



CONFEDERATED TRIBES of the CHEHALIS RESERVATION

ADDENDUM 2

to

Request for Proposal

Chip Sealing Contractors for the 2020 Chip Sealing Project

July 14th, 2020

ITEM 1

To allow for proper planning and due to figures being wrong on our plans the **submission date is being extended to July 24th 2020 at 3:00pm and the date for final question has been pushed back to July 17th 3:00pm**

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ITEM 2

The following clarifications and information are provided in Question and Answer format:

Q1- Regarding the format of the cost proposal, unless I hear different, I was going to submit a bid using the estimated quantity format shown on page 2 of the plans. Correct?

A1- Correct, please see the new quantities attached in the REV1 Document.

Q2- Quantities do NOT add up to the actual quantities that we would use, if I understand the scope of the project. On two biggest items, the quantities should be doubled.

A2- We are going with 24' width to allow for areas of curve widening, meandering edge of oil, etc. Numbers on the plans showed for a 12' lane of travel not both lanes etc. Please see adjusted numbers on all quantities for needed items on REV1 Plans or REV1 QTY list.

Q3- Can CRS-2P be used instead of CRS-2? CRS-2P is the industry standard for an asphalt emulsion chip seal. It is higher quality, readily available, and less expensive than CRS-2.

A3- Yes, see the updated estimated quantity list REV QTY 1. list

Q4- Is a bid bond required?

A4- Bid bonds will not be required and performance bonds will not be required.

Q5- I noticed you have CRS-2 as the oil in your specifications, both PaKaPa, Inc. and Sierra Santa Fe use CRS-3P from Blue Line Transportation exclusively for chip seal as it is a much better product and makes for a much more durable and long-lasting chip seal as well as cutting down the sweeping times.

A5- CRS-3P is an approved alternative to CRS-2P Please see REV QTY 1. List for updated quantities.

Q6- For fog seal we use Blue Line Transportations BL-Fog which is slightly more money but give quicker return to traffic, gives a 20% longer life of road and allows for completing all of the striping in one day.

A6- BL-Fog is an acceptable option for this project.

Q7- Line item number 2 called for RPM removal but we didn't see any, but do you want crosswalks and stop bars removed? How do you want those removed?

A7- Please remove Line item 2 and line item 9 from bidding and installation, these have been removed and will not be added to this project. Crosswalks and stop bars to be removed and installed by contractor. Preference to remove them is at the contractor's discretion.

Q8- Also the striping can be done down and back in one day and bring down the cost significantly since the stripers wouldn't have to move in twice.

A8- This option is acceptable for this project to minimize mobilizations and costs.

Q9- For sweeping after chip can we use a side cast broom or do you want a pickup broom? Any portion of road with curb and gutter we will use pickup broom but for the rest would side cast be ok?

A9- a side cast broom is just fine with the follow up vacuum truck if its swept to the middle of the lanes.

Q10- It is difficult to get a price for one square yard of patching. Can we disregard that line item or is there a specific quantity of HMA patching we can get a quote for?

A10- Please remove line item 12 from the quantities. Our Contractor who is contracted with the Tribe for maintenance will perform the patches and cleaning prior to the project starting.