



THE CITY OF DAYTONA BEACH
OFFICE OF THE PURCHASING AGENT

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ADDENDUM NO. 1

DATE: 11/26/2018
PROJECT: ITB 19183
MANATEE ISLAND DAY DOCK REPAIR

OPENING DATE: DECEMBER 10, 2018

This addendum is hereby incorporated into the Bid Documents for the project referenced above. The following items are clarifications, corrections, additions, deletions and/or revisions to and shall take precedence over the original documents. Additions are indicated by underlining, deletions are indicated by ~~strike through~~.

1. Answers to Bidders' written questions:

Q1: Sheet C-09, Timber Note #6 states the timber piles are 30' long, have a minimum embedment length of 15.5', and based on cutoff elevation, will achieve a tip elevation of (-)26.77'. The piles may drive hard and may not drive full length to elev (-)26.77. Can installation cease if piles meet practical refusal and have achieved the minimum embedment of 15.5'?

A1: All reasonable efforts must be made and documented to achieve a tip elevation of (-)26.77. If refusal is met, pile shall be left in place and the Engineer of record must be contacted for pile cut-off approval. Please allow up to 72 hours notice for Engineer of record to respond.

Q2: Please clarify if jetting of the timber pilings is allowed – there seem to be conflicting notes. Sheet C-09, Important Notes to Bidders Note #1 states "...If a vibratory hammer or jetting equipment is used to install the pilings..." Sheet C-10, Timber and Pre-stressed Concrete Pilings Note #3 states No jetting of piles.

A2: Jetting of timber piles is permitted to within 5 feet of minimum embedment. Piles shall be driven for the last 5 feet.

Q3: If jetting is allowed, would it be permissible to jet the piles to within 2' of minimum embedment (minimum embedment = 15.5' into river bottom) then drive the piles the last 2 feet with an impact hammer (or deeper, until practical refusal).

A3: Jetting of timber piles is permitted to within 5 feet of minimum embedment. Piles shall be driven for the last 5 feet.

Q4: Sheet C-10, Timber and Pre-stressed Concrete Pilings Note #9 requires that the Contractor employ a 3rd party geotechnical firm to maintain the pile driving

logs. This will add cost to the project and qualified pile driving contractors can normally maintain the pile driving log with crew members already on site.

A4: It is acceptable for a qualified pile driving contractor to maintain the pile driving logs. Pile driving log shall be available for inspection at any time at the request of the City or Engineer.

Q5: Sheet C-03, Note #2 provides a reference to the special provision in the contract documents regarding hauling across the vehicle access bridge between mainland and Manatee Island. We could not locate the special provision or related notes. Please clarify.

A5: The provision has been attached to this response.

Q6: Sheet C-09, Construction Surveying Note #4 requires that the record survey (as-built survey at the end of the project) must be signed and sealed by a State of FL licensed professional surveyor. This will add additional cost and the survey can probably be performed by the Contractor and verified by the Engineer of Record. Please clarify.

A6: A signed and sealed as-built survey by a Florida licensed surveyor will be required.

2. All other terms and conditions remain the same.

The Bidder shall acknowledge receipt of this addendum in Section 7 of the Bid Proposal Form.

The City of Daytona Beach

Kirk Zimmerman, CPPB
Purchasing Agent

Manatee Island Day Docks Access Bridge Special Provision

The Contractor is expressly forbidden from using heavy trucks to transport rock, other heavy/bulky materials, and demolition debris to and from the project site over the concrete vehicular access bridge connecting Manatee Island to the mainland. The Contractor shall make arrangements to transport these items to and from the island in either small vehicles or by boat/barge. Under no circumstances shall gross vehicle loads of 10,000 pounds or greater be permitted on the access bridge.

The Contractor shall prepare a Heavy Materials Transport Plan and submit this to the Engineer and the City for approval at the pre-construction conference.