GRAND TRAVERSE COUNTY ROAD COMMISSION

"Our mission is to upgrade and maintain a safe and efficient road system"

ADDENDUM #2

PAGE #: 1

DATE: January 9th, 2018

TO: All Bidders and Plan/Document Holders

FROM: Joseph H. Slonecki, P.E.
Assistant County Highway Engineer
Grand Traverse County Road Commission

RE: 2018 General Fund Projects Bid package

Documents issued with this Addendum
- Addendum – 1 through 16 pages
- Issued Specification – Yes
- Issued Drawings – No
- Reissued Specification Sections – No
- Sketches – No
- Bid Forms – Yes

The following are revisions or clarifications to the original construction documents. This form is required to be submitted with the bid form. Note that only East Arbutus Lake Rd project log and bid form and the Progress Clause have been revised and resubmitted as part of this addendum. The following is a summary of attached documents:

	Sheets
• Addendum No. 2 write up	2
• Progress Clause:	1
• East Arbutus Lake Road Project Log	10
• Contractor Inquiries	3

Progress Clause:

- The number of work days for the Chip Seal Project (#18E002) has been updated.
- The progress clause has been updated to remove the chip seal operation from the work days provided.

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1881 LaFranier Road · Traverse City, Michigan 49696-8911

Project #18E001 – East Arbutus Lake Rd:

- Approximately 22 spillways with an estimated 100 Syd of HMA Spillway. This is subject to change as site conditions are evaluated and exact placement of spillways is determined in the field.
- Updated bid form, The Units for Embankment have been changed to Cyd. The intent is where additional embankment not generated from the site is needed in order to accommodate HMA curbing.
- Updated bid form, Removed Aggregate base item
- Updated bid form, Culvert item has been changed to Cl E pipe.

Project #18E002 – Chip Seal Projects:

- At the approval of the Engineer CRS-2M may be used in place of HFRS-2M.
- The requirement of fog sealing within 48 hours of chip sealing may be waived at the discretion of the Engineer.
- Raise pavement markers shall be placed every 100 feet, double markers for no passing zones and for multi lane roads all travel lanes shall be marked. The edge line is not required to be marked.

Confirmation of receipt _____

(Contractor signature)

END OF ADDENDUM #2

PROGRESS CLAUSE

PROGRESS CLAUSE: Submit a complete, detailed and signed MDOT Form 1130, Progress Schedule, to the Engineer within seven (7) calendar days of confirmation of low bid by the Road Commission.

The progress schedule must include, at a minimum, the controlling work items for the completion of the project. The Engineer at any time may request additional items to be identified. Work days shall be counted Monday through Saturday.

After receiving Notice of Award, the work shall start on the date agreed upon with the Engineer, which shall be no earlier than dates defined under contract time within the Construction Contract. In no case, shall any work be commenced prior to receipt of formal notice of award by the Road Commission.

East Duck Lake Road (17E005)

The entire project must be completed in **18 work days**. Work days will be charged on the date work starts, or on the date designated as the starting date in the Progress Schedule whichever occurs earlier.

Fall Road (17E006)

The entire project must be completed in **6 work days**. Work days will be charged on the date work starts, or on the date designated as the starting date in the Progress Schedule whichever occurs earlier.

East Arbutus Road (18E001)

The entire project must be completed in **24 work days**. Work days will be charged on the date work starts, or on the date designated as the starting date in the Progress Schedule whichever occurs earlier.

Chip Seal Project (W Silver Lake Road, E Silver Lake Road, Hammond Road, N Long Lake Road, W Long Lake Road, Peninsula Drive, Cass Road, Elk Lake Road, 3 Mile Road, Four Mile, Potter) (18E002)

The entire project must be completed in **60 work days**. Work days will be charged on the date work starts, or on the date designated as the starting date in the Progress Schedule whichever occurs earlier. The chip seal operations shall not deduct work days from the provided days. The chip seal operation shall be completed within the seasonal limitations as stated in the MDOT 2012 Standard Specifications for Construction Section 505.03.C.2.

South Airport Road Intersection Improvements (At Racquet Club Drive) (16E013)

The entire project must be completed in **18 work days**. Work days will be charged on the date work starts, or on the date designated as the starting date in the Progress Schedule whichever occurs earlier.

All projects must be completed on or before the final project completion date defined under contract time within the Construction Contract**.**

Failure by the Contractor to meet interim, final and/or any stage completion dates will result in the assessment of liquidated damages in accordance with the Contract.

GRAND TRAVERSE COUNTY ROAD COMMISSION
LOG OF PROJECT
FOR
PROJECT #18E001
E Arbutus Lake Road

Project Locations:

Approximate limits from Hobbs Hwy to High Lake Rd.

History of Projects:

Project listed above has variable conditions included but not limited to; roadway width and cross slope, drainage and tree cover. The Contractor shall understand based on these conditions, field adjustments could be performed (as directed by the Engineer) on a regular basis and therefore the Contractor shall consider this when establishing their unit price. The Contractor shall not be compensated for additional time or equipment expense required for field adjustments.

Description of Work:

Except as otherwise set forth in the Contract Documents, the Contractor shall follow the 2012 MDOT Standard Specifications for Construction, Current Manual of Uniform Traffic Control Devices along with current Grand Traverse County Road Commission Right Of Way Permitting and Public Road Standards Rules, Specifications and Guidelines. If there are questions about differing standards between these two manuals the Engineer shall make the decision as to which standard takes precedence.

At any time the Road Commission may elect to delete quantity, add quantity or perform work on part of or in full of any pay item.

The intent of work is to wedge certain areas of the roadway system (as directed by the Engineer) to provide positive drainage or to provide additional structural integrity to the HMA surface. Wedging maybe used for super elevation correction as needed. Chip Seal to be performed for the roadway section from Edge of Asphalt to Edge of Asphalt or as directed by the Engineer. Shoulders are intended to be proposed to assist with drainage and driver safety at select locations as directed by the Engineer.

General Log Notes:

HMA related items (Possible Wedging/ Approaches/ Overlays)

- The intent of Wedging is for correction of the existing typical cross slope to 1.5% (percent cross slope may vary per direction of the Engineer), super correction as defined in the field or to provide additional structural integrity to the HMA surface. The Engineer may allow a cross slope in a normal section between 1% and 3% based on site conditions but could require a minimum longitudinal length between the varying slopes. This condition will be determined prior and during paving by the Engineer. Based on preliminary findings, wedging will be variable and may be performed from the existing quarter crown to the centerline, from the existing quarter crown to the edge of asphalt and/or a full wedge over the entire roadway system. The Engineer may elect on a case by case basis to vary from this requirement due to site conditions. All work required to perform this task shall be included within the pay item HMA, LVSP (Wedge). Wedging may be spot specific.
- All HMA, approach work required for transitioning into existing HMA driveways and intersections, as directed by the Engineer, shall be paid for under the pay item HMA, LVSP (Wedge). The intent of this operation is to feather the proposed HMA into the existing HMA unless site conditions require different direction. There may be times where the HMA will need to be taken back beyond a normal feather due to elevation differences which the Engineer shall give the direction as to the scope and limits. All work associated with this direction shall be included within the pay item HMA, LVSP (Wedge).
- All HMA, approach work when performed shall not hold water (ponding). Contractor shall use all means necessary to establish positive surface slopes as not to hold water. If ponding exist after the proposed approach work the Contractor shall be responsible for a corrective measure as approved by the Engineer. This corrective measure will not be an additional cost to the project.
- All HMA curbing and Spillways shall be paid for under the pay item HMA, LVSP (Wedge).
- If the HMA leveling course exceeds the maximum application rate of the specified mix the Engineer may require the Contractor to place the HMA in multiple lifts. Wedging is assumed to be a leveling course application.

Chip Seal:

- Placement of a Seal, Single Chip, extending over the entire width of the existing HMA. Note that in certain areas the Engineer may elect to have the contractor perform a bar Chip, spot Chip or a Seal, Double Chip due to existing roadway conditions. This work will be paid at the unit price of Seal, Single Chip. For clarification, if in a given area the Contractor is directed to perform a bar Chip for a 4 foot width and then a full lane width Seal, Single Chip. The Contractor shall be paid for the SYD of the bar Chip and the SYD of the Seal, Single Chip at the Seal, Single Chip unit price.
- A fog seal shall be applied to all Chip Seals unless otherwise directed by the Engineer.
- Contractor shall place Raised Pavt Marker, Temp, Type 1, Yellow, Bidirectional along the centerline of Chip Sealed roadways sections as directed by the Engineer. The cost for this item shall be included in the pay item Seal, Single Chip.

- If excess stone if left by the Chip Sealing operation that will cause future drainage concerns or is a safety issue the Contractor shall remove the excess stone. Contractor is required to removal all excess stone on curb lines (bituminous or concrete) and approaches including driveways.

Gravel related items: (gravel shoulders/driveways):

- Gravel that is required to be placed in order to transition from the Edge of Asphalt to an existing gravel drive shall be paid for under Shoulder, Cl II.
- When gravel shoulders are required to be placed the shoulder width and slope shall be defined by the Engineer prior to the start of work. Typically the slope will be 4 to 6 percent in normal sections.

Restoration:

- Contractor shall restore all proposed ditching areas and all disturbed areas or any other area as directed by the Engineer. Mulch Blanket, High Velocity shall be used in locations per direction from the Engineer.

Ditching:

- Ditching locations as directed by the Engineer. Depending on location the ditch depth may vary. Typically the ditch depth is expected to be 1 to 2 feet (after restoration is performed) with 1 on 4 side slopes.

Log Plans:

- Log sketches provided are for reference only and are not a part of the Contract. The intent of the sketches is to provide general guidance and allow for a visual reference (stationing related to physical features identified on the aerial) for location of items of Work. The Contractor shall understand that the Road Commission at any time may vary from the sketches. The Contractor understands that changes to or deviation from the sketches by the Road Commission shall not be a basis for an increase in Contract Time or Contract Price. The accuracy of the sketches provided is not guaranteed (aerials and scalable features may not be accurate).

Spillways:

- At a minimum the Contractor shall follow the Road Commissions standard detail for construction of a spillway. The Road Commission shall mark the location of the spillway and the contractor shall be responsible for all means to construct. It is the Contractor's responsibility to ensure all discharge water is adequately handled and during rain events no washouts are encountered. If the spillway fails the Contractor shall (based on the direction of the Engineer) remove and replace or repair as needed at no additional cost to the project.

General:

- Tree removal and clearing as directed by the Engineer.
- If Riprap, Plain is used it shall have a minimum stone size of 8 inches.
- The Road Commission at any time may perform work within or around the project limits. The Contractor shall coordinate their efforts with the Road Commission to ensure the Road Commission does not waste effort in their performance of said work. This work and effort by the Contractor shall not be an additional cost to the project.
- Prior to paving the Contractor shall ensure all utility castings are adjusted and approved by the GTCRC.

Miscellaneous Quantities:

The following items of work shall be done as they apply throughout the project or as directed by the Engineer. These items are not detailed in the log.

Items of work	Estimated Quantity
Mobilization	1 LS
Traffic Control	1 LS

Additional items incidental to the cost of the project:

- Removal and replacement of all mailbox's based on required project operations shall be included in the scope of the project. All mailbox's shall be set to postal height requirements and offset requirements as defined by the Postal Service and the Road Commission. If there is questioning on which mailboxes required replacement the Engineer shall have the final say.
- During the removal of trees if less than 6 inch diameter tree trunks are within a 20 foot radius of a pay item tree the removal of these trees shall be incidental to the cost of the project.
- All manhole and valve box adjustments.
- All required temporary tape for marking drive lanes for the project.
- All work required under Pavt for Butt Joints, Rem for the project.
- Embankment required for guardrail approach terminals.
- Any required work to perform Earth Excavation to be included in pay item Ditching.
- All additional project items required to complete the project per the direction of the Engineer are incidental to the cost of the project.

Understanding of Testing requirements:

Except as otherwise set forth in the Contract Documents, all testing requirement will follow the MDOT 2012 Standard Specifications for Construction or as directed by the Engineer.

Understanding of Workmanship:

When paving driveways, by way of complete installation or when feathering to match existing, the Contractor shall understanding that any ponding on the surface is not acceptable and the GTCRC will require corrective measures which may require removal and replacement as determined by the Engineer. Cost associated with the corrective measures will be incidental to the cost of the project.

When wedging, the Contractor understands that a positive cross – slope towards the shoulder or to an inlet catchment is required. The paver shall not pave a deflection in slope, quarter break unless otherwise approved by the Engineer. The Contractor shall not invert the roadway or create ridges that will hold water on the roadway. If ponding water is found on the roadway surface within the wedge treatment area a corrective measure will be required and the corrective measure will be determined by the Engineer. Cost associated with the corrective measures will be incidental to the cost of the project.

When conducting an overlay the Contractor shall not create a cross-sloped roadway or an inverted roadway. An Engineer directed constant cross-slope from the centerline to the edge of HMA shall be produced. If the Contractor produces an inverted section, quarter crown break (unless otherwise approved) or other condition that is not an industry standard, then a corrective measure may be required as directed by the Engineer. Cost associated with the corrective measures will be incidental to the cost of the project.

At any time the Contractor shall not create an unsafe condition such as incorrect traffic control setup or drop offs along the shoulder edge. If an unsafe condition exist the Contractor shall use all necessary means to correct the issue immediately at no cost to the contract.

When placing gravel shoulders, the Contractor shall not place the material higher than the edge of pavement, creating a high ridge, which will trap water. If material is placed in this manner than the GTCRC will require the shoulders to be reworked to allow for positive drainage from the HMA surface. Cost associated with the corrective measures will be incidental to the cost of the project.

When paving to an existing HMA edge within a drive lane (transverse joint) the Contractor shall ensure a smooth transition. If an unacceptable bump or dip (joint) exist the Contractor shall provide a corrective measure as defined by the Engineer. The corrective measure may include milling and resurfacing, diamond gridding or other measures as approved by the Engineer. Cost associated with the corrective measure will be incidental to the cost of the project.

Soil erosion measures shall be completed throughout the duration of the project. Once soils are disturbed they should be restored within a reasonable period of time as determined by the Engineer. If the Contractor fails to complete restoration measures within a reasonable period of time the Road Commission may elect to back charge the Contractor all time associated with correction, assisting in correcting or hiring out the required work.

Clarification on Scheduling:

When Overband Crack Fill is placed the Contractor shall wait a minimum of 7 days before placement of a Chip Seal.

When Overband Crack Fill is placed the Contractor shall wait a minimum of 14 days before placement of HMA. Prior to placement of HMA or Overband Crack Fill the Contractor must receive approval from the Engineer.

When HMA is placed the Contractor shall wait a minimum of 7 days before placement of a Chip Seal. The Engineer may require a fog seal to be placed over the HMA prior to a Chip Seal. If a fog seal is required payment shall be made through Fog Seal, Modified.

Bid Clarification:

Listed estimated quantities shall be verified by the contractor prior to bidding.

PROJECT: E Arbutus Lake Road
Bid Form
(Base Bid – Prep for Chip Seal)

ITEM	UNIT	ESTIMATED QUANTITY	UNIT PRICE	ESTIMATED AMOUNT
Mobilization	LS.	1	_____	_____
Clearing	Acre	1.0	_____	_____
Tree, Rem, 19 inch to 36 inch	Ea.	13	_____	_____
Tree, Rem, 6 inch to 18 inch	Ea.	388	_____	_____
Culv, Rem, Less than 24 inch	Ea.	5	_____	_____
Embankment, LM	Cyd	20	_____	_____
Excavation, Earth	Cyd.	1,200	_____	_____
Subgrade Undercutting, Type II	Cyd.	1,000	_____	_____
Berm Grading	Sta.	20	_____	_____
Ditching	Sta.	30	_____	_____
Aggregate Base	Ton	2,650	_____	_____
Shoulder, Cl II	Ton	800	_____	_____
Trenching	Sta.	150	_____	_____
Culv End Sect, Conc, 15 inch	Ea.	22	_____	_____
Culv, Cl E, Conc, 15 inch	Ft.	800	_____	_____
Dr Structure Cover, Type E	Ea.	3	_____	_____
Dr Structure, 24 inch dia	Ea.	3	_____	_____
HMA Surface, Rem	Syd.	550	_____	_____
HMA, LVSP (Wedge)	Ton	5,275	_____	_____
Overband Crack Fill, Lane	Lnmi.	5.2	_____	_____
Pavt Mrkg, Waterborne, 4 inch White	Ft.	27,600	_____	_____
Pavt Mrkg, Waterborne, 4 inch Yellow	Ft.	27,600	_____	_____

Traffic Control	LS.	1	_____	_____
Riprap, Plain	Syd.	500	_____	_____
Slope Restoration, Type C, Modified	Syd.	19,000	_____	_____
Monument Box	Ea.	1	_____	_____
Monument Box Adjust	Ea.	1	_____	_____
Monument Preservation	Ea.	1	_____	_____

TOTAL OF ALL ESTIMATED PRICES _____ **TOTAL:** _____
(words) (numerals)

PROJECT: E Arbutus Lake Road
Bid Form
(Alternate #1- Wedge and Ultra-thin Overlay)

ITEM	UNIT	ESTIMATED QUANTITY	UNIT PRICE	ESTIMATED AMOUNT
Mobilization	LS.	1	_____	_____
Clearing	Acre	1.0	_____	_____
Tree, Rem, 19 inch to 36 inch	Ea.	14	_____	_____
Tree, Rem, 6 inch to 18 inch	Ea.	388	_____	_____
Culv, Rem, Less than 24 inch	Ea.	5	_____	_____
Embankment, LM	Cyd	20	_____	_____
Excavation, Earth	Cyd.	1,200	_____	_____
Subgrade Undercutting, Type II	Cyd.	1,000	_____	_____
Berm Grading	Sta.	20	_____	_____
Ditching	Sta.	30	_____	_____
Aggregate Base	Ton	2,650	_____	_____
Shoulder, Cl II	Ton	800	_____	_____
Trenching	Sta.	150	_____	_____
Culv End Sect, Conc, 15 inch	Ea.	22	_____	_____
Culv, Cl E, Conc, 15 inch	Ft.	800	_____	_____
Dr Structure Cover, Type E	Ea.	3	_____	_____
Dr Structure, 24 inch dia	Ea.	3	_____	_____
HMA Surface, Rem	Syd.	550	_____	_____
HMA, LVSP (Wedge)	Ton	5,275	_____	_____
HMA, Ultra-Thin, Medium Volume	Ton	2,150	_____	_____
Pavt Mrkg, Waterborne, 4 inch White	Ft.	27,600	_____	_____
Pavt Mrkg, Waterborne, 4 inch Yellow	Ft.	27,600	_____	_____

Traffic Control	LS.	1	_____	_____
Riprap, Plain	Syd.	500	_____	_____
Slope Restoration, Type C, Modified	Syd.	19,000	_____	_____
Monument Box	Ea.	1	_____	_____
Monument Box Adjust	Ea.	1	_____	_____
Monument Preservation	Ea.	1	_____	_____

TOTAL OF ALL ESTIMATED PRICES _____ **TOTAL:** _____
(words) (numerals)

Joe Slonecki

From: Joe Slonecki
Sent: Monday, January 08, 2018 5:02 PM
To: 'Sean Sebela'
Subject: RE: 2018 General Fund - NTB Inquiry

Sean,

Your questions will be addressed in an addendum.

Joe Slonecki, P.E.
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From: Sean Sebela [mailto:ssebela@rieth-riley.com]
Sent: Monday, January 08, 2018 3:58 PM
To: Joe Slonecki <JSlonecki@gtcrc.org>
Subject: 2018 General Fund - NTB Inquiry

Joe,

I am in receipt of addendum #1, however I still have a few questions regarding items we discussed in the pre-bid that I do not see answered in said addendum.

1) It was asked as to how many SYD's of HMA spillway can be expected on E. Arbutus Lk Rd. Jim had stated the RC would give a rough quantity as part of the addendum. Can you please provide?
2) The Embankment that was added to E. Arbutus is listed by the Ton. Is this correct or should it be CY? Secondly, is this Embankment setup for behind the HMA curb?
3) Ryan posed a question regarding the Aggregate Base setup on E. Arbutus. You replied that it would be the Agg Base, 4 inch would be removed from the proposal. I do not see that it has been removed…please advise.
4) We talked about the progress schedule during the pre-bid and both myself and Elmer's expressed concern that the schedule was not feasible. Has there been any discussion to adding contract time to the progress schedule to allow an adequate amount of time to complete the work? At this point in time we will need to add LD's to our bids to accommodate the additional cost.

Thank You,

Sean

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Joe Slonecki

From: Joe Slonecki
Sent: Tuesday, January 09, 2018 1:41 PM
To: 'Ryan Wurtz'
Subject: RE: RFI

Ryan,

The class of pipe was chosen to required Reinforced Concrete pipe be used. This will be included in an addendum.

Joe Slonecki, P.E.
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From: Ryan Wurtz [mailto:rwurtz@teamelmers.com]
Sent: Tuesday, January 09, 2018 1:37 PM
To: Joe Slonecki <JSlonecki@gtcrc.org>
Subject: RFI

HI Joe –

Will you clarify the type of culvert that you would like to use on E. Arbutis please?

Thank you,

Ryan Wurtz

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