

ADDENDUM No. 1

ITB No. 4469

Cranbrook and Wurster Parks Asphalt Path Renovations

Due: Thursday, January 26, 2017 at 2:00 P.M. (local time)

The following changes, additions, and/or deletions shall be made to the Invitation to Bid for Cranbrook and Wurster Parks Asphalt Path Renovations, ITB No. 4469, on which proposals will be received on/or before Thursday, January 26, 2017 at 2:00 P.M.

The information contained herein shall take precedence over the original documents and all previous addenda (if any), and is appended thereto. **This Addendum includes 2 pages and 2 attachments.**

Bidder is to acknowledge receipt of this Addendum No. 1, including all attachments in its Bid by so indicating on page ITB-1 of the Invitation to Bid Form. Bids submitted without acknowledgement of receipt of this addendum will be considered nonconforming.

The following forms provided within the ITB Document must be included in submitted bids at bid opening.

- City of Ann Arbor Prevailing Wage Declaration of Compliance
- City of Ann Arbor Living Wage Ordinance Declaration of Compliance
- Vendor Conflict of Interest Disclosure Form
- City of Ann Arbor Non-Discrimination Ordinance Declaration of Compliance

Bids that fail to provide these completed forms listed above upon bid opening will be rejected as non-responsive and will not be considered for award.

I.CHANGES AND CLARIFICATIONS

1. For Wurster Park, the highest priority segments are C1 and C2, D1 and D2 which will provide barrier free access to the playground. These segments are to be crushed and shaped, except for the one segment to be removed.
2. Wurster Park, Segments A and B are to be removed and replaced at 8' width as opposed to Crushed and Shaped. See revised bid sheet for clarifications
3. An alternative is being offered to pave the pathways in one lift instead of two, with the caveat that a 25 length segment be paved, and density be met prior to continuation of paving. If density is not met, then the remainder of the pathway will be 2 lifts of 36A.
4. Use the attached bid form instead of the one included with the original bid.

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II. QUESTIONS AND ANSWERS

The following Questions have been received by the City. Responses are being provided in accordance with the terms of the ITB. Respondents are directed to take note in its review of the documents of the following questions and City responses as they affect work or details in other areas not specifically referenced here.

Question 1: Pulverizing is not cost effective for narrower sections of path. Can you remove and replace those sections that are under 8'?

Answer 1: Yes, those sections can be removed and replaced. See revised bid form.

Question 2: Can the project be paved in one lift instead of two?

Answer 2: Yes, but a test area must be done and density must be achieved or it must be completed in 2 lifts. See revised bid sheet for alternative quotes.

Question 3: Can RAP be used on project?

Answer 3: Yes, RAP can be used.

Question 4: Can you change the 21AA limestone unit from cubic yards to Tons.

Answer 4: Yes, see revised bid form.

Question 5: Will you be potentially having two contractors do this work if two separate contractors provide low bids for the two parks?

Answer 5: One contractor will be chosen to perform the work, however, segments of Wurster Park may be eliminated if the bids are too high.

Respondents are responsible for any conclusions that they may draw from the information contained in the Addendum.

BID FORM

Section 1 – Schedule of Prices

Company: _____

Project: **Cranbrook and Wurster Parks Path Renovations, ITB 4469**

CRANBROOK PARK

<u>Item Description</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Total Price</u>
1. Crush and shape existing HMA pathway, 3” depth	1938 SY	\$_____	\$_____
2. Provide and install 13A HMA leveling course 1.5”	163 TONS	\$_____	\$_____
3. Provide and install 36A HMA wearing course 1.5”	163 TONS	\$_____	\$_____
4. Undercut allowance - 21AA limestone compacted	247 TONS	\$_____	\$_____
5. Restoration - topsoil 3” depth feathered to 1’ along path	485 SY	\$_____	\$_____
TOTAL CRANBROOK PARK		\$_____	

Alternate #1:

Replace item 2 and 3 with one - 3” lift of 36A HMA	326 TONS	\$_____	\$_____
TOTAL CRANBROOK PK using ALTERNATE #1		\$_____	

WURSTER PARK – see map for segment descriptions

Wurster Segment A:

<u>Item Description</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Total Price</u>
1. Remove existing 5’ wide HMA pathway, 250 LF	139 SY	\$_____	\$_____
2. Excavate and grade to widen pathway to 8’ asphalt, 9” depth (9’ wide for limestone base)	97 SY	\$_____	\$_____
3. Provide and install 21AA limestone, 9’ wide, 6” depth	79 TONS	\$_____	\$_____

<u>Item Description</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Total Price</u>
4. Provide and install 13A HMA leveling course, 1.5" depth 8' width	18.75 TONS	\$_____	\$_____
5. Provide and install 36A HMA wearing course, 1.5" depth 8' width	18.75 TONS	\$_____	\$_____
6. Undercut allowance, 21AA limestone compacted	28 TONS	\$_____	\$_____
7. Restoration – 3" topsoil, feather to meet existing grade, seed and mulch	56 SY	\$_____	\$_____
<u>TOTAL SEGMENT A</u>		\$_____	
<u>Alternate #2:</u>			
Replace item 4 and 5 with one - 3" lift of 36A HMA	37.5 TONS	\$_____	\$_____
TOTAL SEGMENT A using ALTERNATE #2		\$_____	
<u>Wurster Segment B:</u>			
1. Remove existing asphalt 480 LF, 6' wide	320 SY	\$_____	\$_____
2. Excavate and grade to widen pathway to 8' asphalt, 9" depth (9' wide for limestone base)	133 SY	\$_____	\$_____
3. Provide and install 6" depth 21AA limestone, 9' wide	152 TONS	\$_____	\$_____
4. Provide and install 13A HMA leveling course, 1.5" depth	36 TONS	\$_____	\$_____
5. Provide and install 36A HMA wearing course, 1.5" depth	36 TONS	\$_____	\$_____
6. Undercut allowance, 21AA limestone compacted	53 TONS	\$_____	\$_____
7. Restoration – 3" topsoil, feather to meet existing grade, seed and mulch	107 SY	\$_____	\$_____
<u>TOTAL SEGMENT B</u>		\$_____	

<u>Item Description</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Total Price</u>
<u>Alternate #3:</u>			
Replace item 4 and 5 with one - 3" lift of 36A HMA	72 TONS	\$ _____	\$ _____
TOTAL SEGMENT B using ALTERNATE #3		\$ _____	
Wurster Segment C1 - C2:			
1. Crush and shape existing 8' wide, 312 LF HMA pathway, 3" depth	277 SY	\$ _____	\$ _____
2. Provide and install 13A HMA leveling course, 1.5" depth	23.4 TONS	\$ _____	\$ _____
3. Provide and install 36A HMA wearing course, 1.5" depth	23.4 TONS	\$ _____	\$ _____
4. Undercut allowance, 21AA limestone compacted	105 TONS	\$ _____	\$ _____
5. Restoration – 3" topsoil, feather to meet existing grade, seed and mulch	70 SY	\$ _____	\$ _____
<u>TOTAL SEGMENT C1 - C2</u>		\$ _____	
<u>Alternate #4:</u>			
Replace item 2 and 3 with one - 3" lift of 36A HMA	46.8 TONS	\$ _____	\$ _____
TOTAL SEGMENT C1-C2 using ALTERNATE #4		\$ _____	
Wurster Segment D - D1:			
1. Remove existing path section as shown on plan. Restore disturbed area to meet surrounding grade, seed and mulch	62 SY	\$ _____	\$ _____
2. Excavate 9" depth x 9' width, 95 LF for new path segment, maximum 5% slope	95 SY	\$ _____	\$ _____
3. Supply and install 21AA limestone base, 6" depth compacted, 9' width, maximum 5% slope	15.8 CY	\$ _____	\$ _____
4. Provide and install 13A HMA leveling course, 1.5" depth 8' width	7.1 TONS	\$ _____	\$ _____

<u>Item Description</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Total Price</u>
5. Provide and install 36A HMA wearing course, 1.5" depth 8' width	7.1 TONS	\$_____	\$_____
6. Undercut allowance, 21 AA limestone compacted	10 TONS	\$_____	\$_____
7. Restoration 3" topsoil for existing path – feather to meet existing grade, seed and mulch	190 SY	\$_____	\$_____
<u>TOTAL SEGMENT D - D1</u>		\$_____	
<u>Alternate #5:</u>			
Replace item 4 and 5 with one - 3" lift of 36A HMA	14.2 TONS	\$_____	\$_____
TOTAL SEGMENT D-D1 using ALTERNATE #5		\$_____	

GRAND TOTAL if all Cranbrook Park and Wurster Park segments are completed with **base bid** \$_____

GRAND TOTAL if all Cranbrook Park and Wurster Park segments are completed with **alternate bid** \$_____

If segments are not all completed for Wurster Park, work will include saw cutting existing pavement and feathering asphalt to meet existing grades.