



STATE OF TENNESSEE
TRANSPORTATION

**ITB # 40100-13316
AMENDMENT # 1
FOR CRACK SEALING AND PATCHING**

DATE:

ITB # 40100-13316 IS AMENDED AS FOLLOWS:

1. State responses to questions and comments in the table below amend and clarify this ITB.

Any restatement of ITB text in the Question/Comment column shall NOT be construed as a change in the actual wording of the ITB document.

QUESTION / COMMENT	STATE RESPONSE
<p>1) Max dimension outside of the polymer repair you will allow? I would suggest no more than 2" as other states usually have this language somewhere in JSP. You don't want a contractor cutting out a 12" repair at 18" or 24" wide because that's the only size milling head they own.</p>	<p>Specifications state: Remove material from the repair area to a depth and width necessary to provide sound pavement that will allow proper seating of the patching material.</p>
<p>2) I would suggest only counting the polymer towards your poundage, as it reads now you are counting the bulking stone, topping stone and primer. Your inspector will have a much harder time counting the other items in our opinion. We like the 20-40% bulking stone requirement and would suggest it needs to be on every repair, plus your lbs will cover more lane miles.</p>	<p>Per the specifications, only the poundage of polymer/resin binder is counted toward the poundage billed for the work, however the price per pound bid for the polymer/resin binder should be inclusive of all the items that follow in the specifications. As stated, "Such payment for the pound measurement of resin binder used shall be full compensation for primer, resin binder, bulking aggregate, final surface aggregate, labor, equipment, saw cutting, milling, removal and disposal of existing pavement material, and all incidental work and material."</p> <p>For depths greater than 2" use manufacturer recommended "bulking" or "structural" stone for added stability with these cracks in the patching section as identified in the specifications.</p>
<p>3) Does the contractor have to bid both crack sealing and hot polymer(partial depth) repairs or can we just bid one of them?</p>	<p>Respondents should refer to the "Award Breakout" Document for the solicitation event. Each "Potential Contract" is a separate award opportunity. The respondent may bid on as many or as little potential contracts as they are interested in being considered for, however all lines of the potential contract must receive a response to be considered.</p>
<p>4) Budget for each location or anticipated amount of project spend ? I.e. 4,800 lbs is what you have set up- would be easier to gear towards truckload quantities (45,000) lbs and then winning contractor can have all polymer, bulking stone, topping stone and primer on one truck.</p>	<p>For this solicitation, anticipated project quantities are utilized and are available in the line-item quantities provided. TDOT will leave the requirement as 4,800 lbs., not truckload quantities.</p>

QUESTION / COMMENT	STATE RESPONSE
<p>5) Can you require that the sealant be struck off with a squeegee and NOT installed with a disc tip? This would eliminate the argument of too much material if applied with a disc tip that is much thicker than the 1/16" of an inch that striking the material off provides. Again, more lane miles would be covered with less pounds used.</p>	<p>Removal of excess sealant and overapplication are addressed in the specifications.</p>
<p>6) Is the intent for the 3/4" to 12" wide cracks to use a black material equivalent to MasticOne and Samiscreed?</p>	<p>Yes, that is the intent, however any material used must be listed on the identified QPL in the specifications.</p>
<p>7) Would assume these cracks are only cleaned out with air and not sawed or milled?</p>	<p>It depends on the repair type.</p> <p>Per the specifications for <u>Crack Sealing</u>:</p> <p>All cracks shall be thoroughly <u>cleaned with high pressure, dry compressed air</u> removing all vegetation, debris, moisture, and foreign materials, as directed by the Engineer.</p> <p>Per the Specifications for <u>Patching</u>:</p> <p><u>Saw cut around or mill the repair area</u> and remove all loose and damaged pavements.</p>
<p>8) Due to the variances in concrete and asphalt patches, TDOT may find themselves with an overage of the different products needed to be used with the concrete hot applied fiber-polymer patching and asphalt patching material. With this process in mind, can TDOT place line items for all materials in the bid that covers not only the binder but also the bulking aggregate and final surface aggregate to avoid any undue excess in purchasing an all-inclusive line item?</p>	<p>TDOT will not make changes to the line items.</p>
<p>9) With regards to the rental units, does TDOT know that the units used to place the asphalt and concrete patching materials does not have a pumping system due to the aggregate within the material and does not have heated hoses due to not being able to be pumped and have no compressors on them?</p>	<p>Please review the highlighted language in the revised Patching specifications.</p>

2. **Delete ITB Specifications Attachment in its entirety and insert the following in its place (any sentence or paragraph containing revised or new text is highlighted):**

Specifications_Version2

3. **ITB Amendment Effective Date.** The revisions set forth herein shall be effective upon release. All other terms and conditions of this ITB not expressly amended herein shall remain in full force and effect.