



CITY OF HOUSTON

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June 17, 2015

Subject: Letter of Clarification No. 3 to Invitation to Bid No. S50-C25432 for a Work Order Contract for Asphaltic Pavement Repair Services Citywide for the Public Works and Engineering Department

To: All Prospective Bidders:

This letter of Clarification is being issued for the following reasons:

- **To revise SECTION “B” Scope of work/Technical Specifications, the Electronic Bid Form and answer questions posed by perspective bidders:**

- 1.) Remove Page Nos. 16, 17 & 18 of 47 and replace with the revised Page Nos. 16, 17 & 18 of 47 marked, REVISED 6/16/2015.
- 2.) See the revised Electronic Bid Form.
- 3.) The following questions and City of Houston responses are hereby incorporated and made a part of the Invitation to Bid:

Question No. 1: Page 16 of 47, Paragraphs 3.1.1.6 and 3.2.1.7, also Page 17 of 47 Paragraph 3.3.1.7 indicate *“Traffic Control billed per hour”*. The Bid Form on **Line 4**, price shall be provided “for each site”. Please clarify?

Answer: The Contractor shall be required to bid the required traffic control systems, per site. See the attached, revised Page Nos. 16 & 17 of 47 marked, REVISED 6/16/2015.

Question No. 2: Page 17 of 47, Paragraph 3.3.1.3 calls for *“Replacement and compaction of base material removed”*. Please clarify if the subgrade shall be lime stabilized or not and what material shall be used for replacing the base?

Answer: The subgrade shall be lime.

Question No. 3: The “Bid Form” on the bottom indicates: *“Continued on Next Page”*. There is no any next page?

Answer: ‘Continued on Next Page’ is a default wording on the bid page. The City is in the process of fixing it so it will not show if there is only one page.

Question No. 4: The work at each site, regardless of its size and type of repair, has a **Mobilization Cost**. As the Bid Form does not have a line item for such

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expenses, we believe this may be addressed by modifying **line Item 4** to read “**Mobilization and Traffic Control System for each Site**”?

Answer: See the response below to Question No. 5, concerning mobilization cost.

Question No. 5: Page 14 of 47 on its Paragraph 1.2.7 identifies three (3) different categories of the patches based on their sizes, (Small, Medium, and Large). As the cost of mobilization and traffic control system is different for each of the above categories, we would like to suggest that the current proposed Line Item No. 4 of the Bid Form, referring to such cost for 1,000 sites, to be broken down to three (3) separate line items, each addressing one of the above categories. To clarify the above please see below:

Line Item 4.1: Mobilization and Traffic Control Systems for each site of Small Patches.

Line Item 4.2: Mobilization and Traffic Control Systems for each site of Medium Patches.

Line Item 4.3: Mobilization and Traffic Control Systems for each site of Large Patches.

Answer: Yes; the City agrees. See the revised Electronic Bid Form.

Question No. 6: Page 14 of 47 on Paragraph 1.2.7.3 indicates that the size of the large patches to be at least 60 S.F. Please clarify the anticipated **maximum size** that this type of patch may be utilized?

Answer: Large patches shall range from 60 to 100 SF.

Question No. 7: On page 18 of 47, Section 4.3.1 Formula, please review and correct the formula for the price adjustment. Currently reads “Old Price * 1 * Percentage of Increase = New Price”. The formula should be “Old Price * (1 + Percentage of Increase) = New price”?

Answer: See the attached, revised Page No. 18 of 47 marked, REVISED 6/16/2015.

Question No. 8: This contract requires a One Year Maintenance Bond per Section 12.0 on page 21 of 47. The primary scope of work that the City is requesting for this contract consists of “Asphalt Skin Patch” which is essentially just placing hot-mix asphalt on top of an existing pavement defect. This type of repair is essentially a band aid solution to buy time until a better long term remedy can be used (i.e. – full depth base repair, mill and overlay, etc.). As such, can the City consider waiving the Maintenance Bond and reducing the warranty period from 1 year to 30 or 60 days for this type of repair?

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Answer: The City standard contract language, as per Document 00700 General Conditions, states, one-year warranty. The Contractor shall be required bid this line item accordingly.

Question No. 9: The City currently has a vendor in place for a multiyear contract (S50-C24977) for similar services. Is this new contract intended to supplement the current contract? Or is the City intending to replace the current contract?

Answer: The City is requesting additional contracting to assist in this effort.

Question No. 10: Would the City please provide copies of the work orders that were issued as part of the existing contract (S50-C24977) so prospective bidders can see examples of the streets and repair areas that the City is requesting to be performed?

- **Answer:** Yes. Donald Williams will be the point of contact. His contact number is (office) 832-395-5949 and (Cell) 713-301-6603.

Note: No further questions will be accepted after the publication of this Letter of Clarification.

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 Letter(s) of Clarification are collaboratively from both the Strategic Purchasing 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.

Arturo Lopez

Arturo Lopez
Senior Procurement Specialist
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Attachments: Revised Page Nos. 16, 17 & 18 of 47

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- 3.1.1.1 ***Traffic Control billed per, each site.***
 - 3.1.1.2 Certified Flagmen billed per hour.
 - 3.1.1.3 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.
- 3.2 Pavement Patching - Partial Depth: this work shall consist of partial depth removal of the pavement structure, and replacement with hot-mix asphalt.
- 3.2.1 Specifications:
- 3.2.1.1 Saw Cut asphalt/concrete up to 2 inches in depth. Area to be repaired should be cut with even sides for a square or rectangular finished patch and encompass the entire cracked area.
 - 3.2.1.2 Removal of loose asphalt/concrete.
 - 3.2.1.3 Holes to be cleaned, dried, a tack coat applied. Tack material to meet material specifications found in City of Houston Standard Construction Specifications 02743 Tack Coat.
 - 3.2.1.4 The hole to be filled with 2 inches of hot-mix asphalt. Hot-mix asphalt used to meet material specifications found in City of Houston Standard Construction Specifications 02741, Asphalt Concrete Pavement.
 - 3.2.1.5 For pavement areas where existing condition is an asphalt layer over portland cement concrete (PCC) pavement, the contractor will first saw cut and remove the asphalt layer, the SDD representative will inspect the surface of the exposed PCC pavement and determine whether to proceed with a partial depth patch, place a full depth patch in the PCC pavement, or take other action. If a full depth patch is to be placed, that work shall be performed as described for full depth patches.
 - 3.2.1.6 Patches billed by square foot of patch.
 - 3.2.1.7 ***Traffic Control billed per, each site.***
 - 3.2.1.8 Certified Flagmen billed per hour.
 - 3.2.1.9 Uniformed Police Officer billed per hour.
 - 3.2.1.10 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.
 - 3.2.1.11 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

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- 3.2.1.12 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, each site.***
 - 3.3.1.8 Certified Flagmen billed per hour.
 - 3.3.1.9 Uniformed Police Officer billed per location.
 - 3.3.1.10 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 the twelve months prior, an adjustment will be done. The price adjustment will become effective on the 10th of the month.

REVISED GENERAL TERMS AND CONDITIONS FOR ASPHALTIC PAVEMENT

4.3 Methodology

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4.3.1 Formula:

Price adjustments shall be calculated by applying the simple percentage method to the PPI data. This method is defined as dividing the index value at the time of the calculation by the index value of the base period (**one year earlier**), then multiplying the percentage by the base price.

Example

Award date: February 15, 2012

Bid Price: \$40.00

PPI for February 2012: 252.1

PPI for February 2013: 257.6

First price adjustment: March 10th 2013

Calculation: $(PPI\ 02/13 - PPI\ 02/12) / PPI\ 02/12 = \text{Percentage of Increase}$

"Old Price * (1 + Percentage of Increase) = New price"

$(257.6 - 252.1) / 252.1 = .0218$

$\$40.00 \times (1 + .0218) = \40.87

4.4 Adjustment Request

The supplier will notify the City of Houston in writing *annually* the changes in the PPI. The supplier must either state that there were no changes in the PPI and no price adjustment will be requested/implemented at this time, or the supplier will use the formula referenced in Sub-section 3.3.1 to calculate the new price. The supplier's price adjustment notification, accompanied by the applicable PPI data, must be sent to the following address:

City Purchasing Agent
P.O. Box 1562
Houston, Texas 77251

4.4.1 If the City Purchasing Agent approves the price adjustment request, the supplier will be notified in writing of such approval.

4.4.2 If, at any time after approving a price increase, the City Purchasing Agent determines that the City can obtain the same item at a lower price from a different source without violating the State bid law, the City may then purchase the item from the lower price source without any obligation to the Supplier.

5.0 MEASUREMENT AND PAYMENT:

5.1 The Contractor shall be responsible for the repair of approximately estimated total of **750,000 (square feet)** per contract year of asphaltic pavement at various locations.

5.2 Payment at the unit price shall be full compensation for furnishing all the labor, equipment, tools, and material. In addition, waste materials shall be removed and surrounding area restored.

5.3 Payment shall be made at the unit price shown in to Exhibit "H", entitled Fees and Costs of the Contract.

6.0 TOLERANCES:

6.1 The completed pavement will be checked longitudinally and transversely for smoothness. All humps and/or depressions exceeding the specified dimensions shall be corrected. The Contractor