

July 1, 2015
BOARD OF COUNTY COMMISSIONERS
ORANGE COUNTY, FLORIDA
Addendum No. 1/IFB Y15-779-CH

COUNTY ROAD 545 (AVALON ROAD) CULVERT REPLACEMENT

REVISED BID OPENING DATE: July 16, 2015 at 2:00 P.M.

1. The Bid Opening Date has changed as follows:

Delete: ~~July 9, 2015 at 2:00 P.M.~~

Replace With: July 16, 2015 at 2:00 P.M.

2. Note the **ADDITION** to Part F, Article 8 – BONDS, INSURANCE AND INDEMNIFICATION as follows:

Builders' Risk - If this Contract includes: (1) construction of a new above-ground structure or structures, (2) any addition, improvement, alteration, or repair to an existing structure or structures, or (3) the installation of machinery or equipment into an existing structure or structures, the Contractor shall maintain builders' risk insurance providing coverage to equally protect the interests of the County, the Professional, the Contractor and subcontractors of any tier. Coverage shall be written on a completed value form (Exhibit C) in an amount at least equal to 100% of the estimated completed value of the project plus any subsequent modifications of that sum.

The coverage shall be written on an "all-risk" basis and shall, at a minimum cover the perils insured under the ISO CP 10 30 Special Causes of Loss Form (Exhibit D) and shall include property in transit and property stored on or off premises, which shall become part of the project. The Contractor agrees not to maintain a wind or flood sub-limit less than 25% of the estimated completed value of the project. The Contractor agrees any flat deductible(s) shall not exceed \$25,000, and any wind percentage deductible (when applicable) shall not exceed five-percent (5%). The coverage shall not be subject to automatic termination of coverage in the event the project/building is occupied in whole or in part, or put to its intended use, or partially accepted by the County. If such restriction exists the Contractor shall request that the carrier endorse the policy to amend the automatic termination clause to only terminate coverage if the policy expires, is cancelled, the County's interest in the project ceases, or the project is accepted and insured by the County.

3. **The following are responses to questions received from a potential bidders:**

- A. **Question:** Is there any restriction for the installation of additional sheet pile walls?

Response: Please refer to Temporary Sheet Pile Wall Notes on Sheet 71 of the plans.

- B. **Question:** Is the Contractor required to maintain any water flow between Black Lake and Johns Lake?

Response: The contractor shall submit a temporary drainage plan (bypassing and/or maintaining channel flow during construction) for approval by the engineer. This plan must be signed and sealed by a Professional Engineer registered in the State of Florida. Given the magnitude of the canal discharge rates that will most likely occur for the storm events with significant rainfall, complete bypassing of all possible flows may not be possible. Therefore, the contractor's water bypassing plan should address both the magnitude of discharge that can be bypassed and the means and methods for allowing the additional discharge to "pass" through the construction area without causing an adverse impact to upstream water levels and off-site properties.

Black Lake normal high water level: 95.80 ft, NGVD (94.9 ft, NAVD)
Johns Lake normal high water elevation: 98.4 ft, NGVD (97.5 ft, NAVD)

Black Lake (headwater):

10-year, 24-hour design peak stage: 99.1 ft, NGVD (or 98.2 ft, NAVD)
25-year, 24-hour design peak stage: 99.6 ft, NGVD (or 98.7 ft, NAVD)
100-year, 24-hour design peak stage: 100.5 ft, NGVD (or 99.6 ft, NAVD)

Flow Rates

10-year, 24-hour design flow rate: 600 cfs
25-year, 24-hour design flow rate: 682 cfs
100-year, 24-hour design flow rate: 855 cfs

Johns Lake (tailwater):

10-year, 24-hour design peak stage: 98.4 ft, NGVD (or 97.5 ft, NAVD)
25-year, 24-hour design peak stage: 98.7 ft, NGVD (or 97.8 ft, NAVD)
100-year, 24-hour design peak stage: 99.3 ft, NGVD (or 98.4 ft, NAVD)

- C. **Question:** Will the County consider any other base material for road reconstruction in lieu of soil cement? There is only one local producer that does not sell to outside sources providing them with an advantage on sole, base group projects.

Response: 6-inch asphaltic base course type B-12.5 will be accepted as an alternate to the 12-inch soil cement base, and 4-inch asphaltic base course type B-12.5 will be accepted as an alternate to the 7.5-inch soil cement base at no additional cost to the County.

- D. **Question:** On sheet G-21 of the specifications, the Special Provision #13 Earthwork states that unsuitable material in relation to embankment shall be replaced with select soil at no additional cost to the County. Would this work not be performed under the pay item 120-4, Subsoil Excavation (A-8 Material) included in the schedule of values for the bid?

- E. **Response:** 120-4 is for subsoil excavation. Item 120-9 is for excavation, embankment and grading. As stated in item 13 of the Special Provisions, The Contractor is notified that the soil survey shown in the plans is based on limited geotechnical investigation. The Contractor is to field verify and test all excavated earthwork material to determine if the soil is classified as a select soil and suitable to embankment utilization. In the event that any excavated earthwork material is not suitable for embankment utilization, the Contractor shall replace the unsuitable material with select soil to furnish and install the required embankment at no additional cost to the County. The Contractor shall be responsible for the disposal of the unsuitable material at a County approved site at no additional cost to the County.

- F. **Question:** On Sheet G-18 of the Special Provisions, under item 6. B. there is a link to the County's ftp site stating a copy of the groundwater sampling report is located there for download. After accessing this site, the report is not there. Could the County issue this report with an addendum or add it to the ftp site with a notification?

Response: The report from ECT (NPDES) has been placed in the FTP site below; please update the Special Provisions Item 6.

[ftp://ftp.ocfl.net/divisions/Public Works/pub/Engineering%20Design/C.R.%20545%200Bridge%20NPDES%20Report/](ftp://ftp.ocfl.net/divisions/Public%20Works/pub/Engineering%20Design/C.R.%20545%200Bridge%20NPDES%20Report/)

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- G. **Question:** Can the County provide the average water elevation and/or flow rates for the canal crossing for design purposes of the temporary sheet pile wall?

Response:

- Black Lake normal high water level: 95.80 ft, NGVD (94.9 ft, NAVD)
- Johns Lake normal high water elevation: 98.4 ft, NGVD (97.5 ft, NAVD)

Black Lake (headwater):

- 10-year, 24-hour design peak stage: 99.1 ft, NGVD (or 98.2 ft, NAVD)
- 25-year, 24-hour design peak stage: 99.6 ft, NGVD (or 98.7 ft, NAVD)
- 100-year, 24-hour design peak stage: 100.5 ft, NGVD (or 99.6 ft, NAVD)

Flow Rates

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Johns Lake (tailwater):

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- 25-year, 24-hour design peak stage: 98.7 ft, NGVD (or 97.8 ft, NAVD)
- 100-year, 24-hour design peak stage: 99.3 ft, NGVD (or 98.4 ft, NAVD)

The contractor shall submit a temporary drainage plan (bypassing and/or maintaining channel flow during construction) for approval by the engineer. This plan must be signed and sealed by a Professional Engineer registered in the State of Florida. Given the magnitude of the canal discharge rates that will most likely occur for the storm events with significant rainfall, complete bypassing of all possible flows may not be possible. Therefore, the contractor's water bypassing plan should address both the magnitude of discharge that can be bypassed and the means and methods for allowing the additional discharge to "pass" through the construction area without causing an adverse impact to upstream water levels and off-site properties.

- H. **Question:** Can the County provide anticipated loading weights for the temporary access road for design purposes of the temporary sheet pile?

Response: The temporary sheet pile wall must comply with the requirements of the FDOT Structures Design Manual and the AASHTO LRFD Bridge Design Specifications. Required live load is HL-93 live load on the adjacent roadways. The temporary wall also needs to be designed for the Contractor's construction loads, as applicable.

- I. **Question:** Pay Item #400-4-1 is to include the box culverts, headwalls and the temporary head wall construction, is that correct?

Response: Correct. It also includes the cost of temporary sheet pile wall as shown on sheet 2 of the plans.

- J. **Question:** The box culverts can be precast structures, is that correct?

Response: Please see note 7 on sheet 66.

- K. **Question:** Is there any requirement to maintain water flow (Black Lake to John's Lake) during the construction?

Response: The contractor shall submit a temporary drainage plan (bypassing and/or maintaining channel flow during construction) for approval by the engineer. This plan must be signed and sealed by a Professional Engineer registered in the State of Florida. Given the magnitude of the canal discharge rates that will most likely occur for the storm events with significant rainfall, complete bypassing of all possible flows may not be possible. Therefore, the contractor's water bypassing plan should address both the magnitude of discharge that can be bypassed and the means and methods for allowing the additional discharge to "pass" through the construction area without causing an adverse impact to upstream water levels and off-site properties.

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100-year, 24-hour design peak stage: 99.3 ft, NGVD (or 98.4 ft, NAVD)

- L. **Question:** In the utility Adjustment Plans, there are several utilities that will need to be coordinated with, have they all been informed of the project?

Response: Yes. Utility coordination has taken place.

- M. **Question:** In particular, will Progress Energy temporarily de-energizing the overhead lines or relocating them?

Response: Duke Energy (formerly Progress Energy) is planning to adjust/reconstruct their lines as shown on sheets 61-64 of the plans. The contractor will be responsible for coordination with Duke Energy including any required de-energizing as necessary to complete the work.

- N. **Question:** Can the treatment / disposal of groundwater be made an allowance bid item?

Response: No, this bid item is not going to be an allowance. Please refer to the technical provision and special provisions.

- O. **Question:** What is the design criteria (base and driving surface) for the diversion road?

Response: This information is shown on sheet 34 of the plans under "Temporary Diversion Pavement Design".

- P. **Question:** Under which payment items are we to construct, then remove the diversion road?

Response: All maintenance of traffic items are included under pay item no. 120-1. See pay item notes on sheet 2 of the plans.

- Q. **Question:** Does the Owner require a construction trailer for this project?

Response: No, a trailer is not required for this project.

4. All other terms and conditions of the IFB remain the same.

5. **The Proposer shall acknowledge receipt of this addendum by completing the applicable section in the solicitation or by completion of the acknowledgement information on the addendum. Either form of acknowledgement must be completed and returned not later than the date and time for receipt of the proposal.**

Receipt acknowledged by:

Authorized Signature

Date Signed

Title

Name of Firm