

SOLICITATION NUMBER: COR61550
Addendum Number: 1

The purpose of this addendum is to modify the solicitation identified as COR61550 ("Solicitation") to reflect the change(s) identified and described below.

Applicable Addendum Category:

- [X] Modify bid opening date and time
- [X] Modify specifications of product or service being sought
- [X] Attachment of vendor questions and responses
- [X] Attachment of pre-bid sign-in sheet
- [] Correction of error
- [] Other

Description of Modification to Solicitation: To provide pre-bid sign in sheets, responses to vendor questions and extend the bid opening.

Additional Documentation: Documentation related to this Addendum (if any) has been included herewith as Attachment A and is specifically incorporated herein by reference.

Terms and Conditions:

1. All provisions of the Solicitation and other addenda not modified herein shall remain in full force and effect.
2. Vendor should acknowledge receipt of all addenda issued for this Solicitation by completing an Addendum Acknowledgment, a copy of which is included herewith. Failure to acknowledge addenda may result in bid disqualification. The addendum acknowledgement should be submitted with the bid to expedite document processing.

ATTACHMENT A**COR61550****Pruntytown Correctional Center****Road Replacement Project****Questions:**

- Q1: Prime coat is not used in West Virginia anymore
- A1: Prime coat will not be required. Replace prime coat with tac spray.
- Q2: We recommend latex paint be used on new roadway in place of alkyd-resin and chlorinated rubber.
- A2: Accepted to use latex paint.
- Q3: We recommend a drop inlet in front of building #19.
- A3: Please see information in the below clarification and attached drawing.
- Q4: We recommend using 3,500 psi concrete with wire mesh instead of 5000 psi concrete @ entrance.
- A4: As stated in the pre-bid meeting, please provide five thousand (5,000) psi concrete. Provide one layer of heavy wire mesh WVDOT standard at four and a half inches (4.5") above bottom of concrete.
- Q5: Specifications does not call for any shoulder stone along road edge.
- A5: There are a lot of areas where shoulder stone cannot be placed. Please provide a unit price per ton to install shoulder stone along the road edges.
- Q6: Base coat asphalt should be installed in (2) 3" inch lifts.
- A6: Install the base coat asphalt in two (2) layers of three inch (3") lifts. Each layer will need to be compacted.
- Q7: Specifications call for rebar be installed every 6" inches, we don't think that is necessary.
- A7: Please delete the concrete rebar and install one layer of heavy wire mesh WVDOT standard at four and a half inches (4.5") above bottom of concrete.

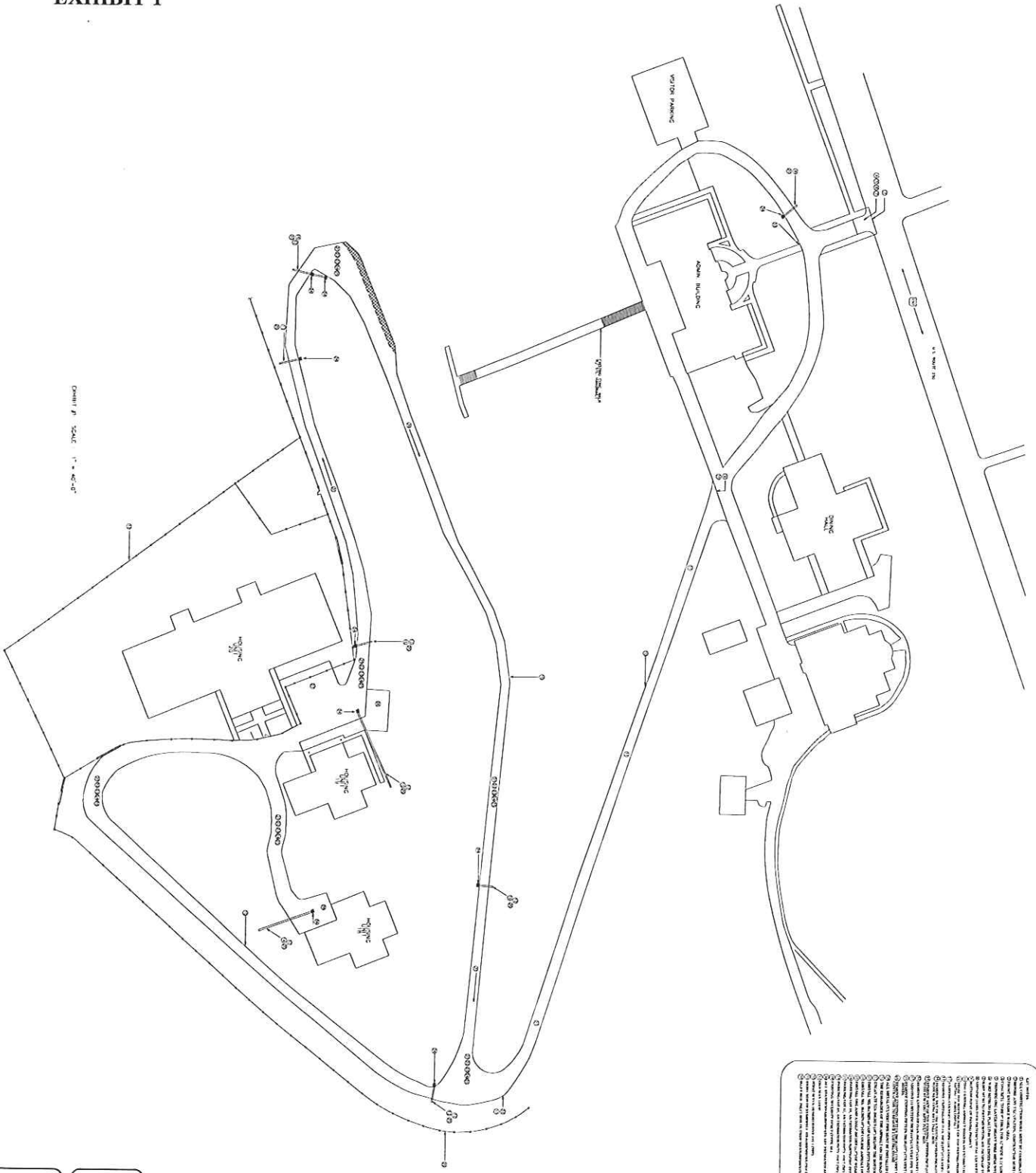
- Q8: The site has drainage problem which is causing the asphalt failures. In lieu of removing and replacing the entire asphalt and stone section throughout the site we feel that overlaying a large area of the road and repairing only areas where complete failure has occurred. Also we believe new inlets and pipes should be installed to replace the existing one and new shoulder ditches.
- A8: Please see attached drawing.
- Q9: The concrete entrance detail is oversized. We feel a WVDOT entrance Type IV curb and apron 9" thick would handle the traffic into the facility.
- A9: Please delete the concrete rebar and install one layer of heavy wire mesh WVDOT standard at four and a half inches (4.5") above bottom of concrete. As stated in the pre-bid meeting, no changes to the sidewalk will need to be done on this project.
- Q10: It appears that the beginning 705 feet of uphill roadway is in good condition with the exception of a couple of lengths of edge failure. In the interest of minimizing disruption to traffic using this stretch of road, reducing road improvement timeframe and cost, could milling and a substantial asphalt overlay with edge condition rebuild be considered?
- A10: The first seven hundred five feet (705'), do not remove. Only add two inches (2") of asphalt wearing over top of existing road. Contractor must spray tac over top of existing asphalt in this area before installing asphalt wearing grade. If any different in elevation transition, at the 705' point, it will be the contractors responsibility to make the transition smooth to the area where additional work will need to be done.
- Q11: The existing concrete entrance to the facility is definitely in very poor condition and should be replaced. Flat sheets of a heavy welded wire fabric, perhaps 6x6 6/6 that is placed at mid-depth of new concrete slab would probably suffice as adequate reinforcing at a considerable reduced cost, could this be considered in lieu of the #6 rebar @ 6" on center each way, each vertical level?
- A11: Please delete the concrete rebar and install one layer of heavy wire mesh WVDOT standard at four and a half inches (4.5") above bottom of concrete.
- Q12: It appears that the concrete sidewalks and curbing adjacent to the entrance are cracked and failing. Should replacement of this concrete be considered in this project scope?
- A12: As stated in the pre-bid meeting, no changes to the sidewalk will need to be done on this project.

- Q13: Specification Section 02300 – Earthwork, 1.4, B.5 requires that soil encountered below the removed existing roadway that cannot be properly compacted is to be scarified, moistened, aerated or removed and replaced. Since the condition and extent of poor materials that would require action cannot be determined at this time prior to bidding, this issue is generally regarded as an unforeseen condition that can be controlled by using a unit price cost per square foot of additional material, do you concur?
- A13: This is considered as an unforeseen condition and would be handled as a change order. Please provide a unit price per square foot of additional material when bidding this project.
- Q14: Specification Section 02300 – Earthwork, 1.4, C requires that uncharted or incorrectly charted utilities that are encountered and damaged during excavation are to be repaired by contractor to the satisfaction of the utility company. If the contractor employs the required due diligence by involving Miss Utility prior to construction activities and then damage occurs as a result of encountering utilities that are not known to the contractor, would this not be an unforeseen condition, do you concur?
- A14: It is the contractor's responsibility to contact Miss Utility by law. If after a utility is hit because it was unmarked, this could be handled as an unforeseen condition, but will have to be looked at as a case by case issue.
- Q15: We understand that it was discussed that the new concrete for the entrance was to be 5000 psi, is this correct?
- A15: Please provide five thousand (5,000) psi concrete as specified in the pre-bid meeting.

Clarifications:

- C1: At the entrance to Administration I Building, the concrete has been extended an additional three feet (3') onto the side of the road. Please see attached drawing to see the changes. It will be the contractor responsibility to coordinate with the Taylor County Department of Highways concerning this area.
- C2: At all existing and new culvert pipe locations, inlet boxes are required to be installed. The inlet boxes are to be outside diameter will be 40" x 40" x 32" high with a 25-3/4" steel grating. The inside diameter are to be 24" x 24" x 24" high. The inlet boxes will be 8" thick of concrete. It will be the contractors responsibility to verify the sizes of all existing culvert pipe sizes before ordering.
- C3: Please see Exhibit #1 – Revision #1 for new drawing layout.
- C4: Please see Exhibit #2 for Key Notes that are on Exhibit #1 – Revision #1.
- C5: Please replace the Bid Form with the following revised bid form.
- C6: The bid opening has moved from 07/03/2012 to 07/11/2012.

EXHIBIT 1



Sheet # SCALE: 1" = 40'-0"

1. THE INFORMATION CONTAINED HEREIN IS FOR GENERAL INFORMATION ONLY AND IS NOT TO BE USED AS A BASIS FOR ANY OTHER ACTION.

2. THE INFORMATION CONTAINED HEREIN IS THE PROPERTY OF THE DESIGNER AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER.

3. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PROJECT OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER.

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PRUNTYTOWN CORRECTIONAL CENTER
ROAD REPLACEMENT PROJECT
PRUNTYTOWN, WEST VIRGINIA

WV DOC PROJECT # COR61550
FACILITY SITE DRAWING
EXHIBIT #1 - REVISION #1

Exhibit #2 – See Map Exhibit 1

KEY NOTES:

1. ALL CONSTRUCTION WORK MUST BE COORDINATED WITH THE FACILITY.
2. BEFORE ANY EXCAVATION, CONTRACTOR MUST CONTACT MISS UTILITY.
3. FRONT ENTRANCE WORK AREA.
4. CONCRETE TO BE 9" THICK FOR 12' WIDE X 21' LONG AREA. THE AREA THAT EXTENDS ONTO THE ROAD IS WIDER THAN 12" AND CURVES AROUND THE SIDEWALK.
5. PROVIDE ONE LAYER OF HEAVY WIRE MESH WVDOT STANDARD.
6. WIRE MESH TO BE PLACED IN THE CENTER FOUR AND A HALF INCHES (4.5") ABOVE THE BOTTOM OF THE BOTTOM OF THE CONCRETE BOTTOM.
7. WIRE MESH TO EXTEND WITHIN SIX INCHES OF THE SIDES OF THE CONCRETE AREA.
8. ADD ONE (1) SIXTEEN INCH (16") METAL CULVERT PIPE TWENTY FEET (20') IN LENGTH AND CONCRETE INLET BOX.
9. BOTTOM POINT OF PAVING PROJECT.
10. THE EXISTING ASPHALT ROAD IS AN ESTIMATED TWELVE FEET (12') WIDE.
11. FROM THE BOTTOM POINT OF THE PAVING PROJECT TO POINT SEVEN HUNDRED FIVE FEET (705'), SPRAY TAC ON THE EXISTING ASPHALT, INSTALL 2" OF WEARING ASPHALT ON THE EXISTING ASPHALT, AND COMPACT.
12. EXISTING CULVERT PIPES (PIPE LOCATIONS ON DRAWING MAY VARY FROM ACTUAL LOCATIONS AND IT WILL BE THE CONTRACTORS RESPONSIBILITY TO LOCATE BEFORE CONSTRUCTION.
13. REMOVE EXISTING FIFTEEN INCH (15") CULVERT PIPE THAT EXTENDS FORTY-TWO FEET (42') IN LENGTH. INSTALL NEW SIXTEEN (16") METAL CULVERT PIPE WITH NEW CONCRETE INLET BOX.
14. REMOVE ANY OF THE EXISTING FIFTEEN INCH (15") CULVERT PIPE THAT IS IN THE WAY. INSTALL NEW SIXTEEN (16") METAL CULVERT PIPE THAT WILL EXTEND SIXTY FEET (60') IN LENGTH WITH NEW CONCRETE INLET BOX.

15. REMOVE ANY OF THE EXISTING FIFTEEN INCH (15") CULVERT PIPE THAT IS IN THE WAY. INSTALL NEW SIXTEEN (16") METAL CULVERT PIPE THAT WILL EXTEND NINETY FEET (90') IN LENGTH WITH NEW CONCRETE INLET BOX.

16. REMOVE EXISTING FIFTEEN INCH (15") CULVERT PIPE THAT EXTENDS THIRTY FEET (30') IN LENGTH. INSTALL NEW SIXTEEN (16") METAL CULVERT PIPE WITH NEW CONCRETE INLET BOX.

17. ADD ONE (1) SIXTEEN INCH (16") CULVERT PIPE TWENTY-FIVE FEET (25') IN LENGTH AND CONCRETE INLET BOX.

18. REMOVE EXISTING FIFTEEN INCH (15") CULVERT PIPE THAT EXTENDS SEVENTY FEET (70') IN LENGTH. INSTALL NEW SIXTEEN (16") METAL CULVERT PIPE WITH TWO (2) NEW CONCRETE INLET BOXES.

19. REMOVE EXISTING FIFTEEN INCH (15") CULVERT PIPE THAT EXTENDS TWENTY FOUR FEET (24') IN LENGTH. INSTALL NEW SIXTEEN (16") METAL CULVERT PIPE WITH NEW CONCRETE INLET BOX. CONTRACTOR TO REMOVE EXISTING STONE.

20. ALL METAL CULVERT PIPE MUST BE INSTALLED FAR ENOUGH BELOW BOTTOM OF GRAVEL BASE WHERE IT WILL NOT CAUSE THE ASPHALT TO BE DAMAGED.

21. THE REMAINDER OF THE ASPHALT ON THE ROAD AND PARKING LOT AREAS FROM POINT SEVEN HUNDRED AND FIVE FEET (705') ALL THE WAY AROUND THE LOOP WILL BE REMOVED.

22. EXCAVATE TEN INCHES (10") BELOW THE BOTTOM OF THE EXISTING ASPHALT.

23. INSTALL SIX INCHES (6") OF NUMBER FIFTY-SEVEN (#57) CRUSH AND RUN GRAVEL AND COMPACT.

24. INSTALL SIX INCHES (6") OF COURSE ASPHALT OVER TOP OF GRAVEL. COURSE ASPHALT TO BE PUT DOWN IN TWO (2) THREE INCH (3) LAYERS. EACH LAYER WILL NEED TO BE COMPACTED.

25. INSTALL ONE AND A HALF INCHES (1.5") OF WEARING ASPHALT OVER TOP OF THE COURSE ASPHALT AND COMPACT.

26. PARKING LOT #1, AN ESTIMATED FORTY-FIVE FEET (45') BY THIRTY-FIVE FEET (35').

27. PARKING LOT #2, AN ESTIMATED FIFTY FEET (50') BY FIFTY FEET (50').

28. PARKING LOT #3, AN ESTIMATED FIFTY FEET (50') BY THIRTY-THREE FEET (33').
29. EXISTING SECURITY FENCE (TYPICAL).
30. ALL STATED MEASUREMENTS ARE ESTIMATED AND IT WILL BE THE CONTRACTORS RESPONSIBILITY TO GET EXACT MEASUREMENTS.
31. ONE WAY LOOP.
32. POINT SEVEN HUNDRED FIVE FEET (705').
33. RIGHT SIDE OF STAIRWELL TO ADMINISTRATIVE I BUILDING.
34. INLET BOX. INLET BOX OUTSIDE MEASUREMENTS TO BE 40" X 40" X 32" HIGH WITH A 25-3/4" SQUARE STEEL GRATING ON TOP. IN LET BOX INSIDE MEASUREMENTS TO BE 24" X 24" X 24" HIGH.

RFQ # COR61550

**ALL LABOR, MATERIALS, EQUIPMENT, AND SUPPLIES NECESSARY TO
INSTALL NEW CONCRETE ON THE ROAD AT ENTRANCE TO ADMINISTRATIVE
I BUILDING, BLACKTOP PAVEMENT ON THE ROAD TO AND AROUND UNIT
BUILDINGS 18, 19, AND 20, AND INSTALL TWO (2) CULVERT PIPES**

PRUNTYTOWN CORRECTIONAL CENTER

TAYLOR COUNTY

BID FORM

Bidder's Company Name: _____

Bidder's Address: _____

Remittance Address: _____

(If different)

Phone Number: _____

Fax Number: _____

Email Address: _____

WV Contractor's License Number: _____

We, the undersigned, hereby propose to furnish all materials, equipment, and labor to complete all work in a workmanlike manner, as described in the Bidding Documents.

TOTAL CONTACT BASE BID:

(\$ _____) (Total Contract Base Bid to be written in words and numbers.)

COST PER SQUARE FOOT FOR REPLACEMENT SOIL BECAUSE OF UNFORESEEN
CONDITIONS:

(\$ _____) (Cost per square foot for replacement soil because of unforeseen conditions to be written in words and numbers.)

COST PER TON TO INSTALL SHOULDER STONE ALONG THE ROAD EDGES:

(\$ _____) (Cost per ton to install shoulder stone along the road edges to be written in words and numbers.)

The Bidder understands that to the extent allowed by the West Virginia Code, the OWNER reserves the right to waive any informality or irregularity in any Bid, or Bids, and to reject any or all Bids in whole or in part; to reject a bid not accompanied by the required bid security or by other data required by the Bidding Documents; to reject any conditions of the bid by the Bidder that is in any way inconsistent with the requirements, terms, and conditions of the Bidding Documents; or to reject a bid that is in any way incomplete or irregular.

It is recommended to submit the bid using this bid form.

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Pre-Bid Sign-In Sheet for COR 61550
SIGN IN SHEET

Page 1 of 2

Request for Proposal No.

PLEASE PRINT

Date: 6/7/2012

* PLEASE BE SURE TO PRINT LEGIBLY - IF POSSIBLE, LEAVE A BUSINESS CARD

FIRM & REPRESENTATIVE NAME	MAILING ADDRESS	TELEPHONE & FAX NUMBERS
Company: J.F. ALLEN Co.	P.O. Box 2049	PHONE 304-472-8890
Rep: BRYAN LEATHERMAN	BUCKHANNON, WV 26201	TOLL FREE
Email Address: bleatherman@fallenco.com		FAX 304-472-8897
Company: Mountaineer Contractors Inc.	P.O. Box 6086	PHONE 304-329-2129
Rep: Gwen Strickland	Kingwood, WV 26037	TOLL FREE
Email Address: john.boyle@mcwv.com		FAX 304-329-2206
Company: Cowgill WP Inc.	PO Box 243	PHONE 304-739-4397
Rep: DENNIS C. ELBON	SIMPSON, WV 26435	TOLL FREE
Email Address: DCE_COWGILLWP@EARTHLINK.NET		304-626-1051 FAX 304-739-4401
Company: PARROTTA PAVING	P.O. Box 1259	PHONE 304-292-0905
Rep: Fred Smith	Dellcow WV 26531	TOLL FREE
Email Address: Godfather203.comcast.net		FAX
Company: LAURITA INC.	302 Dotts Run Road	PHONE (304) 296-7531
Rep: OTT MEALE	MORGANTOWN, WV 26501	TOLL FREE
Email Address: OTT@LAURITA.COM		FAX (304) 292-4606

000013

Pre-Bid Sign-In Sheet for 10R61550

SIGN IN SHEET

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Request for Proposal No.

PLEASE PRINT

Date: 6/7/2012

* PLEASE BE SURE TO PRINT LEGIBLY - IF POSSIBLE, LEAVE A BUSINESS CARD

FIRM & REPRESENTATIVE NAME	MAILING ADDRESS	TELEPHONE & FAX NUMBERS
Company: <u>Mountaineer Contractors, Inc</u>	<u>PO Box 606</u>	PHONE (304) 329-2129
Rep: <u>Tracy Feather</u>	<u>Kingwood, WV 26537</u>	TOLL FREE ()
Email Address: <u>Jason.Workman@mcwv.com</u>		FAX (304) 329-2206
Company: <u>Danhill Construction CO.</u>	<u>P.O. 685 Gauley Bridge</u>	PHONE <u>304-632-1600</u>
Rep: <u>Dale Legg</u>	<u>W.V. 25085</u>	TOLL FREE <u>N/A</u>
Email Address: <u>rdanhill@hotmail.com</u>		FAX <u>304-632-1501</u>
Company: <u>Green River Group</u>	<u>PO Box 18039</u>	PHONE <u>304-594-3991</u>
Rep: <u>Christy Cain</u>	<u>Morgantown WV 26507</u>	TOLL FREE
Email Address: <u>tcurtis@greenrivergroup.com</u>		FAX <u>304 594-3992</u>
Company: <u>PAVING & RESURFACING INC</u>		PHONE (304) <u>965-6162</u>
Rep: <u>40 BLACKTOP ROAD</u>	<u>CHARLESTON, WV 25312</u>	TOLL FREE
Email Address: _____		FAX (304) <u>965-1557</u>
Company: _____		PHONE
Rep: _____		TOLL FREE
Email Address: _____		FAX

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.: COR61550

Instructions: Please acknowledge receipt of all addenda issued with this solicitation by completing this addendum acknowledgment form. Check the box next to each addendum received and sign below. Failure to acknowledge addenda may result in bid disqualification.

Acknowledgment: I hereby acknowledge receipt of the following addenda and have made the necessary revisions to my proposal, plans and/or specification, etc.

Addendum Numbers Received:

(Check the box next to each addendum received)

- | | |
|---|--|
| <input type="checkbox"/> Addendum No. 1 | <input type="checkbox"/> Addendum No. 6 |
| <input type="checkbox"/> Addendum No. 2 | <input type="checkbox"/> Addendum No. 7 |
| <input type="checkbox"/> Addendum No. 3 | <input type="checkbox"/> Addendum No. 8 |
| <input type="checkbox"/> Addendum No. 4 | <input type="checkbox"/> Addendum No. 9 |
| <input type="checkbox"/> Addendum No. 5 | <input type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of addenda may be cause for rejection of this bid. I further understand that that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

Company

Authorized Signature

Date

NOTE: This addendum acknowledgement should be submitted with the bid to expedite document processing.
 Revised 6/8/2012