

**CITY OF BEACON, DUTCHESS COUNTY, NY**  
**COB Bid No. 2024-004**  
**ADDENDUM NO. 3**  
**PINs 8757.30 and 8757.80 - Rehabilitation of Fishkill and Teller Avenues**

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| <p><b>Q1.</b> Paving Note #8 still references the use of an MTV, or similar, including the use of a remix paver. (Remix pavers are make &amp; model specific to Cedar Rapids/Bomag, and only one model paver at that). Last year it was confirmed this is not required in any capacity.</p>   | <p>A1. Remove Paving Note 8 from GNN-01.</p>  |
| <p><b>Q2.</b> Are the engineers quantity workups available for review?</p>  | <p>A2. No, engineer quantity workups are not available for review.</p>  |
| <p><b>Q3.</b> Typical sections do not indicate truing &amp; leveling. Where &amp; in what approximate thickness &amp; quantity is the T&amp;L? Notes mention that the binder thickness will vary. Should the binder be installed at a consistent 2" lift, with T&amp;L being installed if needed prior to binder course? Current T&amp;L quantity in bid forms indicates approximately ¾" across entire paved surface. Engineer quantity workups would be helpful for this.</p> | <p>A3. Truing and leveling shall be used to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. This course will be of variable thickness and its material composition will be adjusted in accordance with the thickness required.</p>   |
| <p><b>Q4.</b> Where is the temporary binder to be installed?</p>  | <p>A4. Temporary binder shall be installed as per the "TRENCH AND PAVEMENT RESTORATION FOR DRAINAGE INSTALLATION PRIOR TO MILLING AN PAVING OPERATIONS" detail on Sheet DD-01 and in locations of full depth reconstruction to create a flush surface until milling is performed.</p>   |
| <p><b>Q5.</b> If the base course is to be placed between the sawcut and the new face of curbs, will the contractor be paid for an additional 4" of base course used to create a flush surface until milling is performed? Or is that additional 4" a component of the temporary binder pay item?</p>  | <p>A5. The 4" of temporary base course to be used in locations of full depth reconstruction shall be paid under item 404.377901, 37.5 F9 BASE COURSE ASPHALT, 70 SERIES COMPACTION.</p>   |
| <p><b>Q6.</b> Please explain the pay items 633.1401 &amp; 633.1403. The item description is to remove &amp; repair, however paving note #2 says the replacement portion will be paid under T&amp;L? Therefore, what are we "repairing" with that pay item, and why are there 2 items? (1401 &amp; 1403), is it for the 2 shares of work?</p>  | <p>A6. Remove the last sentence in paving note #2. The two items shall be used to remove and repair sections of deteriorated asphalt pavement. The item numbers are based on the area of asphalt per spot repair. Item 633.1401 shall be used to cover deteriorated asphalt pavement in sections less than or equal to 4 square yards. Item 633.1403 shall be used to cover deteriorated asphalt pavement in sections 20 square yards or greater.</p> |
| <p><b>Q7.</b> Paving note #8 references driveways in accordance with spec section 608. There is no pay item or quantity for item 608.0201 for asphalt driveways. Will the contractor be required to repave driveways as part of the 404.127101 item? If so, please provide a driveway table &amp; quantity.</p>   | <p>A7. Driveways shall be reconstructed as per Standard Sheets 608-03 Sheets 1 through 9. All driveways are shown on the plans. A driveway table is not provided.</p>   |

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| <b>Q8.</b> Tack coat pay item is for diluted tack. Warm mix requires straight tack. Please clarify.  | <b>A8.</b> Diluted tack coat is in the contract. The specifications included in the contract are for HMA for warm mix guidance see May 1, 2024, specification Volume 2 section 407.   |
| <b>Q9.</b> Typical section 1, note #4. From a point of value engineering perspective, and genuine constructability needs, is pay item 633.12 necessary? Give the fact that a multi course overlay is being installed, the likelihood of joints & cracks reflecting thru the new pavement courses is unlikely. No indication of concrete roads existing below the asphalt are mentioned, and their presence has a significant impact on the quantity of transverse joints that are likely. The need to survey the milled pavement only to identify joins & cracks adds to the cost as well. | <b>A9.</b> The contractor should bid in accordance with the notes included in the contract plans.   |
| <b>Q10.</b> Addendum # 1 Question 32, use of HDPE in Lieu of RCP. Bid Documents calls for RCP; if we use HDPE on our bid and the engineer in charge Do not accept; how the contractor will be compensated? Could you change the line item to reflect HDPE? Because the difference in cost between HDPE and RCP is astronomical.  | <b>A10.</b> The unit price bid shall be for RCP. The selected contractor may submit a proposal to use SICPP after contract award. The City of Beacon would need to approve this proposal, which would include the cost savings to the city. |