



Town of Bennett

207 MUEGGE WAY
BENNETT, COLORADO
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REQUEST FOR PROPOSALS ADDENDUM #1

Date: 5/11/22
Proposal Number: RFP 22-005
Proposal Title: **Kiowa Bennett Concrete Trail Extension**
For Additional Information Please Contact: Robin Price, Public Works Director
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Documents Included in Addendum #1: New Instructions below / RFI Responses

This Addendum supersedes previously issued "Request for Proposal" (RFP) Documents by adding to, deleting from and/or modifying them as set forth herein. To the extent any such addition, deletion or modification result in any conflict or inconsistency between the previously issued RFP Documents and this Addendum, this Addendum shall take precedence.

Request for Proposals, various sections and information previously provided are clarified or modified via the following information, provided as responses to submitted questions:

1. Can the Engineer provide contractors with the CAD files or his summary of earthwork quantities?
Yes, CAD files can be sent if requested and the engineer estimate is 2,800 CY of export
2. The typical section & cross sections show an earthwork cut (export), should there be an additional pay item added to your pricing form to capture this scope? **Town does not require you to follow the current pricing form scope. Contractor can provide bid schedule and break out as you see necessary to capture all of the scope**
3. Should an item be added for the strip, stockpile and replacement of topsoil? **Please refer to sheet 3 note 2**
4. Typical section shows soil embankment as imported materials, is this required? **No this is not required contractor can use existing native soil**
5. Shall it be assumed that slope grading east of the new sidewalk will tie into the right-of-way (at the existing fence line), or will the existing fence need to be removed and replaced? **Contractor will need to stay within the ROW and within the fence no fence will be removed or replaced**
6. Shall the mobilization item include cost of various additional required costs, such as:
Construction staking, material testing – quality control only
Traffic management – barricades, TCS and flagging as required?
Potholing

Erosion control Plan & required BMP's?

Construction staking should be included as part of your bid, material testing will be with Kumar and contractor is responsible to schedule the testing but Kumar will bill Town directly. The trail will be closed during construction and necessary closure and trail work signs will be provided by The Town any traffic control that is required can be provided by The Town. Any potholing should be included in the bid and the Town does not require erosion control permit it is contractor's responsibility to follow any state permit guidelines. Please refer to Item 8 & 9 sheet 2.

7. Does the Town have any locations for excess earthwork?

The 2,800 CY of export stated above can be stockpiled on the south end of the project of the trail limits in Town ROW

8. Are there any anticipated utility relocations required for the work area? ***Please do not include any utility relocations in the bid***

9. Who provides the construction surveying? ***Contractor provides the construction surveying The Town will provide CAD and control points.***

10. Is a bid bond required? **No**

11. Do we need to provide 6" of CDOT class 6 road base over the entire length of the new concrete trail? ***The Town does not require bedding and please delete the requirement of the 6" CDOT class 6 that is not required.***

12. Is CDOT 4500 psi Class D/B acceptable? **yes**

13. Does the concrete need any type of reinforcement, such as fibermesh? ***Town requires fibermesh but no rebar. The control joints are to be sawed.***

14. Do you plan to have CDOT inspectors involved on this project? **This is a Town road and a Town project CDOT has no involvement in this project.**

15. What is the thickness of the existing asphalt? **3-4" asphalt and the asphalt can be taken to 905 4th street to be dumped with existing asphalt piles.**

16. What is the engineer's project estimate? ***The Town has sufficient resources for the cost of this project and will not be providing an estimate.***

17. Water access. Is there a fire hydrant close, or can we get a truck or more of water from the town yard for dust control? Or do we need to rent a construction water meter from the town? Cost associated for the meter if required? **The closest fire hydrant will be at the Antelope Hills Sub Division to the south of the trail. The Town will provide a water meter.**

18. Does the town have a stockpile of fill soils available for the small amount possibly needed for the area of demo for the asphalt trail? Or do you want us to field fit the slope in the barrow ditch between the poles and the road edge to accommodate the needed fill before topsoil spreading for seeding? **Please use existing native soil to grade and backfill before seeding.**

19. It appears there is a storm inlet approximately 62 ft south of the LOC, East of Kiowa Bennett Rd. Please confirm. It is located right in the centerline of the high-line power poles. **This is outside of the project limits.**

20. There is an asphalt private driveway at approximately .3 miles south of CR 6. It goes east of the Kiowa Bennett Rd. 20 ft wide. Do we come up to the asphalt on each side (North/South) and tie into this asphalt at grade with the new concrete walk? There is a grey 2-car garage and small

outbuilding to the east for a reference point. **The asphalt driveway is designed to match existing grade. Contractor will need to cut and form sidewalk to existing grade per plan. Any asphalt that is damaged from contractor will need to be repaired.**

21. How wide is the easement on the east side of the high-line poles? On the North end, the gap from center of poles to the private 4-wire fence is about 14ft. That allows for the 1'6" ROW edge, then 8ft new concrete walk, then approximately 4ft of gap to the poles. It seems like a sufficient space to stay east of the pole line. But as you go south, the pole line crowds to the west where at 2600LF from CR 6, the centerline of poles is about 24ft east of the edge of asphalt. South end is about 32ft from edge of asphalt (Kiowa Bennett Rd). Do you want us to parallel the pole centerline and stay about 4ft of gap from the poles? This seems like the logical design? Otherwise, the walk looks like it is moving east of the poles as it travels south. This could look bad in the hay field on the south end. Please advise. **Please follow the plans and stay consistent off of the fence line and work around the poles.**
22. Is there a provision for a delay in seeding until the fall for disturbed areas? Planting in July seems it will have a germination issue. If the contractors need to provide this service, is an addendum provided to get substantial completion done in July to start the warranty process, with a retainage kept for the cost that was bid to do the reclamation later in the year? **Please include seeding will discuss with contractor that is hired.**
23. No indication on the plans for an entrance to the LOC site for a VTC pad. (South end versus North end). **Contractor can access both north and south ends and include VTC pad on either end**
24. Same question for placement of a concrete washout area for the concrete trucks. **Any concrete washout areas can be done in Town ROW and cleaned up at the project close.**
25. Trash receptacle and Toilet placement, Stabilized staging areas: Where do you want these? Are they to be provided by the town? It looks like ideal placement is near the Asphalt drive in the middle of the LOC. **Contractor is responsible for any trash, toilet, etc. that is needed to perform this work. Contractor can provide The Town at start of project locations.**
26. Is there a requirement by the Electrical Utility Company to have personnel on site while we are grading the east side and removing asphalt from the west side, as well as final grading right up to the poles? This also brings up the question on page 20 about the "future" Type I and Type H road details. It puts the poles in the traffic lanes. Easement is different in the plans than the actual. **No requirement by electrical company to be on site. Please disregard any future plans and place trail per existing plans.**
27. The cross-section detail sheets for STA 0+00 to STA 26+50 do not match the actual easement/pole centerline from the edge of asphalt. Please advise. **The cross section is to the east side of edge of pavement.**
28. Page 20 shows a Curb/Gutter detail which is presumed to be a "future" scope, not within this project? **Sheet 20 is long term future Town reference only.**
29. Based on the start date of June 13th and the Completion date of July 13th there is 30 Calendar Days to complete this project. Is this a Calendar Day contract? Will weekend work be allowed? **This is not a calendar day project once a contractor is chosen the schedule will be agreed upon and weekend work is allowed.**
30. Please confirm that the typical CDOT Expansion joint is acceptable every 500 feet and if so will they need to be sealed? **Yes, and Yes.**

31. Is there a warranty required for this project? **Yes, a year warranty.**
32. Is the contract for this project a unit price contract or a lump sum contract? **Lump Sum**
33. Could earthwork items like clearing and grubbing and unclassified Excavation (CIP) be added to the pricing items. **All pricing should be included in the bid. Contractor can provide a different line item it is not required to use the line item of The Town.**
34. I counted 5 Communications pedestals that appear to be in the middle of the cut, they appeared to be in conflict with the new design grade. How are these to be addressed. ***Ditch can be re-routed around the pedestals where possible. If pedestal adjustments are required, the Town will arrange with ES Telephone for adjustment via the Town's Franchise Agreement. There will be no GC deadline penalty for delays due to pedestal relocations.***
35. The alignment of the power poles appears to be in conflict with the new trail alignment on the south side of the trail approximately Sta 0+00 to at least SSTA 6+00. Looking at the pic below the asphalt trail is approximately 8 feet wide. So in comparison the pole is less than maybe 6 feet from the property fence on the east side where the trail is designed to be. Is the intent to pour around the power poles ***We have reviewed the survey and the construction plans again, and we do not find the area you are describing. The Town has acquired an additional 17 feet of right-of-way, so there may be remnant fence that has not been moved at this time. There is sufficient right-of-way east of the power poles; there is generally 15-feet clear from poles to property line. The GC does not need to include cost for fence removal or replacement, if this must be done by the property owner, the Town will order and direct. There will be no schedule delay penalty to the GC for fence relocation by the property owner(s).***