

Marys River Estates Road District

PO Box 644

Philomath, OR 97370

Request For Proposal for Asphalt Repairs:

This request for proposal is for determining pricing and terms for repair work within Mary's River Estates Road District.

1. Definition of areas requiring road cutting, subgrade restoration and asphalt replacement.
2. Definition of areas requiring overlay only
3. Provide definition of repair steps for areas requiring subgrade restoration as well as cost estimates for repairs
4. Provide definition of overlay repair steps and cost estimate of repairs.
5. Provide an estimated duration and a maximum (excluding weather related delays) duration of road closure.
6. Provide terms and duration of work guarantee addressing materials and workmanship
7. All cost proposals shall include the following:

Setup charges (Including a pre arrival cleaning of equipment to avoid introduction of invasive plant species)

Site preparation

Setup and removal of traffic control signage. This includes any detour signage if required.

Coordination and payment if required of utility service work

Cutting and removal as required of existing road surface and subsurface materials.

Surface preparation for overlay of asphalt where road cutting is not specified.

Types and quantities of materials for subgrade and surface work

Bonding, licensing and insurance

Restoration of:

1. shoulders and impacted driveways
2. or replacement of any impacted drainage ditches and or culverts
3. Signage
4. and cleanup of site
5. Separately itemize cost to restore existing paint striping to Daisy Drive intersection; restoration of any affected white fog lines along edge of Road from Daisy Drive intersection continuing on Columbine Drive.

The contractor responding to this RFP may subcontract out portions of the task to other licensed contractors. The prime contractor holds responsibility for schedule, quality and payment of all subcontractors.

SUBLETTING OR ASSIGNMENT OF CONTRACT. The contractor agrees not to assign, transfer, convey or otherwise dispose of the contract or any right, title, or interest either in whole or in part, or the contractor's power to execute such contract to any other person, firm, or corporation, or to subcontract any part of the work without the previous consent in writing of the Road District.

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It is understood and agreed that if any part of the work to be done under the contract is subcontracted, the subcontracting shall be done in accordance with, and the contractor shall be bound by, the following provisions:

- i. All subcontracts shall be in writing and shall provide that all work to be performed shall be conducted and performed in accordance with the terms of the prime contract. Upon request, certified copies of any or all subcontracts shall be furnished to the Road District's representative.
- ii. In case the work being done or to be done under any subcontract is not conducted in a manner satisfactory to the Road District's representative, contractor shall upon written notice to this effect cause such subcontract to be terminated, and the sub-contractor and the sub-contractor's employees to be removed from the work. Any loss or damage that may be suffered on account of such action shall be borne by the contractor.
- iii. The contractor agrees that the contractor is as fully responsible to Road District for the acts and omissions of sub-contractors and of persons either directly or indirectly employed by them as contractor is for the acts and omissions of the contractor's own employees. Nothing contained in the contract documents shall create any contractual relation between any sub-contractor and the Road District.
- iv. Contractor shall certify that all subcontractors performing construction work as defined in ORS 701.005(2) will be registered with the Construction Contractor's Board or licensed by the State Landscape Contractor's Board in accordance with ORS 701.035 to 701.055 before the subcontractors commence work under the contract.

Upon receipt of proposals, MRE Road District will evaluate and may resubmit a refined RFP to selected contractors or may enter into negotiations with a single contractor to develop a final agreement upon a scope of work and terms.

1. **Road Cutting** – The contractor then saw cuts the asphalt or concrete needing repair to provide a clean connection to the existing pavement or curb.
2. **Remove Damage** – Next the contractor will remove the pavement to the limits of the repair.
3. **Remove sub base**- The contractor will dig out the sub base as necessary to ensure presence of an adequate sub base with appropriate drainage for conditions.
4. **Backfill** – After removing the asphalt, the contractor will backfill as necessary and compact the crushed stone (called sub-base) so that the area is ready to receive new asphalt or concrete.

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5. **Place Base Asphalt** – Next the contractor will place the base asphalt in the repair. Usually this is a six inch layer of hot mix asphalt.
6. **Place Surface Asphalt** – The contractor will then place a surface layer of 2” of fine gradation asphalt. This surface asphalt will blend into surface asphalt of adjacent roadway.
7. **Bituminous Surface Treatment (BST) Chip Seal Overlay**- As part of the major surface repair the chip seal overlay will cover the cutout area as well as the road surface not subject to cutting. ***Hot mix overlay will also be considered, as advised.***
8. **Stripe Road** – Finally, the contractor will replace any roadway striping that may be missing due to the repair, as further described below.

The area under consideration is on Mary’s River Estate Road starting at the intersection of Bright Star to the intersection of Daisy Drive. This area is to receive a chip seal over the entire surface excepting for areas where cutting is specified. Additionally Daisy Drive starting at the intersection of Mary’s River Estate Road and proceeding approximately 3000 feet. Finally a section of Columbine starting at the intersection of Mary’s River Estate Road and Daisy Drive and extending 500 feet from the intersection.

The areas under consideration for cutting and sub surface repairs include the following distances (in feet) travelling into MRE RD from the intersection of Bright Star and MRE Road:

1775’ - In the outbound lane where alligator cracks have appeared

2160’- just South of Chicory Lane street sign

Between **2730’-2760’** - alligator cracks are near previous large patch repair

3240’ – near 25 mph sign on Marys River Estates Road

On Daisy Drive located at these distances from MRE Road/Columbine intersection:

610’-720’ (ending at driveways labeled 24563/24565 Daisy Drive) – in particular, to address deep alligator cracks in middle of road between 610’-635’.

@805’-850’ – inbound lane

975’-1030’ – middle of road

Additional areas under consideration for cutting and sub-surface repairs if overlay treatment will not adequately repair without dig-out:

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Large section beginning @ 3290' (approximately 50' inbound from the 25 mph sign) continuing to **3340'-3360'** along Columbine Drive. This section begins at previous patch repair located near driveway (Stark) to West of Daisy Drive and continues along Columbine Drive with many new lines opening and into area of previous line and crack sealing. Would future chip seal or hot-mix overlay resolve some of this?

Further **sections for surface repair on Daisy Drive**, located as described below as distance in feet from the intersection of MRE Road and Columbine into Daisy Drive:

0' to 50' into Daisy Drive, rough aggregate is showing through. Can this portion of Daisy be repaired with overlay only treatment?

250' @ 24542 Daisy Drive

430' – 550' – alligator cracks at surface

1475'-1560' – minor surface degradation

1590' – minor surface degradation

1680'-1780' minor surface degradation

1860'-1880' minor surface degradation

2090' minor surface degradation

2640'-2700' – some surface cracks.