



**CITY OF HOUSTON**  
FINANCE DEPARTMENT  
Strategic Procurement Division

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November 4, 2015

**Subject:** Letter of Clarification No. 3: - S63-C25581 for Asphaltic Pavement Repairs for the Department of Public Works and Engineering

**To:** All Prospective Bidders:

This letter of Clarification is being issued to respond to questions posed by perspective bidders.

1. The following questions and the City of Houston responses are hereby incorporated and made part of the Invitation to Bid:

Question # 1           “With reference to Letter of Clarification No. 2, dated 10/29/15; in response to question #3, states “No Mobilization Cost.” Does this mean that the cost of mobilization is incorporated in other line items including Traffic Control?”

**Answer:**           **YES**

Question # 2           “On page 17 of 47 of the Bid form, there appears to be several conflicts. Please see the attach document with the highlighted lines that need clarification.” (ATTACHMENT 1)

**Answer:**           **We would like to have Traffic Control to be billed per location and the mobilization cost to be taken out. Uniformed police officers billed per hour.**

Question # 3           “With reference to Letter of Clarification No. 2, dated 10/29/15; The answer to Question No.2 states, “Traffic Control for Each Site billed is per hour”. The Bid Form still shows the traffic control shall be billed per site. Considering the nature of this task, (installing required signage and barricades at each repair location and removing those at completion of the work) it appears that the work shall be billed and paid per site as it is currently shown on the Bid Form and not per hour as indicated in the Clarification No. 2. Please clarify your response.

Letter of Clarification No. 3 - S63-C25581  
Asphaltic Pavement Repairs for the Department of Public Works and Engineering

**Answer: Traffic Control should be billed per site**

Question # 4 “With reference to Letter of Clarification No. 2, dated 10/29/15; The response to Question No. 3 states “No Mobilization Cost.” Please note the work at each site, regardless of its size or type of repair has a fixed Mobilization Cost, as it is currently mentioned in the Bid Document. In the absence of a line item in the Bid, such cost shall be incorporated in line item 1, 2, and 3, which drives up the cost of the work as bidding contractors to protect them. Can we assume the majority of the work orders will be small size repairs? As the Bid Form does not have a line item for such expenses, we believe this may be addressed by modifying line Item 4 to read “Mobilization and Traffic Control System for each Site”

**Answer: We do not want to have a mobilization cost in the contract.**

Question # 5 “With reference to Letter of Clarification No. 2, dated 10/29/15; it appears the response to Question No. 4 was partially answered, because it only mentioned the material used for the base. Please clarify as to whether or not the lime stabilization is required for the sub base (the soil below the base).”

**Answer: Lime stabilization is required for the sub base**

2. When issued, Letter(s) of Clarification shall automatically become a part of the solicitation documents and shall supersede any previous specification(s) and/or provision(s) in conflict with the Letter(s) of Clarification. All revisions, responses, and answers incorporated into the

3. Letter(s) of Clarification are collaboratively from both the Strategic Procurement Division and the applicable City Department(s). It is the responsibility of the bidder/respondent to ensure that it has obtained all such letter(s). By submitting a bid on this project, bidders/respondents shall be deemed to have received all Letter(s) of Clarification and to have incorporated them into this solicitation and resulting bid.

Furthermore, it is the responsibility of each Contractor to obtain any previous Letter of Clarification associated with this solicitation.

*Yesenia Chuca*

Yesenia Chuca  
Procurement Specialist  
832-393-8727

# ATTACHMENT 1

and/or filling depressions. Filled areas shall be rerolled to obtain the required density. No additional compensation for this corrective work.

- 3.2.1.12 If the SDD representative determines that the exposed pavement is not suitable for a partial depth patch, the Contractor shall remove the remaining portion of pavement and place a full depth patch in accordance with the requirements for a full depth patch.

3.3 Full Depth Asphalt Repair: This work shall consist of the excavation of the entire area to be repaired and replaced with a full-depth layer of new asphalt.

### 3.3.1 Specifications:

- 3.3.1.1 Saw Cut asphalt/concrete to base and up to 6" limestone base.
- 3.3.1.2 Removal of material (asphalt/base).
- 3.3.1.3 Replacement and compaction of base material removed.
- 3.3.1.4 Tack coat open hole. Tack material to meet material specifications found in City of Houston Standard Construction Specifications 02743 Tack Coat.
- 3.3.1.5 The primed and cured hole shall be filled with hot-mix asphalt with a maximum lift thickness of 4 inches (100 mm.) If more than one lift is needed, the top lift shall be a nominal 2 inches (50 mm) thick. Hot-mix asphalt used to meet material specifications found in City of Houston Standard Construction Specifications 02741 Asphalt Concrete Pavement.
- 3.3.1.6 Patches shall be billed by square foot of patch.
- 3.3.1.7 Traffic Control billed per hour. (SEE BID FORM LINE# 4)
- 3.3.1.8 Certified Flagmen billed per hour. (" " " - NO LINE#)
- 3.3.1.9 Mobilization billed per location. (" " " LINE# 6)
- 3.3.1.10 Uniformed Police Officer billed per location. (" " " LINE# 6)
- 3.3.1.11 Patches opened to traffic that are constructed high or become rough by rutting, shoving, or heaving shall be corrected within 48 hours by trimming of high areas and/or filling depressions. Filled areas shall be rerolled to obtain the required density. No additional compensation for this corrective work.

## 4.0 PRICE ADJUSTMENT:

### 4.1 Producer Price Index (PPI)

Price adjustments will be based on the Producer Price Index for Asphalt Paving and Roofing Materials (Group), Asphalt Paving (Item), Series ID PCU32412 as published by the U.S. Department of Labor, Bureau of Labor Statistics.

### 4.2 Adjustment Frequency

A price adjustment review will be conducted annually. If the PPI changed up or down compared to

# ATTACHMENT 1 CONTINUED

**Bid Items**

If the City will accept an equivalent bid item, an extra line will be displayed allowing you to enter the description and quantity of the proposed equivalent item.

**Note: The Line Total column will be calculated automatically when you click the Save button, below.**

(Continued From Last Page)

**Contract Year 1 - Line Item Totals**

Item #	Material Description	Description	Unit of Measure	Quantity	Unit Price	Line Total
1		Skin Patching	Square foot	350000	\$ 0.00	\$0.00
					No Bid: <input type="checkbox"/>	
					No Charge: <input type="checkbox"/>	
2		Partial Depth Asphalt Patch	Square foot	275000	\$ 0.00	\$0.00
					No Bid: <input type="checkbox"/>	
					No Charge: <input type="checkbox"/>	
3		Full Depth Asphalt Patch	Square foot	175000	\$ 0.00	\$0.00
					No Bid: <input type="checkbox"/>	
					No Charge: <input type="checkbox"/>	
4		Traffic Control Systems for each site.	Each	1000	\$ 0.00	\$0.00
					No Bid: <input type="checkbox"/>	
					No Charge: <input type="checkbox"/>	
5		Certified Flagmen.	Hour	300	\$ 0.00	\$0.00
					No Bid: <input type="checkbox"/>	
					No Charge: <input type="checkbox"/>	
6		Uniformed Police Officer.	Hour	150	\$ 0.00	\$0.00
					No Bid: <input type="checkbox"/>	
					No Charge: <input type="checkbox"/>	
7		Cost of Annual Performance, Payment and Maintenance bonds.	Lump Sum	1	\$ 0.00	\$0.00
					No Bid: <input type="checkbox"/>	
					No Charge: <input type="checkbox"/>	

Group Total: \$0.00