



**CITY OF CALLAWAY  
CALLAWAY POINT  
DRAINAGE IMPROVEMENT PROJECT  
BID NO.: CM2020-05**

**ADDENDUM #2**

Date Issued: July 27, 2020

\*\*\*\*\*

This addendum is being release to clarify information within the bid packet as follows:

1. It appears none of the inlets have top elevations from what I have seen in the plans.

**A. Please see below table for available information regarding the inlets:**

SUMMARY OF DRAINAGE STRUCTURES

| ID#   | Type        | Top Elevation | Bottom Elevation      | Location         |        |
|-------|-------------|---------------|-----------------------|------------------|--------|
|       |             |               |                       | STA              | Offset |
| S-100 | TYPE 3      | 3.09' *       | -0.50'                | 40+10.85         | 16.76  |
| P-101 | 18" RCP     |               | S -0.50' / N -0.10'   | -                | -      |
| S-101 | TYPE S      | 2.76'         | -0.10'                | 41+01.23         | 11.66  |
| P-102 | 18" RCP     |               | S -0.10' / N -0.50'   | -                | -      |
| S-102 | TYPE 3      | 3.07' *       | -0.50'                | 41+62.34         | 16.75  |
| S-200 | TYPE 3      | 3.06' *       | -0.50'                | 40+30.87         | 15.9   |
| P-201 | 18" RCP     |               | S ' -0.50' / N -0.72' | -                | -      |
| S-201 | TYPE S      | 2.68'         | -0.72'                | 40+99.87         | 12.41  |
| P-202 | 18" RCP     |               | S -0.72' / N -0.50'   | -                | -      |
| S-202 | TYPE 3      | 3.57' *       | 0.50'                 | 42+35.91         | 15.93  |
| P-301 | 24" RCP     |               | E -0.72' / W -0.10'   | EXIST. TO REMAIN |        |
| P-300 | 24" RCP     |               | E -0.18' / W -0.63'   | EXIST. TO REMAIN |        |
| S-300 | CATCH BASIN |               | -0.18'                | EXIST. TO REMAIN |        |
| S-400 | MES         |               | 0.44'                 | EXIST. TO REMAIN |        |
| P-401 | 24" RCP     |               | E 0.44' / W 0.37'     | EXIST. TO REMAIN |        |
| S-401 | CATCH BASIN |               | 0.37'                 | EXIST. TO REMAIN |        |

\* - Denotes Proposed Curb and Gutter elevation to match existing

2. On page 8 of the Geotechnical Engineering Report (Conclusions and Recommendations) it recommends against milling & overlay due to the lack of a base course:” Factors most likely contributing to the pavement failures and distresses include the age of the pavement section, thickness and composition of the pavement section (including the absence of a base course), and/or changes (increases) in traffic loading from the initial roadway design. Given that the distresses (cracks) visible at the existing pavement surface appeared to extend the full depth of the asphaltic concrete section, together with the observed absence of a base course, it is our professional opinion that milling the existing asphaltic concrete surface layer and overlaying with a new asphaltic concrete wearing surface is not a viable option for the subject roadway alignment.”

How will the Contractor be responsible for damage to the existing pavement after milling due to lack of support from the existing pavement section?

**A. This is a typical residential street milling & resurfacing project, and the work shall be completed in accordance to the plans, specifications and terms & conditions set forth the Bid Documents. No other special provisions apply to this project.**

3. On page 9, the report recommends “ If the Client still elects to employ milling and overlaying procedures, then the cracks remaining in the pavement section at the milled elevation must be properly sealed full-depth, and we note that premature distresses in the form of reflective cracking and continued subgrade failure due to the absence of an underlying base course could still (and most likely will) occur. The Client must assume the risks associated with employing these procedures.”

Is the recommended sealing required and if so, what material is to be used and how is it to be paid for?

**A. Asphalt binder or Tack Coats (PG 58-22) shall be used to seal the cracks after milling. The cost of sealant shall be included in the Resurfacing SP 9.5, Bid Item 0337-7-80. For more information, please refer to the FDOT Standard Specifications, Section 300.**

---

Janice L. Peters, City Clerk

\*\*\*\*\*

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

---

Signature

---

Company Name

---

Date