issued: May 11, 2021

Bids Due: May 26, 2021
10:00 a.m.

The following addendum material is hereby made a part of the Bid Documents.

Please note the following changes, information, and/or instructions in connection with the proposed work and submit proposals accordingly.



Blair Reynolds
Chief Project Manager
Division of Engineering

By Authority of:
Board of County Commissioners
Washington County, Maryland

for 

Scott Hobbs, P.E.
Director
Division of Engineering

To: All prime Contractors and all others to whom specifications have been issued.

Item 1.01 **PRE-BID CONFERENCE**, held Wednesday, May 5, 2021 at 10:00 a.m.:
Pre-Bid Conference Minutes (consisting of 4 pages).

Item 1.02 **REVISED DEADLINE FOR QUESTIONS:**
The revised deadline for questions is **Friday, May 15, 2021 at 4:30 PM.**

Item 1.03 **PRE-BID QUESTIONS & RESPONSES:**

Q1: Open Graded Asphalt Treated Base (OGATB) referred to in Special Provisions for Item 508 does not exist in the July 2020 MDOT SHA Standard Specifications. Please clarify.

R1: The Open Graded Asphalt Treated Base specification is a Washington County specification and is not a part of the July 2020 MDOT SHA Standard Specifications.

Q2: In Section 502 of the July 2020 MDOT SHA Standard Specifications, the soil cement base course is to be closed to all traffic for 7 days to allow for curing. This doesn't seem feasible given the residences along this road. Please clarify.

R1: Reference Addendum No. 1. Item 510 – Soil Cement Base Course is replaced with Item 510 – Full Depth Reclamation.

Item 1.04 **Special Provisions, Page SP-21**
DELETE in its entirety.
REPLACE with Revised SP-21RA thru SP-21RC, as attached.
Special Provisions revised to delete Item 510 – Soil Cement Base Course and replace with Item 510 - Full Depth Reclamation.

Item 1.05 **Road List - Summary of Quantities**
DELETE in its entirety.
REPLACE with Revised RL-1, as attached.

Item 1.06 **Bid Forms, Page BF-15**
DELETE in its entirety
REPLACE with Revised BF-15R, as attached.

Attachments:

Pre-Bid Conference Minutes with attachments (4 pages)

Revised Special Provisions, Pages SP-21RA thru SP-21RC (3 pages)

Revised Road List - Summary of Quantities, Page RL-1 (1 page)

Revised Bid Forms, Pages BF15R thru BF-15R (1 Pages)

END ADDENDUM No. 1



**Pavement Maintenance & Rehabilitation Program FY'21
Hot Mix Asphalt Applications
Contract No. MS-PMP-287-28
Pre-Bid Conference Minutes
Wednesday, May 5, 2021 at 10:00a.m.
Washington County Administrative Annex via Zoom**

Attendance:

Blair Reynolds	Division of Engineering
Tony Kerns	C. William Hetzer, Inc.
Darin Jenkins	Craig Paving, Inc.
Richard Craig	Craig Paving, Inc.
Ben Craig	Craig Paving, Inc.

A Pre-Bid Conference Meeting for the referenced project was held at the Washington County Administrative Annex Building, located at 80 West Baltimore Street, Hagerstown, Maryland via Zoom. Those in attendance for the meeting are named above.

PRE-BID COMMENTS:

- PB1** After welcoming everyone in attendance, introductions were made for all attendees and everyone was asked to introduce themselves along with the company in which they are affiliated.
- PB2** Those in attendance were given a general overview of the project. The project is a Project Cost Group Letter "D" – 1 million to 2.5 million dollars and the work is generally described as asphalt preservation and corrective practices including but not limited to; Milling, Patching, Wedge & Level, Superpave Hot Mix Asphalt (HMA) Overlay (9.5mm and 12.5mm), Paving Fabric applications, Utility Adjustments (Manhole Risers), Pavement Paint Markings, and Thermoplastic Pavement Markings (lines and preformed applications)
- PB3** Bidders were informed to mark the outside of bid envelope accordingly as pertaining to the Hot Mix Asphalt Applications.
- Contractors have the option on dropping off their proposals or mailing them to 80 W. Baltimore Street. Due to the building being closed to the public, attendees were advised to contact the County prior to drop-off so any bids could be received and time stamped accordingly. Any mailed bids should provide sufficient time to be received by the County prior to the bid date and time. Any bids received after the date and time for proposals, the bids will be returned to the bidder unopened.

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- PB4** Bidders were made aware that a bid bond in the amount of 5% of the total bid is required and should be made payable to the Board of County Commissioners of Washington County, MD.
- PB5** Bidders were made aware that bids must be submitted on the forms provided. Bids may be considered non-responsive if any other forms are used.
- PB6** Bidders were advised that the deadline for questions is May 12, 2021 at 4:30PM. Bidders may send questions via fax or email. The fax number is 240-313-2401 and email address ecbidquestions@washco-md.net
- PB7** It was noted that this contract is a 120 consecutive calendar day contract. Milestones proposed include:
- Anticipated NTP – July 5, 2021
 - Contract Completion – November 2, 2021
- PB8** With the submission of their bid, Bidders agree to pay as liquidated damages in the amount of \$500.00 for each consecutive calendar day after the deadline for each phase of the contract.
- PB9** Bidders were made aware of the Sub-Contractor Listing Form within the Bid Forms, Page BF-7, which is required to be completed and submitted with the bid.
- PB10** The successful Contractor must provide contract security in the form of a Performance Bond and Labor & Material Payment Bond, each equal to 100% of the total contract price. Those requirements may be found in the Contract Forms Section of the Bid Document.
- PB11** Bidders were informed that the successful Contractor shall perform all required testing for quality control.
- PB12** The County has entered into agreement with Specialized Engineering to perform quality assurance laboratory testing for this contract. The Contractor is responsible for collecting all test samples under the direction of the County's Inspection Staff.
- PB13** Inspection and Inspection Authority will be provided by the County's Consultant Inspection Services Contractor, DFI (Development Facilitators Incorporated) and the County's Inspection Staff.
- PB14** Contingent Items/Quantities are included in the contract for use when and as directed by the County.
- PB15** The General Notes sections of the Special Provisions were pointed out to all attendees.
- Attendees were advised that this contract has no option for extension.
- PB16** The following information was reviewed with the Bidders relative to Category 100 Preliminary – MOT:
- The Contractor shall provide all required maintenance of traffic, materials, equipment and certified personnel.

- The Contractor shall assign and designate a certified Traffic Control Manager for each crew/location of work.
- PB17** The following information was reviewed relative to Category 500 – PAVING:
- SHA approved/certified Superpave mix designs are required for this contract.
 - Incidental items for each individual pay item are listed in the Measurement and Payment section. Please make yourselves aware of all pertinent information.
 - Permanent Pavement Markings - Waterbourne Paint and Thermoplastic for Line Striping and Preformed Thermo for Pavement Markings such as RR Crossings, Crosswalks, and Stopbars.
- PB18** Attendees were advised to make themselves familiar with the road list and take time to review prior to submitting their bid.
- Pembroke Drive shall be repaired with 6” depth of Soil Cement Base Course and the contractor is required to obtain cores to assess existing roadway section in determining proper concrete mixture percentage with approved subcontractor.
- P190** The STANDARD PLATES Section of the Bid Document includes construction details and MDOT – SHA Temporary Traffic Control Typical Applications that will be required on this contract. Bidders were advised that:
- If the successful Contractor chooses to manage the control of traffic by other means and methods, the Contractor will be required to make formal submission of his traffic control plans to the County for approval.
 - Road closures are not allowed
 - If the Contractor chooses to perform any work by road closure, formal submittal of his detour plans must be issued to the County for approval.
- PB20** Bidders were made aware of the Contract Forms which are in the Bid Document for reference purposes.
- PB21** **QUESTIONS:**
1. Can you please clarify why there isn't any 9.5mm overlay quantities on Marble Hill Court? **Marble Hill Court is adjacent to Hollow Tree Lane and requires only base and surface patching with no 9.5mm overlay.**
 2. Will Item 501 Stabilization Type I or Item 502 Stabilization Type 2 be used during the installation of Item 510 Soil Cement Base Course on Pembroke Drive? **No. Pembroke Drive will be repaired using two pay items; Item 510 Soil Cement Base Course and Item 504 Superpave 9.5mm overlay.**
- PB22** Bidders were reminded to submit any follow up questions, which must be received submitted in writing no later than 4:30 p.m. Wednesday, May 12, 2021.
- PB23** Bids are due no later than, Wednesday, May 26, 2021 at 10:00 a.m. at which time the bids will be publicly opened and read aloud. Bids received later than 10:00 a.m. on the bid opening date, will be returned to the Bidder unopened.
- PB24** The Pre-Bid Conference Meeting was adjourned at 10:26 a.m.

PB24 The Pre-Bid Conference Meeting was adjourned at 10:26 a.m.

Sincerely,

A handwritten signature in black ink, appearing to read "Blair Reynolds". The signature is stylized and cursive, with the first letter of each word being significantly larger and more prominent than the others.

Blair Reynolds
Chief Project Manager
Division of Engineering

Item No. 510 - FULL DEPTH PAVEMENT RECLAMATION

Item No. 511 - PORTLAND CEMENT

.01 DESCRIPTION: This work shall consist of preparing a stabilized base course, composed of a mixture of the entire existing hot mix asphalt pavement, asphalt millings, Crusher Run Aggregate, CR-6, existing base course materials and/or soil. The manufacture of the stabilized base course shall be done by in-place crushing, pulverizing and blending of the existing materials and introducing additives to establish the required depth. Portland Cement shall be used as an additive to the existing pulverized material.

.02 MATERIALS:

Portland Cement Section 902

.03 CONSTRUCTION:

Patching of designated areas with Crusher Run Aggregate, CR-6 and asphalt pavement millings shall be completed prior to commencement of the reclamation process. This material shall be stabilized along with the remainder of the existing roadway materials.

STEP 1

- A. The existing asphalt pavement shall be pulverized and blended by a method that will not damage the material below the planned depth. Equipment used shall perform the pulverization and blending of the Portland cement in a single operation and have a minimum cutting width of 96 inches and a variable cutting depth of 0-13 inches.
- B. The existing pavement, base material, and/or soil shall be pulverized and blended so the entire mass of material may be uniformly graded. The depth of reclamation shall be six (6) inches. The Contractor will be required to stop the pulverizing process and back-out the reclaimer to allow the Engineer to measure the depth at locations determined by the Engineer.
- C. The material gradation shall conform to the following guideline. The occasional oversized “chunk” of asphalt that eludes pulverization shall be removed and placed in front of the reclaimer.

Sieve Size	Percent Passing by Weight
2 Inch	100
1.5 Inch	90-95
No. 200	0-20

- D. Asphalt cores and boring Logs shall be obtained by the contractor in determining the proper mix design with their approved subcontractor.

SPECIAL PROVISIONS

CONTRACT NO. MS-PMP-287-28

- E. If the Contractor determines the above gradation is not physically possible, due to the natural size of the material, the Contractor shall submit gradation results to the Engineer 15 calendar days prior to the start of work.
- F. Upon completion of the pulverization process, the Contractor shall take samples of the pulverized material every 1,000 feet, determine the maximum dry density, and optimum moisture content, and determine the Portland Cement to be added based on 5% by weight ($\pm 0.5\%$). Copies of all test results (prior to mixing and blending) shall be given to the Engineer.
- G. The entire surface shall be rough graded and rolled. Upon completion of compaction process, the entire roadway shall be proof-rolled to determine if any unsuitable material shall be removed as described under the Contingent Unsuitable Material Excavation, Item 201.

STEP 2

- A. Upon completion of Step 1, the Contractor shall apply Portland Cement at the rate of 5%, ($\pm 0.5\%$), by weight. The cement shall be distributed uniformly over the entire surface by means of a cyclone spreader.
- B. Portland Cement shall not be applied when wind conditions are such that blowing cement dust becomes objectionable to adjacent property owners or creates a hazard to traffic on adjacent highways. In addition, cement shall not be applied until the surface temperature is 40°F and rising.
- C. The Contractor shall not apply Portland Cement more than two hundred (200) feet in front of the reclaimer. In addition, the Contractor shall be required to work in sections not exceeding 2,000 feet or in segments approved by the Engineer that can be completed within six (6) hours of a given day.
- D. The Contractor shall not apply Portland Cement without prior approval of the Engineer. Any material placed without the approval of the Engineer that becomes exposed to washing or blowing shall be replaced at the expense of the Contractor.
- E. If excessive amounts of cement dust are deposited on adjacent properties, the Contractor shall clean all areas (houses, cars, driveways, lawns, etc.) to the satisfaction of the Engineer and/or property owner at the expense of the Contractor. The Contractor shall not enter upon any private property without permission of the property owner.

STEP 3

- A. After spreading of the Portland Cement, the Contractor shall start the blending process of the cement and pulverized material. Water shall be added during this process to facilitate hydration of the Portland Cement additive. Water should be added through the reclaimer's metering device to obtain optimum moisture content for proper compaction.
- B. As the blending process proceeds, final grading and compaction shall occur. The shaping shall be as shown on the Plans and compaction shall be as described elsewhere in this Item.
- C. Upon completion of the shaping and compaction, the Contractor shall apply water at the rate required to allow for proper hydration of the Portland Cement. Water shall be applied as needed for a minimum of three (3) calendar days.

SP-21RB

- D. In order to assure satisfactory hydration of the Portland cement oxidation, the hot mix asphalt paving shall occur no sooner than three (3) calendar days after compaction, but must be completed no later than five (5) calendar days after compaction.

COMPACTION REQUIREMENTS

- A. After completing the initial pavement pulverizing, the Contractor shall obtain samples of the reclaimed material at intervals not exceeding 1000 feet, or less than four samples per roadway. Material shall be tested for gradation, maximum density, optimum moisture content and other related properties. Testing shall be performed by an independent testing agency approved for use by the Engineer, at the Contractor's expense.
- B. Prior to compaction, the material shall be in a uniform, loose condition throughout its full depth. Its moisture content shall be within 2 percent of the specified optimum moisture. Once the Portland cement mixing/blending has been completed, no section shall be left undisturbed (partially compacted) for longer than 30 minutes during the compaction operations.
- C. Compaction operations shall begin within 60 minutes and be complete not more than 120 minutes after mixing/blending of the reclaimed materials with the Portland cement. The Contractor shall furnish the type, condition and quantity of equipment that meets the requirements of these provisions and for the proper execution of the work within the specified time constraints. Compaction shall be completed during daylight hours.
- D. Commence rolling at the low side of the course. Leave 3 to 6 inches from any unsupported edged unrolled initially to prevent distortion.
- E. Reclaimed material shall be uniformly compacted to a minimum of 95 percent of maximum density as determined by field density tests. Contractor shall determine optimum moisture content and density, in the field, by moisture-density test ASTM D-558 or AASHTO T-134.
- F. Confirm compliance under the guidance of a nuclear gauge operator. After each pass of the compaction equipment, take a nuclear gauge density reading following manufacturer's operating instructions and Maryland Standard Method of test. Continue compaction with each piece of equipment until no appreciable increase in density is obtained by additional passes or directed by the Engineer.

- .04 MEASUREMENT AND PAYMENT:** Full depth pavement reclamation will be measured and paid for at the Contract unit price bid per square yard. The payment will be full compensation for all material, labor, equipment, tools, grading, pulverizing, blending, compacting, testing, water, and incidentals necessary to complete the work.

Portland Cement will be measured and paid for at the Contract unit price bid per ton. The Contractor shall provide tickets to the Owner. The payment will be full compensation for all materials, labor, spreading equipment, cement, tools, equipment and incidentals necessary to complete the work.

BID FORMS

CONTRACT NO. MS-PMP-287-28

ITEM	QTY	UNIT	ITEM DESCRIPTION	UNIT PRICE	ITEM TOTAL
509	1,400	TON	Open Graded Asphalt Friction Course	\$ _____	\$ _____
510	10,409	SY	Full Depth Reclamation	\$ _____	\$ _____
511	210	TON	Portland Cement	\$ _____	\$ _____
512	324	TON	CONTINGENT – 9.5mm Driveway Tie-in Handwork	\$ _____	\$ _____
513	426	TON	Superpave Asphalt Mix 9.5 mm (PG64S-22) for Wedge & Leveling	\$ _____	\$ _____
514	50	TON	Superpave Asphalt Mix 9.5 mm (PG64S-22) for Level Course 0-1”	\$ _____	\$ _____
515	50	TON	Superpave Asphalt Mix 19.0 mm (PG64S-22) for Wedge & Leveling	\$ _____	\$ _____
516	250	LF	Paving Fabric, Joint Repair	\$ _____	\$ _____
517	9,181	SY	Paving Fabric	\$ _____	\$ _____
CATEGORY 500			SUB TOTAL	<u>ON PAGE BF-18</u>	