

**CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
OFFICE OF ENGINEERING AND CONSTRUCTION**

ADDENDUM NO. 2

MAY 26, 2026

FOR DRAWING, SPECIFICATIONS, PROPOSAL, CONTRACT AND BOND

**FOR
WATER CONTRACT NO.1453 – REPAVING UTILITY CUTS AND SIDEWALK
RESTORATION AT VARIOUS LOCATIONS.**

FOR THE MAYOR AND CITY COUNCIL OF BALTIMORE

TO BIDDERS: PLEASE ATTACHED TO YOUR CONTRACT DOCUMENTS THIS ADDENDUM IS HEREBY MADE A PART OF THE CONTRACT DOCUMENTS ON WHICH THE CONTRACT WILL BE BASED, AND IS ISSUED TO MODIFY, EXPLAIN AND/OR CORRECT THE ORIGINAL DRAWINGS AND SPECIFICATIONS. PLEASE ACKNOWLEDGE THIS ADDENDUM ON THE BID OR PROPOSAL PAGE WHERE INDICATED. IF THIS DOCUMENT HAS BEEN RECEIVED VIA EMAIL, A CONFIRMATION EMAIL MUST BE SENT BY BIDDER WITHIN 24 HOURS CONFIRMING RECEIPT OF THE ADDENDUM TO DPWCONTRACTADMIN@BALTIMORECITY.GOV . IF EMAIL ACKNOWLEDGMENT IS NOT RECEIVED BY DPW, YOUR BID MAY BE REJECTED.

APPROVED:



Timothy Wolfe, P.E., BCEE
Chief
Office of Engineering and Construction



Matthew Garbark
Director
Department of Public Works

A. RESPONSES TO CONTRACTOR QUESTIONS

1. Item 101 --- Measurement and payment is based on a fixed fee of \$20.00 per each as described on page 84 of the bid book. Shall we use \$20.00 per each for our bid price?

A. Bid Item 101 – no work scouting has a fixed price of \$20.00. Use the estimated quantity of 500 as stated for a total cost of \$10,000.

2. Item 103 --- How much is the stipulated amount we are to use for item #103?

B. Bid Item 103 - \$250,000.00.

3. Item 104 --- 104 has a fixed cost unit of \$450.00 per each on page 86 in specs. Do we use \$450.00 per each in our bid?

C. Bid Item 104 provides an allowance based on each request. There are estimated 200 requests. Use \$450.00 per each and enter the full amount for Bid Item 104.

4. Items 501 and 502 will be paid for with the tonnage of asphalt used with tickets provided. These are the only items to be used for payment of the utility cut patches. However, the “Maximum Trench Pay Width for Utility Cuts Chart” on SC 20 introduces substantial ambiguity. For example, for an 8” diameter line, the maximum trench pay width is 32” (or 3 ft). If the existing hole is wider than 3 ft, which is common for an emergency utility repair, the chart currently implies that additional tonnage for 501 and 502 would not be paid, and would be considered incidental. Can the City please clarify how the contractor should be paid when permanent full depth repairs are required beyond the bounds prescribed in the “maximum trench pay width” chart? What items should be used to compensate the contractor for this unknown and potentially significant expense?

D. Bid Items 501 and 502 are measured and paid by the ton of asphalt. Note that removal of materials, including pavement, curb and aggregate are measured and paid under Bid Item 511. In addition, CR-6 sub-base is also measured and paid. In order to remove any confusion or ambiguity, the Maximum Trench Pay Width for Utility Cuts Chart on SC 20 is removed. A revised sheet 55 is being issued by Addendum showing the deletion.

5. What is the expected average size of each patch?

E. There are no set sizes for the pavement patches to be installed. There are no minimum or maximum dimensions.

6. For item #504 (“Variable Depth Sub-Base Using CR-6”), the contractor is instructed to remove 13 inches and place virgin CR-6 for every single utility cut repair. SC 19 also requires compaction testing for every patch: “All sub-base shall be tested for full compaction prior to placement of paving.” Can you confirm that compaction testing will be required for every single patch, regardless of the patch size? For the typical patch, will item #512 (“Additional Compaction and Compaction Testing”) be billable?

F. - See Standard Details BC 576.19-1 for trench repairs in flexible pavement and Standard Detail 576.20-1 for trench repairs in ridged base. Sub-base material has recently been placed aggregate material by a Baltimore City pipe repair crew. Remove the materials to a depth necessary to construct these repairs with full compaction.

- Compaction testing is included in every paving contract. Full compaction of the sub-base is required. A compaction test will verify if the material’s density and moisture has reached the proper compaction level. Compaction testing of the sub-base is required for every patch prior to paving if directed by the Inspector. For small patches, testing may be waived by the Inspector. Larger size repairs which are over one lane wide will require compaction testing.

- Bid Item 512 - Additional Compaction and Compaction Testing will be determined by the Inspector when full roadways or alleys are to be paved. Also, conditions such as poor or wet sub-grade soils may require additional testing. In these cases, additional compaction and compaction testing will be paid under Bid Item 512.

7. Are compaction tests required to be performed by an independent 3rd party? Or can the Contractor self-perform the tests?

G. Testing may be performed by either a third-party Testing Company, or the Contractor. Contractor testing may be performed on a conditional basis when demonstrated by trained personnel. All compaction results must be submitted in writing with all Project test results. Compaction test failures must be reported immediately. If compaction testing by the Contractor proves unacceptable, the conditional acceptance will be suspended.

8. For item #508 (“Milling and Resurfacing”), the specification reads, “the contractor shall submit a sketch in advance to the Engineer showing the limits and dimensions in plan for milling and resurfacing to be performed for each site.” Is approval of the referenced sketch for every single patch required prior to work for Item #508 commencing?

H. Item 508 - Milling and Resurfacing Item shall be performed in accordance with Standard Detail No. BC 576.19-2. A layout sketch prepared by the Contractor may be reviewed and approved by the Inspector prior to paving to prevent any delay. Clarification for complex issues shall require an Engineering solution and approval of the sketch in advance.

9. SC 40 (Maintenance of Traffic) includes a requirement that, “high traffic areas shall have the MOT plan reviewed by Baltimore City DOT”. A reviewed MOT plan for each patch location will be administratively intensive. Can you please further define, “high traffic areas”?

I. SC 40 Maintenance of Traffic Plan is installed by the Contractor to provide a safe work area. A formal submitted MOT Plan is not required for each patch location. The Contractor will determine if a MOT Plan submission is required on a site by site basis.

10. SC 20 states, “For all streets with flexible pavement surfaces, additional milling and resurfacing may be required...”. It is our understanding that Standard Details BC 576.19-1 and BC 576.19-2 require curb-to-curb or curb-to-centerline milling and resurfacing for every single full-depth permanent repair patch that is performed. Does the inclusion of the language, ‘may’, mean that milling and resurfacing will not always be required for each cut performed under 501 and 502?

J. SC 20 - additional milling and resurfacing as shown on Standard Details BC 576.19-1 and BC 576.19-2 is required for every patch in bituminous paving in accordance with the City DOT policy. Also see the response to question No. 5 above.

B. REVISIONS TO THE CONTRACT SPECIFICATIONS

1. Delete Table, MAXIMUM TRENCH PAY WIDTH FOR UTILITY CUTS CHART
2. Delete page 153 of its entirety and replace with the following:

OFFICE OF ENGINEERING AND CONSTRUCTION WATER CONTRACT NO.1453

ITEM NOS.	APPROXIMATE QUANTITIES	DESCRIPTION OF ITEMS AND PRICES BID (IN WRITTEN WORDS)	UNIT PRICE		AMOUNTS	
			DOLLARS	.CTS	DOLLARS	.CTS
101	500	EACH OF NO-WORK- SCOUTING AT <u> TWENTY DOLLARS </u> ALLOWANCE PER EACH	<u> \$20 </u>	<u> 00 </u>	<u> \$10,000 </u>	<u> 00 </u>
102	ALLOWANCE	FURNISH AND MAINTAIN ENGINEER'S OFFICE NO.2 AT _____ ALLOWANCE	<u> \$60,000 </u>	<u> </u>	<u> </u>	<u> </u>
103	ALLOWANCE	MISCELLANEOUS WORK AT _____ ALLOWANCE	<u> \$250,000 </u>	<u> 00 </u>	<u> \$250,000 </u>	<u> 00 </u>
104	200	EACH OF ALLOWANCE FOR PRIORITY MOBILIZATION AT _____ PER EACH	<u> \$450 </u>	<u> 00 </u>	<u> \$67,500 </u>	<u> 00 </u>
		END OF CATEGORY NO. 1 NO ALTERNATES				

NOTE: THIS SHALL BE FILLED IN BY THE BIDDER WITH THE PRICES WRITTEN IN WORDS AND NUMERALS, AND THE EXTENSIONS SHALL BE MADE BY HIM FOR COMPLETE THE INFORMATION CONCERNING THESE ITEMS SEE SPECIFICATIONS SPECIAL PROVISION, AND

SCHEDULE OF PRICE

WATER CONTRACT NO. 1453

SPECIAL NOTICE

To help insure full acceptance of your bid documents, please staple the following bid or proposal pages to the corresponding pages in the original bid book and the duplicate bid Package.