

ADDENDUM NO. 2

DATE: February 5, 2019

TO: All Bidders 

FROM: Julie Smith Maxwell, Procurement Specialist

SUBJECT: Addendum No. 2 – Underground Traffic Signal Mapping Services

SUBMISSIONS DUE: February 15, 2019, at 11:00:00 a.m. Eastern Time

This addendum is being published to respond to questions regarding the above-referenced Invitation to Bid. This addendum becomes a part of the Contract Document and modifies the original specifications as noted.

Question 1: Will the City consider adding additional attached limits and limitations page or the following wording: “While GPRS agrees and accepts liability for damages that we specifically cause while on site, we cannot be held liable for damages due to us being unable to locate certain obstructions based on the limitations within our scope of work. GPRS shall not be held responsible for any incorrect interpretations of the information provided from the GPR scan and cannot guarantee to have captured all the below surface conditions in the scan performed. GPRS shall notify Contractor at the time of the scan of any condition(s) present that will severely impact the accuracy and effectiveness of the GPR scanning to be performed.”

Response: No. The City is seeking professional services from a firm with the ability and equipment capable of providing accurate mapping services; and therefore, do not accept the above-mentioned limitations.

Question 2: What equipment specifications are required/suggested/anticipated? (Examples: Electromagnetic Pipe Locator, 400 MHz GPR Antenna, Traceable Rodder, GPS)

Response: The types of equipment listed above, as well as, other equipment pieces will be used to locate the traffic signal facilities. The intention of this ITB is to provide a scope of service. Contracted firm or contractor shall determine the best possible means for performing the work.

Question 3: Will each intersection be marked by the local one call service?

Response: The City Engineering department shall perform a TN 811 design locate request one week prior to the “work to begin” date. It is expected that this will allow the firm or contractor to see where other utilities are in relation to one another.

Question 4: What are the expectations in regards to accuracy and limitations of equipment? This can vary depending on the equipment/technology used. Will this be held to the code of laws set forth in TN “Underground Utility Safety and Damage Prevention Act”? Specifically the “safety zone” identified in 65-31-108, (3) (c). Two feet on either side of the facility.

Response: The contracted firm or contractor is expected to provide the closest measurement as possible. The City shall verify the markings are as accurate as possible. As stated according to Tennessee Law, two feet on either side shall be considered the “safety zone”.

Question 5: Additionally the scope requires mapping, but does not specifically say what the level of accuracy is required. Our standard GPS is sub-meter (info above).

Response: It is expected that the contracted firm or contractor shall adhere to industry standards of approximately four feet. Accuracy level greater than 12” is unacceptable.

Question 6: In reference to Item 2 (collect GPS data) in the Scope of Service, what attributes or structure data is anticipated?

Response: This ITB is for the services of mapping Traffic Signal facilities only. All conduits or raceways are either 2-3” Rigid Metal or 2-3” PVC. Although, there are some 1” rigid and PVC for electric service and detection only.

Question 7: Average size of intersection? Per sq. ft.?

Response: All road ways are different in size. Close approximations are between 5200 and 12000 sq. ft.

Question 8: Are the “Additional Services” (Vac work, Traffic Control) to be included in the per intersection cost? Or are we able to provide additional line items for professional services?

Response: Yes. Please provide separate line item pricing for additional services. A revised Bid Form is attached to this addendum.

Question 9: If “Additional Services” are included in the per intersection cost, then how or when would the call be made to use vacuum services?

Response: The City shall be responsible for making such a decision when standard methods of locating are unsuccessful.

Question 10: On item 4 of the Scope of Service; Reconcile drawings created and continue to make changes when necessary for new or upgraded installations. Do you anticipate that these

changes would require additional mobilization and field time to collect and map the upgraded installations? Would this be billed at the per intersection cost? Or as an additional line item?

Response: Please provide separate line item pricing for updating existing As-Built Drawing. Most updating would only affect one or two pipes at most. If an intersection is completely modified or upgraded, the standard per intersection charge shall apply. A revised Bid Form is attached to this addendum.

Question 11: Will these intersections be completed as scheduled or as needed? Multiple per day?

Response: The City intends to schedule work in blocks based on one-month groupings. The number of intersections per block will vary due to complexity, scheduling, and weather.

Question 12: Is there any existing documentation in regards to the scope of work (Traffic Signal facilities), additional existing utilities, civil drawings, etc. for each intersection?

Response: The City has some paper drawings and pdf plans but no as-built drawings. Many of the 30+ year old intersections have no plans altogether.

Question 13: Would there be some opportunity to speak/consult with a representative of the traffic signal facilities (with knowledge of the installation process)?

Response: Yes. The Contracted firm or contractor will have access to the City's Engineering department with proper scheduling.

Question 14: Also certain technologies (EM-Transmitter) may require the ability to open pull boxes, poles, or control cabinets, do we need a representative or special tool to access these?

Response: A City employee from the Engineering department will be onsite while locating occurs. Prior to the work beginning, the Contracted firm or contractor will be required to participate in an orientation regarding the safety procedures mentioned in the ITB scope.

Question 15: In regards to traffic control; Will we only be able to block one lane at a time or is there some ability to detour traffic? I am assuming that this will be included in the per intersection cost, as it will be required on every one.

Response: Traffic control pricing shall be noted on a separate line item based on an hourly charge. See revised bid form attached to this addendum. Some intersections you may not need lane closures, but may require temporary short term work zones. The City will assist in coordination of these efforts.

END OF ADDENDUM NO. 2

CITY OF KNOXVILLE
REVISED BID FORM

TO: Purchasing Division
City of Knoxville
City/County Building
400 Main Street, Suite 667
Knoxville, TN 37902

Having carefully examined the specifications entitled “**Underground Traffic Signal Mapping Services**” to open on **February 15, 2019, at 11:00:00 a.m.** and the other Contract Documents and addenda, and having familiarized ourselves with the existing conditions of the job, we hereby propose to furnish the supervision, labor, equipment, delivery, and services to do the work as specified for the following amounts:

Bid:

\$ _____ per intersection/PDF As-Built Drawing

\$ _____ OPTIONAL SERVICE for Vacuum Excavation

\$ _____ Hourly Traffic Control

\$ _____ Updating Existing As-Built Drawings

Firm Name: _____ Date: _____

Official Address: _____

DUNS #: _____

(By)

(Name Typed)

Email _____

(Title)
Phone _____