

ADDENDUM NO. 1

**NAMPA HIGHWAY DISTRICT NO. 1
MISC. ROADWAY PAVING 2010**

MARCH 19, 2010

The following changes, additions, clarifications and/or deletions are hereby made a part of the Nampa Highway District No. 1, Miscellaneous Roadway Paving 2010, as if they were entirely set forth in the Plans, Specifications, and Contract Documents.

This addendum must be acknowledged on the Bid Form, Section 3.01, on page 00300-1.

General:

The pre-bid conference for this project was held on March 17, 2010 at 2:00 P.M. in the Nampa Highway District No. 1 Office.

Those in attendance include:

Contractors

Brent Lotridge

Justin Tietz

Mark Nail

Kevin Crockett

Jesse Geary

Nampa Paving & Asphalt

Knife River

Central Paving

Idaho Sand & Gravel

C&A Paving

Owner - Nampa Highway District #1

Bryce Millar, Chairman

Richard Farner, Vice Chairman

Casey Bequeath, Director of Highways

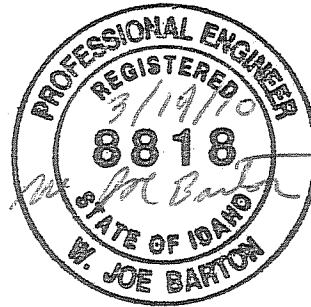
Frank Kennedy, Deputy Director

Devin Muchow

Engineer – Paragon Consulting, Inc.

W. Joe Barton, P.E.

Chanc A. Meyer, E.I.T.



The following items were discussed:

1. Bryce Millar started the meeting by introducing himself and the other commissioner. Mr. Millar followed his introduction by having the attendees introduce themselves and then turned the meet over to Joe Barton.
2. Joe Barton started by making sure all attendees signed in and that they had received a copy of the Pre-Bid Conference Agenda. Following confirmation by all attendees, Mr. Barton reviewed the bidding/contract documents that plan holders should have, including the Bid Form & Special Provisions document (e-mailed to plan holders), the 2010 Nampa Highway

Form & Special Provisions document (e-mailed to plan holders), the 2010 Nampa Highway District Contracting Manual which contains the standard form of agreement the supplementary conditions and other standard contracting forms (available on-line within the last week), the “Highway Standards & Development Procedures for the Association of Canyon County Highway Districts” (ACCHD Manual also available on-line), which modifies the Idaho Standards for Public Works Construction (ISPWC).

3. One Addendum is anticipated for the project bidding. The Addendum must be acknowledged on the Bid Form. Anticipated Addendum information to include the following:
 - Pre-Bid meeting minutes
 - Clarifications to Contractor questions received through March 18, 2010
 - Addendum to be issued on March 19, 2010
4. It was noted that the time of the bid opening will be 10:00, A.M. March 23, 2010.
5. Project Description was reviewed by Mr. Barton, he referred attendees to the last two pages of the Bid Form & Special Provisions where a map of the District is located, showing the seven (7) different paving areas and information on each paving area. Note:
 - Paving Group 3 is a subdivision with two small cul-de-sac and two intersections (Lone Star and Middleton) to be paved.
 - Paving Group 5 is two different subdivisions. The subdivision on Shipman is a curb and gutter section that will require matching the existing lip of gutter.
6. Questions that arose from Project Description:
 - Q: Are the cul-de-sac’s and widths of the road taken into consideration in the length of each project with respect to a standard road way width?
A: No, road way lengths are base off approximations from the Nampa Highway Districts GIS data.
 - Q: So cul-de-sac’s and extra width are not taken into account in the length of the project?
A: Yes that is correct. The nominal with for the paving is 26-feet. However, some projects such as the subdivisions may be narrower or wider depending on the subdivision. Base preparation will be prorated based on a nominal width of 26-feet.
 - Q: Is all paving going to be paved with a paver or will there be slope paving or hand work excluding approaches?
A: No everything will be straight forward besides the approaches, cul-de-sac, radius, and the intersections.
 - Q: It looks like there could be some slope paving on the project near Melba Drive?
A: No that is fill slope and the contractor will only be responsible for the standard road paving and the driveway approaches.
7. Mr. Barton then reviewed the contingency items explaining that all items are contingencies in order to give the Highway District the flexibility of adjusting the quantities. For example adding, exchanging, or removing a segment. Victory Road in Group 4 may be deleted from this year’s contract. Also, Can-Ada Road, south of Cherry Lane, is no longer going to be a part of this year’s contract. Other segments of paving may be added to the contract.

8. Contract Time and Liquidated Damages. Each project paving area will have a Notice to Proceed (NTP) and the contract will be 14 day for substantial completion. An additional 7 days will be given to address punch list items for final completion. Liquidated damages are \$1,000 for each day past substantial completion and \$500 a day for final completion.

9. Questions that arose from Contract Time and Liquidated Damages:

- Will Notice to Proceeds be staggered to allow completion for one project before starting another?
 - i. Yes, as of right now Paving Area 7, Pit Ln., and Paving Area 5 are ready to go and will have NTP soon after the contract is awarded. NTP will be given one at a time; once a paving group has final completion the next NTP will be issued. The Highway District will work with the contractor to go from one project to the next.

10. Construction Items that are not in the contract can be found in the General Notes (Notes 13 and 18) in the Special Provisions these are to be completed by the Highway District.

11. Questions that arose from Construction Items that are not in the contract:

Q: Gravel driveways are just a 2-ft wingout?

A: Yes.

Q: So nothing other than a little gravel work to prep the driveway entrances?

A: Yes.

Q: What is the plan for the Shipman subdivision (pertaining to matching the curb and gutter)?

A: The existing pavement will be lifted in order to match back into the existing lip.

Q: Will Highway District cut to the match point on driveways?

A: Yes, currently the saw cut is cut back to a point where the Highway District can prep the road, not to where the match point will be. Since the elevation of most of the roadways will be higher, the match point may be 5-feet to 25-feet back from edge of pavement. These match points will vary in width and will be done for both paved and concrete driveways. Paved driveways will also need prep work.

12. Pay requests will be handled by providing one pay request for each paving area group.

13. Specific Bid Items were reviewed:

- There are two bid items for pavement, one for each class of pavement. Class II, PG 70-28, multi-pile, 3” nominal thickness pavement will generally be used in the main line paving and Class III, PG 58-28, single pile, 2.5” nominal thickness pavement will generally be used in the subdivisions. Both with a nominal paving width of 26’ but subdivision may vary. Thickness will be verified by cores.
- Construction Traffic Control is set by the each for each paving area group. The Highway District will have Traffic Control setup prior to each NTP. When the NTP

is issued, the contractor will set their traffic control up and the Highway District will remove District traffic control. Upon substantial completion the Highway District will put their control back up as the contractor is removes theirs.

- Mobilization is paid by the each, which is related to each paving area. If another segment of paving is added, not near the existing groups, another item would be added to the mobilization.
- Preparation of Base is final touch up to the base, taking care of highs and lows along with final compaction. The Highway District is establishing center line on a horizontal basis only.
- Plant Mix and Gravel Approaches were discussed under item 11, above.
- Test Strip is required for a Class II. If information from a previous job is available then that can be presented for approval - otherwise a test strip is required. For Class III, information from a previous job is required - otherwise testing frequency will be increased at the beginning of production paving.

14. Questions that arose from the Bid Items discussion:

Q: Will grade be set with blue top?

A: Grade will not be set by the Highway District just center line horizontally.

Q: The smoothness specification is still enforced even without the grade being set?

A: Yes.

Q: A survey item was requested in order to set grade and maintain the smoothness specification.

A: The Highway District will consider the question and address it in the addendum.

Q: What is the time frame on test strip information from another project?

A: Test strip data must be from the same mix design.

Q: Can a 1/2" mix design be used for the Class III paving in place of the required 3/4" mix to accommodate the cosmetic requirement of the specifications?

A: The Highway District will consider the question and address it in the addendum.

15. Other question prior to the meeting:

Q: Is RAP allowed?

A: Yes refer to the ACCHD Manual, page 4000-12, up to 15%.

Q: If base is left high by District who is responsible for removing excess material?

A: The District will leave the base at the desired grade. The preparation of base item is intended to provide final grading/processing, compaction and testing of the base prior to paving and not to remove material from the roadway.

Q: What are the project hours of operation?

A: Identified in Contracting Manual, page 810-4, 10 hours between 7 A.M. and 6 P.M., excluding Sundays & holidays.

Q: With Highway District preparing the base, how will the Contractor know the extent of area required for preparation on plant mix approaches?

A: The Highway District will provide sawcuts to match into and the depths widths of the approaches will vary depending on the driveway.

16. Mr. Barton reminded the attendees that questions are due to Joe Barton or Chanc Meyer by close of business on March 18, 2010 and that addendum will be issued by close of business on March 19, 2010.

17. Final question:

Q: On NTP is there an anticipated schedule to be issued?

A: A schedule will be issued with the addendum. Paving Areas 7, Pit Lane, and Paving Area 5 are ready to go and will have NTP soon after the contract is awarded, anticipated to be middle of April.

18. Meeting was adjourned.

Based on the Pre-bid meeting and subsequent questions received, the following items are included for clarification:

1. Item SP-100, Preparation of Base, Page 820-6 to 820-7 of the Bid Form & Special Provisions Document

As stated in section 3, Workmanship, of the item, the Nampa Highway District will provide reference stakes for horizontal alignment only. No hubs for grade will be set by the District. If the Contractor requires grade hubs or other surveys to meet the requirements of the project (including necessary surveying to meet the smoothness requirements of the finished pavement), the cost thereof shall be considered incidental to this item of work.

This item includes reworking, shaping and compacting the base materials placed by the Highway District within the roadway area. Cutting of the base material and windrowing adjacent to the paving will not be allowed.

2. Item 810.4.1.A.1, Plant Mix Pavement. Page 820-5 of the Bid Form & Special Provisions Document

Class III pavement shall be a ½ inch nominal maximum size mix. All other requirements of this section shall remain in effect.

3. The Contractor and Highway District shall coordinate NTP dates throughout the duration of the contract. The current anticipated schedule for NTP dates are as follows:

Paving Area Group 1	6/17/10
Paving Area Group 2	7/1/10
Paving Area Group 3	9/9/10
Paving Area Group 4	Ready upon award (coordinate with Groups 5 & 7)
Paving Area Group 5	Ready upon award (coordinate with Groups 4 & 7)
Paving Area Group 6	5/13/10
Paving Area Group 7	Ready upon award (coordinate with Groups 4 & 5)