

ADDENDUM NO. 2

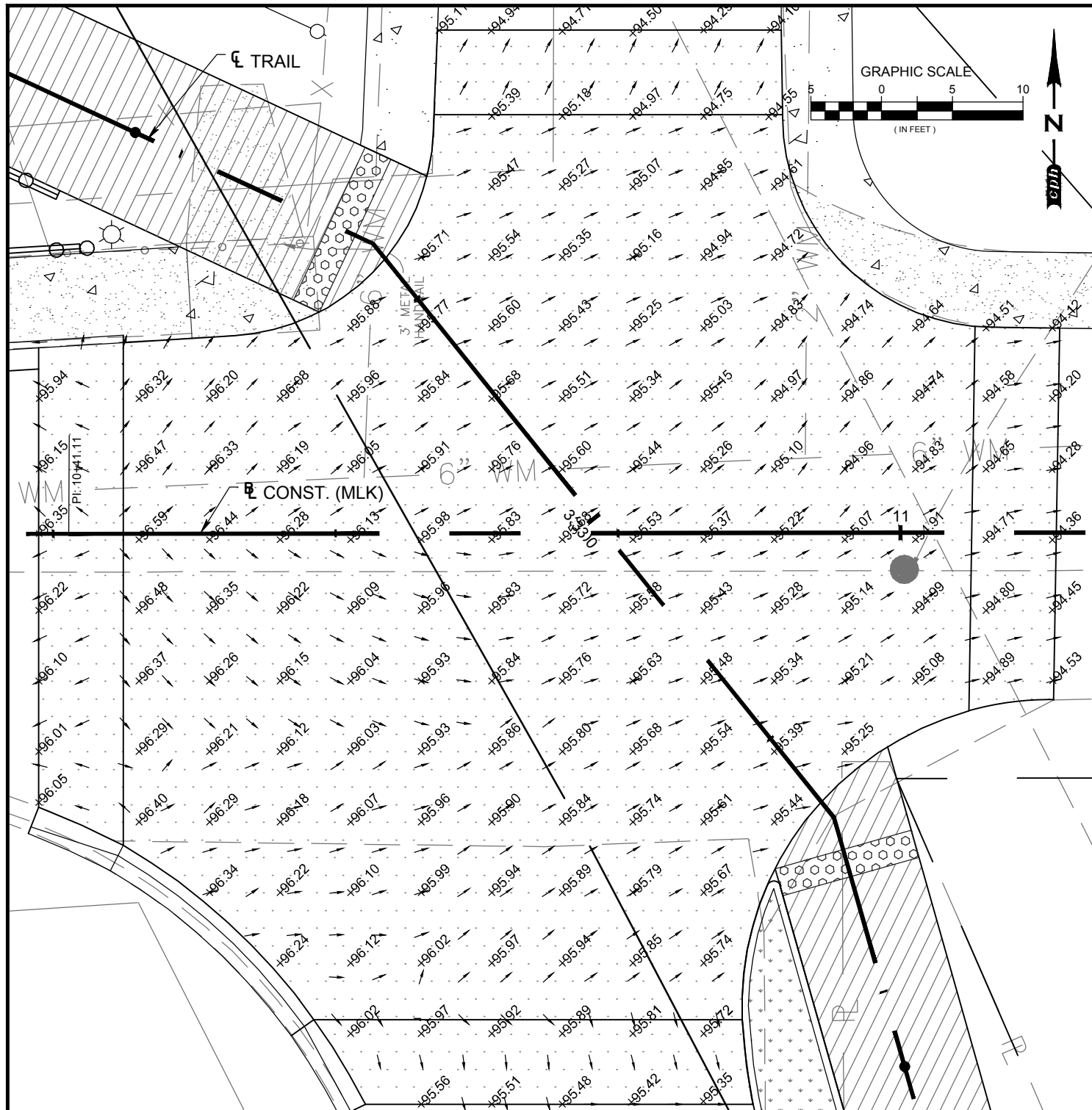
December 14, 2018

The following portions of the Bid Documents have been revised:

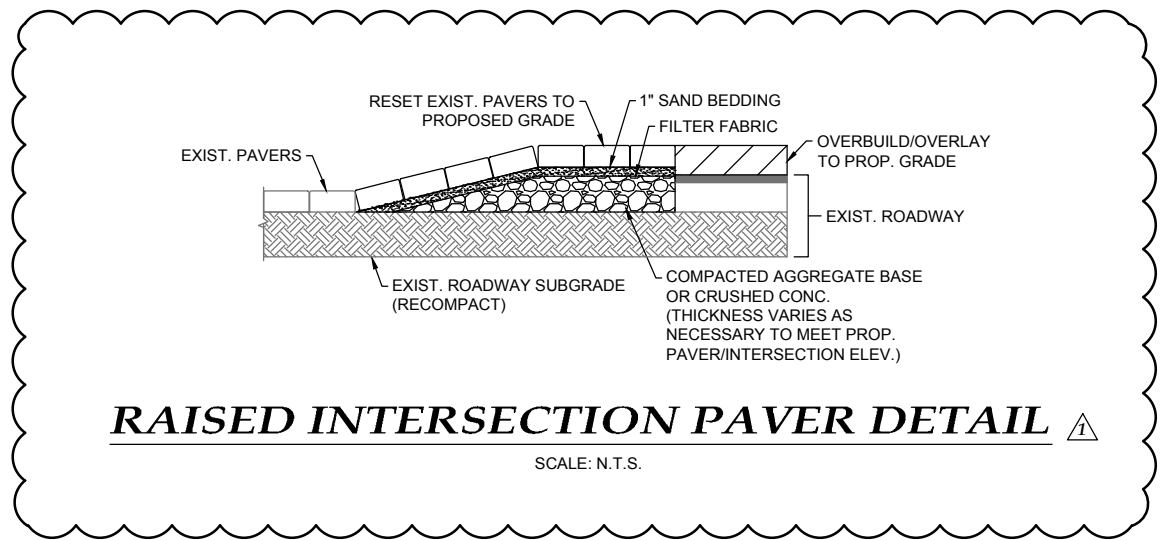
- Raised Intersection Grading Detail, sheet no. 35 (2 pages including cover sheet)

Attachments:

- Responses to Pre-Bid & Bidder Set #2, 3, & 4 Questions
- AutoCAD file has been posted to the City's website:
<http://cms.revize.com/revize/dadecity/departments/government/BIDS/QUOTES/AUCTIONS.php>

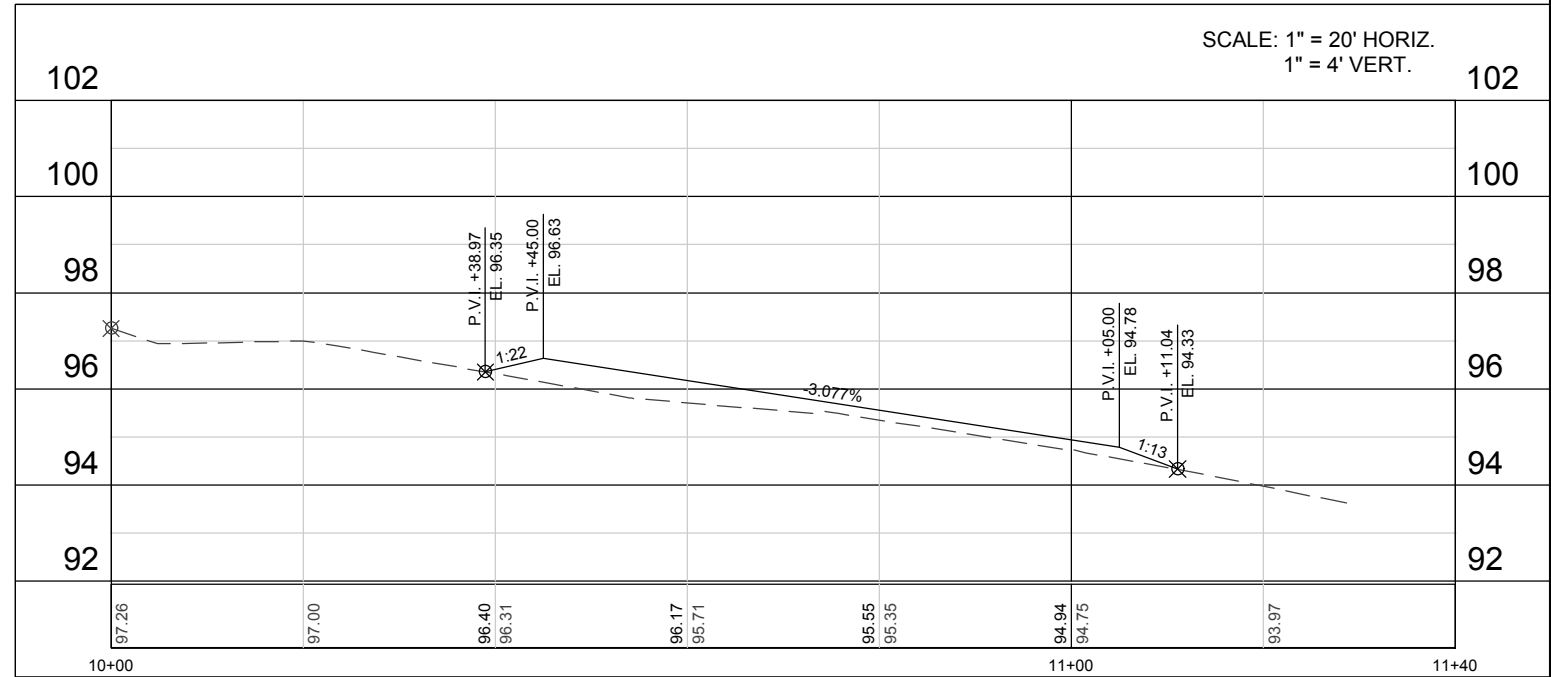


RAISED INTERSECTION GRADING - PLAN



RAISED INTERSECTION PAVER DETAIL

SCALE: N.T.S.



SCALE: 1" = 20' HORIZ.
1" = 4' VERT.

Drawing name: A:\D\1001\Roadway\Roadway\1001\1001\Intersection Grading.dwg, Dwg. 11, 2018, 1:15pm cph

No.	Date	Revision	By	No.	Date	Revision	By
1	12/13/18	PRE-BID BIDDER RESPONSES	KRL	1			
2				2			
3				3			
4				4			

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Designed by: APE
Drawn by: NO
Checked by: KRL
Approved by: KRL
Job No. D13401

Date: 12/13/2018
Scale: AS NOTED

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Plans Prepared By:
CPH, Inc.
5601 Mariner St., Suite 105, Tampa, FL 32771
Phone: 813.288.0233
Licenses:
Eng. C.O.A. No. 3215 Arch. Lic. No. AA2600926
Survey L.B. No. 7143 Landscp. Lic. No. LC0000298

HARDY TRAIL EXTENSION
DADE CITY, FLORIDA

ARIEL P. ELVAMBUENA, P.E.
FL P.E. No. 66657

Raised Intersection Grading Detail

Sheet No.
35

Responses to Bidder Set #2:

1. Page 44, the last sentence of the first paragraph references “the Bureau of Engineering, City of Orlando”. Why is the City of Orlando referenced?

RESPONSE: This is a carry-over note that was not corrected. This should read “City of Dade City”.

2. Page 45, requires us to mark one option in order to be responsive regarding the Responsible Contractor’s Policy. Please provide the Responsible Contractor’s Policy so we may choose correctly.

RESPONSE: This is not needed as the FDOT requirement for the contractors to follow the Davis Bacon’s wage rates for this contract overrides this.

3. Please explain the intent of note 6 on plan sheet 1. It appears there are pay items to cover all the work described in this note so what work is “incidental to the other contract items”?

RESPONSE: This is on sheet 11. This note was added to cover any damages to existing features during construction. For example, if existing curb was damaged when placing asphalt, the cost for the curb replacement would be included in the cost of asphalt installation.

4. Note 11 plan page 11 states “All storm sewer lines & inlets shall be cleaned of debris and eroded materials at the last stage of construction.”
 - a. Are we to clean all new and existing pipe?

RESPONSE: Once construction finishes, contractors are responsible for making sure all proposed pipes are free of debris, and all existing pipes that remain don’t contain debris from construction.

- b. If we are to clean all existing pipe can a list of size and location be provided?

RESPONSE: The size and location of existing pipes that may contain construction debris or eroded material is unknown, as it is dependent on the contractor’s ability to the control of materials within their work site.

5. Can the CAD files be provided for use in preparing our bids?

RESPONSE: A link to an FTP site to access CAD files is on the City’s website:

<http://cms.revize.com/revize/dadecity/departments/government/BIDS/QUOTES/AUCTIONS.php>

Click on link for AutoCAD file, select zip file, and when prompted, use the following:

Username: hardyconstruction

Password: [ftp4htc](#)

6. Bid item 31 has a unit of “CA”, shouldn’t this item be “LF”?

RESPONSE: Bid Item 31 should be LF.

7. How is the open flume, shown on plan sheets 21, 34, 36 & 37, paid for?

RESPONSE: Open flume to be paid for as Concrete, Sidewalk and Driveways, 6” thick.

8. How is the removal and reinstallation of the brick on 10th St at MLK paid for? The “Raised Intersection Grading Detail on plan sheet 35 shows new grades extending into the brick pavement. What is the typical section for the brick pavement?

RESPONSE: The removal and reset of brick is incidental to the cost of the storm pipes and structures being installed as this operation would have been required in order to install the new pipes and structures. The material required to raise the brick was included in the quantity of asphalt overbuild, but could be replaced with Recycled Crushed Concrete or other compacted aggregate base per the added detail on Sheet 35.

9. There is not a typical section for the MLK intersection. Are we to raise the pavement with overbuild asphalt or is it the intent to rebuild the entire intersection?

RESPONSE: The raised intersection will be constructed with overbuild as shown on sheet 35. The quantity of overbuild was accounted for in the asphalt quantity.

10. The storm sewer from S-402 to S-402 extends into the pavement of 8th St. How is the restoration paid for?

RESPONSE: Cost of restoration is incidental to the installation of structure S-402.

11. Is the 8” aggregate base shown on plan sheet H-8 paid for as optional base group 8?

RESPONSE: The aggregate is included in the Architectural Paver pay item.

12. Is the architectural sidewalk shown on plan sheet H-4 and H-8 paid for under item #39 Concrete Sidewalk & Driveways 4” thick?

RESPONSE: Yes, the sidewalks referenced are paid for under bid item #39 Concrete Sidewalk & Driveways 4” thick.

Responses to Bidder Set #3:

1. It was mentioned that the bidding Contractor would need to be prequalified by the FDOT to bid this project. Does this mean the Contractor will need to be prequalified in at least 50% of the work class breakout? If so, please provide the Work Class Breakout for this project.

RESPONSE: Per the bid doc (Page 5, Minimum Requirements for Submitting a Bid), contractors must be FDOT pre-qualified for Road and Bridge Construction and submit a copy of the pre-qualification letter at the time of the submittal. Major/minor work mixes were not identified in the solicitation and I assume this is what the contractor is referring to as Work Class Breakout. The contractor's letter should state that he is pre-qualified in Road and Bridge Construction.

The contractor must possess a General Contractor's License and be certified as such. Page 8 of the Bid Document (Licenses and Certifications) requires all applicable licenses and certifications to be submitted with the bid also. The contractor also must perform at least 50%/cannot sub out more than 50% of the work.

2. Will the City please provide a manufacturer and product number for pay item 59?

RESPONSE: FDOT does not allow specifying manufactures or proprietary products on FDOT funded projects.

Responses to Bidder Set #4:

1. Question – is the trail to be paved each section between streets or can the paving be done all at once at the end?

RESPONSE: The intent was to construct block-by-block as generally described below, however, per note 1 of sheet 67, Maintenance of Traffic General Notes, the contractor may opt to provide their own Traffic Control Plan due to their means/methods. For any proposed alternate paving plans, provide a narrative or explanation. Also, downtown event dates that may affect construction activity will be discussed during the pre-construction meeting.

Between Church and Meridian, the preference is the work to be substantially complete to allow access to the parking areas and two-way traffic once construction moves north of Meridian.

The preference for Agnes Lamb Park is also to be mostly restored with suitable walking surfaces.

8th Street is milling and resurfacing, and an addition of a separator, so it could wait for final paving.

Once north of 8th, the paving could wait until the remaining of the project is ready for asphalt, however the contractor will be responsible to maintain MOT, erosion control, and any rework necessary prior to paving.