



**CITY OF CALLAWAY
WALLACE ROAD SIDEWALK
CONSTRUCTION PROJECT
BID NO. PW2020-08**

ADDENDUM #2

Date Issued: September 29, 2020

This addendum is being release to address the following questions/concerns:

1. There are not enough dimensions off of known points such as E.O.P

- A. Refer to the Construction Baseline defined on Sheet C-100 of the plan set. The baseline was defined using the south edge of proposed sidewalk and this can be confirmed using the horizontal grid of the sections shown on Sheets C-109 through C-113 (south edge begins at 0 foot offset). Existing power pole BM #19-01/61A and BM #19-01/62 are both horizontally flush with the south sidewalk edge for reference and BM #19-01/63 located on a power pole in the east Berthe Avenue ROW is exactly 24.0 ft from the construction baseline end (Sta. 62+12) at a bearing of S88° 53' 26.24"E.

2. How is storm water conveyed when sidewalk crosses over existing drainage ditches?

- A. The only existing ditch/swale in the south ROW of Wallace to be relocated due to sidewalk development begins at Sta. 18+00 and end at Sta. 22+00. All other existing ditches in the south ROW of Wallace are to be back filled after piping. The proposed swale ending at Sta. 22+00 accepts inflow from the western ROW ditch in the South Gay Avenue ROW and combined flow is routed east under South Gay Avenue to the proposed junction box in the east ROW. The junction box accepts all inflow pipes from the west, north and east, then directs flow southward in the eastern ROW ditch along South Gay. This can be seen illustrated on Sheet C-105 of the plan set.
The proposed sidewalk is proposed to bypass the existing headwall and ditch located at Sta. 48+75. This existing ditch flows south away from the proposed sidewalk.

Existing ditches on either side of West Park flow south and are proposed to be reshaped as necessary (at the intersection) to intercept proposed piping outfalls. Areas of the existing ditches where sidewalk is being proposed will be backfilled (as appropriate) and runoff from the sidewalk cross slope will be directed into the newly formed ditch ends.

A proposed MES at Sta. 58+00 will accept any incoming flows from the existing swale along the western ROW of East Park. The existing swale may need to be modified slightly to allow for flow into the proposed MES. Any flows entering the proposed MES will continue west via piping and outfall into the existing ditch along the eastern ROW of West Park Lane.

All other runoff along the proposed alignment between Wallace Road EOP and the ROW will be captured in intermittent inlets (both existing and proposed) located immediately south of the proposed sidewalk.

FDOT has reviewed and approved the proposed plan set.

3. Plans show tying to existing driveways but notes conflict.

A. Note 41 on Sheet G-001 states that the “contractor shall field verify the cross slopes of all existing driveways to ensure ADA maximum cross slope compliance of 2%”. This note was added at the request of FDOT to ensure all driveway crossings adhere to max cross slope criteria. The plans do not address specific driveway cross slopes (or potential alterations) as the original survey scope did not allow for detailed topo shots of each existing driveway. All existing driveways within the project limits appear to be relatively flat and within ADA cross slope tolerance. While driveway alterations are not expected, Note 41 ensures final construction cross slope compliance of all existing driveway crossings.

4. Per FDOT, at least a 3-ft. offset from pavement or curb is required, page C-105 shows 1-ft.

A. The area in question between Sta. 10+00 and Sta. 11+50 was a decision made by FDOT staff during the 60% site visit plan review. Original plans showed the proposed sidewalk further back from Wallace EOP, but an area of existing parking just east of the Tyndall Parkway and Wallace Road intersection prompted FDOT to allow for the shift north. An existing commercial building (vacant restaurant) is located on the SE intersection corner used this parking area in the past. The property owner approached the team during our site review and requested the proposed sidewalk avoid his parking area. FDOT proposed the shift to avoid the parking area and allow potential vehicles to cross the sidewalk and pull forward to avoid pedestrian blockage. The plans as shown with 27 LF of proposed curbing and proposed sidewalk located one foot from exiting Wallace EOP (until Sta. 11+15 +/-) was proposed by and approved by FDOT.

5. More grading information is needed to give a comprehensive bid.

A. Comprehensive grading calculations can be ascertained using a cross section average end method. Computer calculated approximations (via AutoCad Civil 3D) of proposed fill volumes and grading areas were provided in the bid forms.


Janice L. Peters, City Clerk

This Addendum must be acknowledged and included with the bid packet submission.

Signature

Company Name

Date