



## **RFP 40-25-02 Asphalt Repair**

### **Questions & Answers**

1.) Will there be a bid bond required for this project? If so what is the %?

Yes. Typically SURS will request a bid bond for 5% of the amount of the bid. This will be specified in any resulting contracts.

2.) Will the full removal be 10" ?

Yes. This will allow for the appropriate amount of aggregate base.

3.) Is the required aggregate base of CA-6 to be 6" depth?

Yes

4.) Will an IDOT approved N50 asphalt mix be allowed for binder and surface?

Yes

5.) Is there a construction cost estimate or budget associated with this project?

There is an annual budget for paving that may fluctuate year to year. The purpose of this three-year contract is to secure one company for the entirety of the asphalt replacement over multiple fiscal years until completion.

6.) Would it be possible to complete all the removals and perform all the paving for the asphalt repair project all at one time during the summer of 2024, and only bill for 2/3 of the contract for FY 2023 and FY 2024, then bill the balance in FY 2025 after the sealcoat and second application of striping are completed?

Yes. It has been determined that the project can be completed all at once with progressive billing being done based on the percentage of project completion.

7.) Can you please provide specifications on a certain type of fiber matting and glue as mentioned in the scope of work?

The Owens Corning TRUPAVE, PETROMAT Enviro, or approved equivalent will be acceptable for the matting with the manufacturer’s approved adhesive.

Area Reflective Crack Control - Fiber glass fabric repair system shall comply with Section 444 of the IDOT Standard Specifications and the following additions or exceptions.

The paving mat shall be Owens Corning TRUPAVE Engineering Paving Mat as distributed by TenCate Mirafi or an approved equivalent. The paving mat shall be constructed of a single layer of wet-formed nonwoven material consisting of at least 60% fiberglass (by weight), the remainder comprised of polyester and binder, heat set to provide multi-directional tensile strength conforming to the test methods and physical properties shown in the chart below. The material shall have a minimum average roll value (MARV) unit weight of 4.1 oz./SY. The material shall be resistant to chemicals, mildew, rot, and shall not have any tears or holes that will adversely affect the in-situ performance and physical properties of the installed material.

Physical Properties and Testing Methods of Engineered Paving Mat

Property	ASTM Test Method	Units	Nominal Value	Minimum Value
Tensile Strength (MD)	D5035	lbf / 2in	80	45
Tensile Strength (CD)			70	45
Tensile Strength (Bias Angle)			70	
Elongation at Max Load (MD/CD)			< 5%	
Melting Point	D276	oF	446	
Asphalt Retention	D6140	gal / yd2	0.18	
Mass Per Unit Area	D5261	oz / yd2	4.1	

The manufacturer of the mat shall furnish a letter of certification covering the physical and engineering properties of the mat. A letter of certification shall be furnished with each shipment stating that the mat complies with these specification requirements and submitted to the Engineer prior to use.

8.) Will tree trimming be the responsibility of the contractor?

No. SURS will work with the grounds maintenance contractor to trim trees out of the way to limit damage to trees or contractor equipment.

9.) When is striping to be completed?

Striping should be completed when the new asphalt is in place.