

## Addenda Item #4

### Notes from Mandatory Pre-Bid Meeting

In attendance from the City:

Mr. Ken Knight, Street Superintendent  
Mr. Al Marston, General Supervisor  
Mr. James D. Baker, Public Works Director  
Mr. Drew Williams, Assistant Director Public Works  
Mr. BJ Crawford, Project Maintenance Coordinator

Mr. Kenny Knight opened the meeting at 2 PM. The Cold In-Place Recycling will be from Country Club Road to the East City Limits on Route 33. A test strip will be performed in the eastbound right most lane from Country Club Road to Chestnut Ridge Drive. This shall be performed a week in advance of the project beginning. The road is to be milled in its entirety at the beginning of the job, including the section of roadway from just east of Linda Lane/Burgess Road to the east city limits. The section of roadway between Linda Lane/Burgess Road and Country Club Road will be a traditional mill-pave operation. All surface mix should be placed at the same time for the entire project limits from Burgess Road/Linda Lane to the East City Limits.

The Job Mix Formula (JMF) shall be made from the existing base material, but exclude the surface asphalt.

Fog sealer is required. This will need to be performed during the regular working hours and allow for the two hour curing time. In other words, if the street is opened back to traffic at 6 AM, the fog seal shall be in place by 4 AM.

BJ Crawford will be the city's inspector for this project. He will be accompanied with consultant inspectors as well as the Virginia Transportation Research Council (VTRC).

The Rejuvenator application is on Linda Lane from Country Club Road to the south side of the roundabout. Crack sealing is included in the bid, but not anticipated with this project. Application of the rejuvenator should be during optimal drying time. There will be a test strip to determine/quantify the application rate.

All bidders will need to follow the instructions outlined in the bid document, including the cover letter, bid form, contractor certification, collusion affidavit, Agreement, SCC statement, bid bond and VDOT prequalification.

The first payment will be made after July 1, 2013 and there is a 5% retainage that will be held until successful completion of the project.

Bids are due on Tuesday, May 21, 2013 at 2 PM. Questions may be submitted to Mr. Ken Knight by close of business, Thursday, May 16, 2013. All questions should be submitted in writing at [kenny.knight@harrisonburgva.gov](mailto:kenny.knight@harrisonburgva.gov)

The project completion date is Friday, August 16, 2013.

- Q: Will the apparent low bidder be able to investigate the pavement prior to beginning work?  
A: Yes, after the bids are opened and publicly read, the low bidder will be permitted to obtain pavement samples.
- Q: Can traffic be opened in less than two hours after applying the fog seal if the contractor can demonstrate it is cured?  
A: The contractor will be doing so at his own risk.
- Q: Are crossovers in the median on Route 33 to be included with the CIR project?  
A: Crossovers are to be milled and overlaid with a surface mix. The CIR method is not to be utilized in the crossover. However, mainline turn lanes will be included in the CIR project.
- Q: Will the final surface tie into the existing curb and gutter?  
A: Yes.
- Q: Is paving fabric required with this project?  
A: No.
- Q: Is it acceptable to finish one lane with a 2" drop over a weekend period?  
A: Yes, this is acceptable as long as appropriate signage is in place.
- Q: Do subconsultants need to be prequalified by VDOT with this contract?  
A: Yes, subconsultants need to be prequalified as defined in Section 105.06 of the VDOT Road & Bridge Specifications.
- Q: Is there any liquid asphalt adjustment in the contract?  
A: Yes, liquid asphalt adjustments price adjustments are in Appendix "B" on page 87.
- Q: Is traffic control to be compliant with VDOT regulations?  
A: Yes.
- Q: Can CIR and Rejuvenator be performed at the same time?  
A: Yes, but CIR is to be performed at night and rejuvenator work is to be performed during optimal drying conditions, which is during the day.