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## ADDENDUM

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**TO:** ALL HOLDERS OF CONTRACT DOCUMENTS  
**FROM:** DEPUTY ADMINISTRATOR/CHIEF ENGINEER FOR PLANNING, ENGINEERING,  
REAL ESTATE AND ENVIRONMENT JASON A. RIDGWAY, P.E.  
**SUBJECT:** XX1535277 ADDENDUM NO. 1  
PERMANENT PATCHING OF ASPHALT SUPERPAVE AT VARIOUS LOCATIONS  
IN KENT AND QUEEN ANNE'S COUNTIES  
**DATE:** MARCH 29, 2019

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Please be advised that the Maryland Department of Transportation State Highway Administration (MDOT SHA) has issued an addendum for Contract No. XX1535277. The Bid Opening is still scheduled for **April 18, 2019**.

The attention of prospective bidders is directed to the following revisions, additions, and/or deletions to the Invitation for Bids booklet and the Proposal Form Packet.

### **Invitation for Bids Booklet**

<u>Page No.</u>	<u>Description</u>
45-51	DELETED Special Provisions "PROJECT DESCRIPTION".
51A-F	ADDED Special Provisions "PROJECT DESCRIPTION".

### **Proposal Form Packet**

Note: A revision to the proposal form packet titled XX1535277.001x has been posted on the eMaryland Marketplace Website at <https://emaryland.buyspeed.com/bso/>, under "Open Bids", under "Public Works, Park Equipment, and Construction Services", and under the associated "Bid Number" and "Alternate ID;" and on [www.bidx.com/maryland/main](http://www.bidx.com/maryland/main) website for this proposal. If the file name is not the same and includes a tilde, please download the file and rename it before opening. Listed below are the changes to the individual sections of the proposal form packet.

#### **General**

REVISED the "Amendments" field from 0 to 1.

INSERTED 03/28/2019 in the "Date Revised" field.

#### **Schedule of Items**

REVISED Category Code Number and Description of Item No. 1014 from (130850) "MOBILIZATION" to (130875) "MOBILIZATION AND DEMOBILIZATION".

**Proposal Form Packet (continued)**

**Amendment/Addendum Receipt Verification Form**

REVISED the number of Addenda/Amendment issued from 0 to 1.

Questions relating to this Addendum No. 1 may be directed in writing to:

Mr. Ken Fender  
District Engineer  
District 2  
615 Morgnec Road  
Chestertown, MD 21620  
ATTN: Mr. Thomas Revelle

If time is of the essence, written questions may be forwarded to Mr. Thomas Revelle, MDOT SHA District 2 Assistant District Engineer Project Development, at Fax No. 410-778-3061. The Contractor must identify the source of the question and the contract number.



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Jason A. Ridgway, P.E.  
Deputy Administrator/Chief Engineer for  
Planning, Engineering, Real Estate and Environment

**This Addendum is issued to clarify, add to, delete from, correct and/or change the bid documents to the extent indicated and is hereby made part of the said bid documents on which the contract will be based. COMAR 21.05.02.08 requires that all addenda issued be acknowledged prior to submitting your bid. Failure to submit a completed addenda acknowledgement/ verification through the '.ebsx' file for all addenda may result in the bid being declared non-responsive.**

These pages have been deleted.

### **PROJECT DESCRIPTION**

This Contract consists of grinding, patching, and resurfacing asphalt pavements at various locations in Kent and Queen Anne's County. This work may also include bridge decks, bridge approaches, deep patching, park-n-rides and rest areas.

This is a non-exclusive Contract. It does not include all work expected to be performed in the designated areas. Therefore, at times, other Contractors may be performing similar work that is not associated with this Contract. Special attention is directed to GP-5.06, Cooperation between Contractors.

### **SPECIFICATIONS**

All work on this project shall conform to the Maryland Department of Transportation, State Highway Administration's Specifications entitled, "Standard Specifications for Construction and Materials" dated July 1, 2018, revisions thereof, or additions thereto, and the Special Provisions included in this Invitation for Bids.

In case of discrepancy between the Special Provisions and all other provisions contained in the contract, the Engineer will be the sole authority as to the proper procedure to follow.

### **EMPLOYMENT AGENCY**

The Maryland Department of Labor, Licensing & Regulation (DLLR), Division of Employment & Training can be found on the Web at: <http://www.dllr.state.md.us/county>

### **WORK SCHEDULING**

The Engineer will provide a written and/or verbal list of the proposed locations of work to be scheduled to the Contractor at the pre-construction meeting and prior to each subsequent season. The Engineer may add to, delete from, revise, or update this list through the term of the Contract.

Work assignments will be issued to the Contractor in the form of a 'Notice to Proceed with Task' (NTP/T) letter for each assigned task. The NTP/T letter will include, but not be limited to, the following information: the limits of the work, the scope of work to be performed, and the NTP/T 'on or before' date. Multiple crews may be required to complete the work given. Simultaneous NTP's, if needed, will be mutually agreed upon by both the Contractor and the Administration.

The Contractor shall begin work within 10 working days after receiving the (NTP/T) letter for each task and shall continue operations until completion of all designated work. If the Contractor fails to begin work within 10 working days of notification for each location, the sum of \$500.00 per working day for each working day beyond the 10 working day notification period will be deducted from any money due to the Contractor.

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After the work has started, it shall be prosecuted continuously on all acceptable working days, without stoppage, until the entire Task is complete. The sum of \$1,000.00 per each unauthorized work stoppage day will be deducted from any money due to the Contractor.

The Contractor shall notify the Engineer at least 48 hours prior to beginning work at any location.

**WORKING HOURS**

Working hours shall be 9:00 A.M. to 3:00 P.M. Monday through Friday, with the exception of legal holidays. High volume roadways may require work hour restrictions or night work. Working hours may be increased if mutually agreed upon by the Contractor and the Engineer.

Work shall not be performed on Saturdays, Sundays, legal holidays, and the days immediately preceding and following legal holidays. All equipment, barricades, etc., shall be removed from the roadway and full traffic capacity maintained throughout these periods.

**ESTIMATED QUANTITIES**

All construction items and quantities in these Special Provisions are provided for use when and as directed by the Engineer. The quantities for these items are established for the purpose of obtaining a bid price. The quantities for these items may be increased or decreased without any adjustment to the contract unit price or the item(s) may be deleted entirely from the contract by the Engineer without negotiation.

**PAYMENT FOR MAINTENANCE OF TRAFFIC**

A bid item has been established for Maintenance of Traffic. This item has a minimum allowable bid of \$2,000.00 per day and a maximum allowable bid of \$3,500.00 per day. The per unit day price bid for the item Maintenance of Traffic shall include all engineering and work related to the development and application of the TCP(s), as well as all related items of work including furnishing, placement, maintenance, removal, and relocation of devices; and the necessary labor, tools, equipment and incidentals such as cones, barrels, lights, barricades, STOP/SLOW paddles, flags, vests, flaggers, Traffic Manager, etc., for which a specific bid item has not been established, to ensure the desired result of a safe and efficient work zone.

The same protection vehicle used on multiple projects shall be paid for the hours spent at each project. Payment will be made for this item using the following guidelines:

Time on project	up to 2 hours	over 2 to 4 hours	over 4 hours
Payment	0.25 UD	0.5 UD	1 UD

### **TRAFFIC SIGNS**

A bid item has been established for temporary traffic signs. This item will only be paid once. After initial payment all use of this item will be incidental to the per day item for Maintenance of Traffic.

### **SHOULDER BACK-UP USING TOPSOIL**

A bid item has been established for shoulder edge back-up, equal to or less than four (4) inches thick using topsoil. This per ton price will be full compensation for placement of topsoil, fertilizer, seeding, and mulching.

### **GENERAL ISSUES**

1. Prior to each location start up, the Contractor shall contact the Assistant District Engineer for Traffic to verify there are no changes required with the layout of the existing roadway markings. The Contractor shall further supply the Engineer, prior to any milling or overlay operation on any project site, a sketch with stationing denoting the existing and/or proposed pavement marking plan. The contractor shall also take an inventory of pavement markings based on field observations.
2. After completion of pavement operations, permanent painted marking will be done by the Contractor. Permanent markings will be painted within 15 calendar days after completion of final overlay. If pavement markings are not installed within 15 calendar, days beginning at the first day of paving completion, a deduction of \$1,500.00 per day for interstates and \$750 per day for all other roadways will be assessed for each additional day the paved surface remains open to traffic. The delay penalty will be deducted from the next progress payment and is a permanent deduction.
3. Milling/grinding material shall become the property of the Contractor for his/her use and or disposal. The SHA shall not be responsible for hauling. No material shall be stockpiled on SHA right-of-way
4. No bid items have been established for fertilizer, seeding and mulching. These items will be considered incidental to the square yard item for topsoil for shoulder edge drop-off.
5. The removal of unsuitable material for patching shall be considered incidental to the cost of variable depth base course using graded aggregate.
6. Superpave asphalt patching shall be in accordance with Section 505 and the additional instructions provided in the Special Provisions Project Description Document.
7. Shoulder drop off –Section 609 shall be compacted by means of a steel drum or pneumatic roller. Topsoil grading for shoulder edge back-up shall be completed prior to the final pavement markings are placed.

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8. Maintenance of Traffic for removal of temporary traffic tape and line striping shall not be a separate pay item, but shall be considered incidental to the other pay items.

**COMPUTERS**

Upon receiving notice to proceed, the contractor is responsible for providing District 2 with computer equipment prior to starting work otherwise the work may not commence. Refer to Section 103 for computer requirements.

**INTERSECTION LOOP DETECTORS / VIDEO DETECTION**

When the patching operation is within 500 feet of signalized intersection approaches, the Contractor shall notify the Chief of the Signal Operations Section, at 410-787-7650, a minimum of 72 hours prior to any patching.

**WEIGHT MOTION SENSORS**

When the patching operation is along a roadway containing weight motion sensors, the Contractor shall notify Dave Czorapinski, Chief of the Motor Carrier Division, at 410-582-5734, a minimum of 72 hours prior to any patching.

**AUTOMATED TRAFFIC COUNTER SENSORS**

When the patching operation is along a roadway containing weather sensors, the Contractor shall notify Barry Balzanna of the OPPE DCP Data Governance Division, at 410-545-5509, a minimum of 72 hours prior to any patching.

**WEATHER SENSORS**

When the patching operation is along a roadway containing weather sensors, the Contractor shall notify Richard Dye, Systems Administrator of the System Integration Division, at 410-582-5619, a minimum of 72 hours prior to any patching.

**SUPERPAVE ASPHALT MIX SURFACE FOR BRIDGE APPROACHES AND DECKS**

1. Bridge approaches designated by the Engineer shall be adjusted by the removal of sufficient depth of existing wearing surface to allow for replacement with new Superpave asphalt.
2. In addition to pavement recommendations, contractor shall refer to MD STD. 580.09 for methods of completing the Bridge Approach Pavement Sections.
3. The areas to be removed shall be variable in length, but shall not be less than the existing lane width. The Engineer will determine the depth of removal. The length of the removal

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shall be determined by the height adjustment required. For 1" of height adjustment, the removal area should measure 50' in length.

4. The method of removal is not specified, however, it must be approved by the Engineer prior to starting work. Resurfacing shall be in accordance with Section 504 of the Specifications and shall be completed during the same work shift in which the existing pavement is removed.
5. Superpave asphalt surface for bridge approaches will be measured and paid for at the Contract unit price per ton. Payment will be full compensation for removal of existing pavement, and for all material, delivery, tack coat, placement, compaction, labor, tools, equipment, and incidentals needed to complete this work.

**VERTICAL ADJUSTMENT OF EXISTING UTILITY COVERS**

All existing State-owned manholes, valve boxes and inlets shall be adjusted to meet the resurfacing elevations. The Contractor shall, before the placement of the surface course, submit for approval by the Engineer his/her method of adjustment. Adjustment of State-owned manholes, valve boxes and inlets, including approval by the Engineer of the construction method used, shall be accomplished prior to placement of surface course. Adjustment to all other manholes, valve boxes or inlets will not be measured for payment, as stated in 504.04 of the specifications.

Where no pay item is provided, it shall be the Contractor's responsibility to notify the municipality/utility owner to adjust their manholes, valve boxes and meters. The Contractor shall not be compensated for any delays resulting from municipality/utility company adjustments.

**PATCHING**

In addition to Section 505 of the specifications, the following conditions apply:

- 1) The method of patching any particular area will be determined in the field by the Engineer or his representative.
- 2) Required patching will be based solely on the dimensions of the patch as marked. Measurement and payment for patching work shall be in accordance with Section 505.
- 3) As per Section 505 and MD STD. 578.03, the minimum patching width to perform patching repairs shall be 6', regardless of size of available contractor equipment. Marked patching areas less than 6' will only be paid for the tonnage of asphalt needed to perform the 6' patch width and will not be based on the available equipment used to make the patch. Patching repair widths that exceed the minimum required patching widths will be the contractor's expense.
- 4) The contractor shall provide patching at a minimum rate of 300 tons per day or as directed in the field by the Engineer or his representatives.



**TIE-INS FOR ENTRANCES AND SIDE ROADS**

The Contractor shall take into consideration, when preparing this bid that notched tie-ins shall be made at entrances and connecting roads to the extent directed by the Engineer. All cost thereby shall be included in and considered incidental to the other pay item(s) set up in this contract.

**GROOVE CUTS FOR RECESSED PAVEMENT MARKERS**

A bid item, if applicable, has been established for Groove Cuts. This item shall be paid per each cut and does not distinguish between Mono-Directional Saw Cut or Bi-Directional Saw Cut.

**SUPERVISION**

The Contractor shall assign to the Contract, as his agent, competent supervision capable of communicating in English, and capable of reading and thoroughly understanding the Contract documents.

**METHOD OF PAYMENT**

The Contractor shall submit a summary of quantities for each month indicating the project number to the Engineer. The summary of quantities and progress estimate shall indicate the quantities of each item provided. The summary of quantities shall be submitted through the Maryland Construction Management System (MCMS) software.

**RIGHT-OF-WAY STATUS**

There is no right-of-way required to complete the work called for in this Contract

**STATUS OF PERMITS**

There are no environmental permits needed for this Contract. Permits may be required once project locations are identified.