

**ADDENDUM#2**

**TITLE: CITY OF BELLE GLADE AIRPORT
TAXIWAY CHARLIE CONSTRUCTION
FDOT AGREEMENT #442706-1-94-01**

**BID NO: 04-2021
BID OPENING DATE: 9/21/21 @ 3:00PM**

DATE: 9/13/2021

NUMBER OF PAGES: 13

This Addendum to the drawings, specifications and contract documents is issued to provide additional information and clarification to the original bid specifications and ITB form and is hereby declared a part of the original drawings, specifications, and contract documents. In case of conflict, this Addendum shall govern.

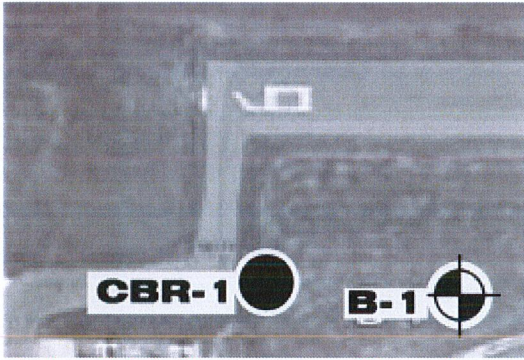
3388

Bidders shall acknowledge receipt of this Addendum by inserting this Addendum in the attachment section of the Bid Form.

1. Is there a engineer estimate for the project?
 - a. **The project will be funded from an FDOT grant and the City Capital Project account. The award budget will depend upon which of the possible project combinations the City prefers in conjunction with funding available from other projects.**
2. Is the 10' sodded shoulder a LBR40 stabilized shoulder as shown on sheet C7.01(Typical section of new taxiway) and if so, is the stabilized subbase incidental to the sod or will the 8" subbase quantity be increased to reflect the additional quantity?
 - a. **The 10' P-154 area beneath the shoulder sod has been removed for the typical section on sheet C7.01. See revised typical section in attached Addendum 2. Also, all mention of the P-154 stabilized shoulder has been removed from the plan set, see attached Addendum 2.**
3. Sheet C7.01 Detail – Demucking Limits: The section shows the removal to existing limerock. Sheets 2 and 3 show "Light Brown Clayey Limestone" but the legend simply says limestone. Is this the depth we are required to remove the muck to? Also, there are 3 bores that show the limestone hatch, but a clay beneath that and then more limestone. Are we to remove the material to the first limestone depth, or to the second?

In the example posed, "Light Brown Clayey Limestone" would be the correct material limit to remove the muck layer to. The intent of the demucking is to remove all organic and muck material from the areas that the new taxiway and shoulders will be constructed on. Once the contractor has removed the organic material and reaches the first layer of limerock or material that is not considered organic muck, the demucking is deemed by the RPR to be completed and the excavation process will be complete.
4. Phase 1 shows a duration of 4 days. There is no core information in this location. Can we assume there will be no demucking in this location? If we will need to demuck this area I do not believe 4 days is enough time.

The Contract will require demucking in this area as shown in the demolition plan on Sheet C6.01. There is a boring near Phase 1 (Boring 1 location shown below) which is to be used for bidding. Please refer to the boring logs on pages 51-53 of the plan set. Contractor to provide sufficient forces to accomplish this work within the duration called for.



Boring B-1 in the area near Phase 1

5. Structure S-03: For the new swale in this location, will it be hydroseed or sod?

The new swale will be hydroseeded, all surface areas that are disturbed and are not called out in the plans to be sodded will be hydroseeded. The only intended areas to be sodded are the 10' shoulders.

6. Drainage Run from S-03 to S-02: There is no sod show to repair the pipe trench. Will this be measured and paid as sod?

As shown in the section of the drainage pipe specification below, all restoration to surface conditions for pipe installation (sodding/hydroseeding) will be included within the LF quantity for the drainage pipe installation. The only areas intended to be sodded are the 10' shoulders.

METHOD OF MEASUREMENT

701-4.1 The length of pipe shall be measured in linear feet (m) of pipe in place, completed, and accepted. It shall be measured along the centerline of the pipe from end or inside face of structure to the end or inside face of structure, whichever is applicable. The *several classes, types and size shall be measured separately. All trenching, excavation, rock demolition, sheeting and bracing, bedding, backfill, cleaning and restoration of surfaces, dewatering, flowable fill, connections, joints, fittings, cleaning, cameraing, inspections, and all incidentals shall be included in the linear footage as typical pipe sections in the pipe being measured.*

CITY OF BELLE GLADE

A blue ink signature of Neil Appel, consisting of a stylized 'N' and 'A'.

NEIL APPEL, C.P.M.
PURCHASING MANAGER

BIDDER

Signature

Printed, Title

COMPANY



September 9, 2021

ADDENDUM 2

RE: *Taxiway Charlie Construction Project*
Belle Glade State Municipal Airport (X10)
FDOT Project Number: 442709-1-94-01

Addendum 2 covers the following revisions to the bid documents:

- Revisions to Typical Section on Sheet C7.01 in the Plan Set to remove the P-154 Stabilized Shoulder
- Revisions to Sheets C8.01-C8.04 and C9.01-C9.04, in the Plan Set to remove mention of P-154 Stabilized Shoulders.

All revisions are clouded and marked as Addendum 2.

Sincerely yours,

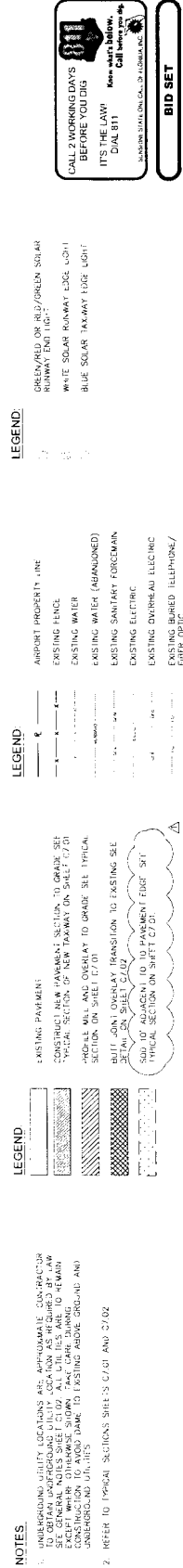
KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read "Thomas F. O'Donnell".

Thomas F. O'Donnell, P.E.
Project Manager

DETAIL - DEMUCKING LIMITS

DATE	CHECKED BY
62478	ALB
TENNESSEE POWER & LIGHT CO.	MEMO TO FILE
THOMAS : JENNIFER	SCALE AS SHOWN
	APRIL 2021
	DATE
	14096607
	KIR PRODCI
LICENSED PROFESSIONAL	

[illegible]

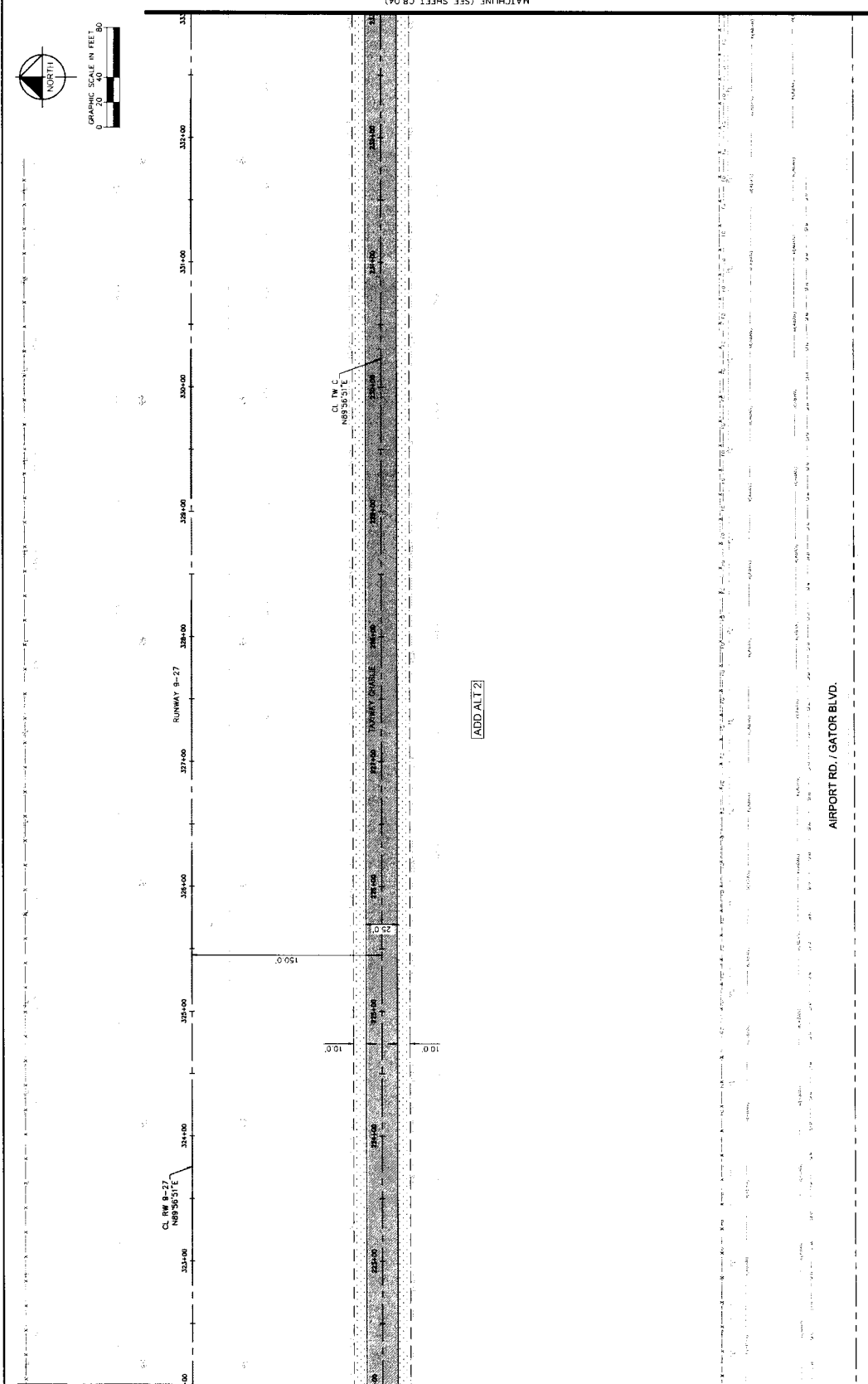
UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE. CONSTRUCTION TO OBTAIN UNDERGROUND UTILITY LOCATION AS REQUIRED BY LAW SEE GENERAL NOTES SHEET C102. ALL UTILITIES ARE TO REMAIN EXCEPT WHERE OTHERWISE SHOWN. TAKE CARE DURING CONSTRUCTION TO AVOID DAMAGE TO EXISTING ABOVE-GROUND AND UNDERGROUND UTILITIES.

REFER TO TYPICAL SECTIONS SHEETS C101 AND C102.

2. REFER TO TYPICAL SECTIONS SHEET S C-01 AND C-02

PLAN
PAVEMENT GEOMETRY

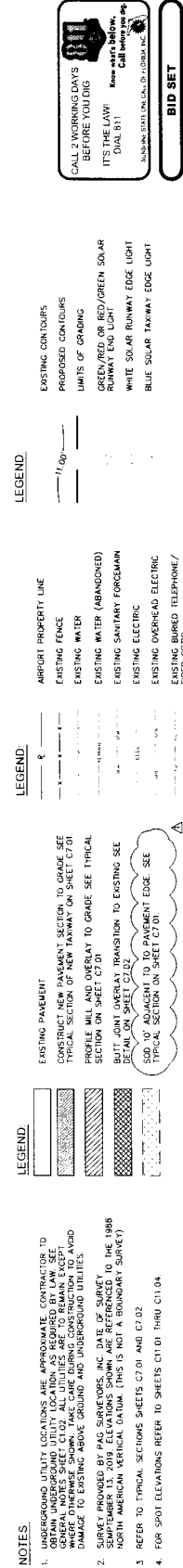
WWW.KIM-1-HORN.COM CA 000096E



SEND:

NOTES:

- [illegible]



- NOTES:**
1. UNDER OBTAIN GENERAL WHERE DAMAGE
 2. SURVEY SEMPTEN NORTH
 - 3 REFER
 4. FOR SP

"ONIX"

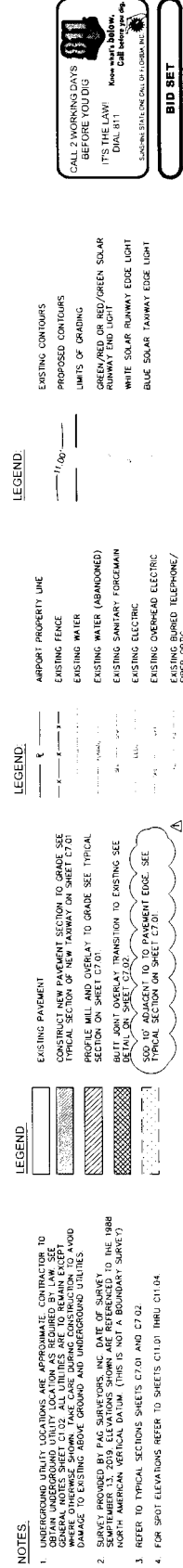
NAME PRODUCT	144088507
DATE	APRIL 2021
SCALE AS SHOWN	
DESIGNED BY MIM	
DRAWN BY ALB	
CHECKED BY TFD	

THOMAS T. DONNITZ
FLOOR LAYOUT NUMBER
62478

DATE

1. LICENSED PROFESSIONAL

REV	DATE	REVISIONS
1	05/09/2021	ADDENDUM 2

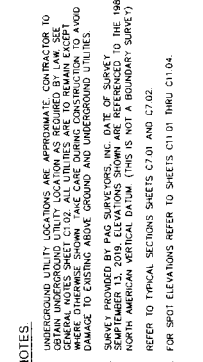


GRADING PLAN - ADD
ALT 3

DATE	APR 1, 2021
SCALE AS SHOWN	
DESIGNED BY M.E.M.	
DRAWN BY A.L.B.	
CHECKED BY T.F.O.	

THOMAS F. O'DONNELL
F. O'DONNELL NUMBER 62778

DATE

[illegible]

**CALL 2 WORKING DAYS
BEFORE YOU DIG**

**IT'S THE LAW!
DIAL 811**

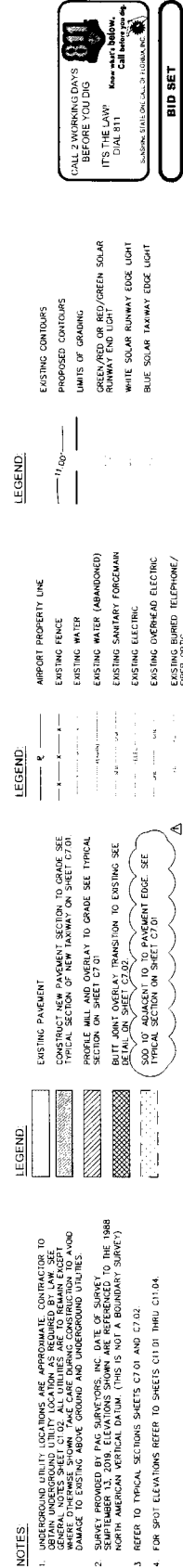
**Know what's below.
Call before you dig.**



GRADING PLAN

DATE	APRIL 2021
SCALE AS SHOWN	
DESIGNED BY MEW	
DRAWN BY A.B	
CHECKED BY T.O	

REV	DATE	REVISIONS
1	09/09/2021	ADDITIONAL Z



NOTES:

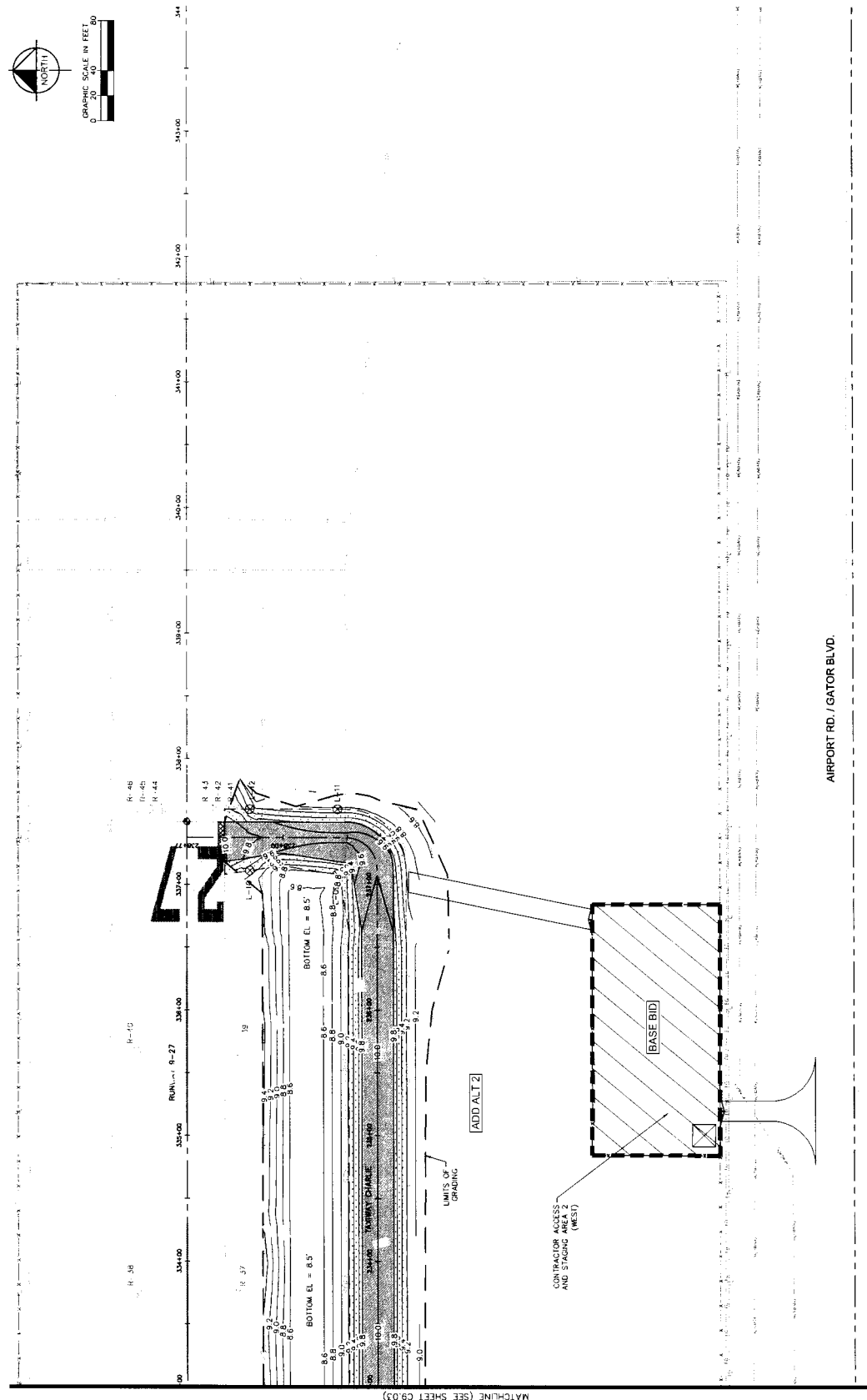
1. UNDERSTAND THE PROBLEM AND OBTAIN GENERAL INFORMATION WHERE DAMAGE OCCURRED.
2. SURVEY THE AREA AND TAKE SAMPLES NORTH OF THE AREA.
3. REFER TO THE APPROPRIATE REFERENCE MATERIALS.
4. FOR SP

FLORIDA

GRADING PLAN

DATE	62478
LIB	62478
MEM	62478
HOWN	62478
2	THOMAS : O'DONNELL
11	LIBRARY PROFESSIONAL

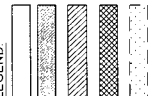
Kimley»Horn
© 2007 KIMLEY-HORN AND ASSOCIATES, INC.
100 WILKINSON WAY, SUITE 1200, WEST PALM BEACH, FL 33411
PH: (561) 863-0800 FAX: (561) 863-0775
WWW.KIMLEY-HORN.COM CA 00000696

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NOTES

- NOTES
1. UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR TO OBTAIN ADDITIONAL UTILITY LOCATIONS PRIOR TO CONSTRUCTION. LOCATIONS NOT SHOWN ARE ASSUMED TO REMAIN EXISTENT.
 2. WHERE OTHERWISE SHOWN, TAKE CARE DURING CONSTRUCTION TO AVOID DAMAGE TO EXISTING ABOVE GROUND AND UNDERGROUND UTILITIES.
 3. SURVEY PROVIDED BY PAG SURVEYORS, INC. DATE OF SURVEY SEPTEMBER 13, 2019. ELEVATIONS SHOWN ARE REFERENCED TO THE 1988 NORTH AMERICAN VERTICAL DATUM. (THIS IS NOT A BOUNDARY SURVEY)
 4. REFER TO TYPICAL SECTIONS SHEETS C7.01 AND C7.02
 5. ELEV SHOWN ELEVATIONS REFER TO SHEETS C1.01, C1.02, C1.03, C1.04

LEGEND:



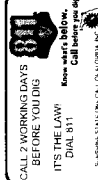
- EXISTING PAVEMENT
CONSTRUCT NEW PAVEMENT SECTION TO GRADE SEE
TYPICAL SECTION OF NEW TAXIWAY ON SHEET C7.01
PROFILE WILL AND OVERLAY TO GRADE SEE TYPICAL
SECTION ON SHEET C7.01.
BUILT JOINT OVERLAY TRANSITION TO EXISTING SEE
DETAIL ON SHEET C7.02.
500' 10" ADJACENT TO PAVEMENT EDGE SEE
TYPICAL SECTION ON SHEET C7.01.

LEGEND

- | | | | | |
|--|-------|---|-------|---|
| | _____ | R | _____ | AIRPORT PROPERTY LINE |
| | X | X | X | EXISTING FENCE |
| | _____ | | | EXISTING WATER |
| | _____ | | | EXISTING WATER (ABANDONED) |
| | _____ | | | EXISTING SANITARY FORCE MAIN |
| | _____ | | | EXISTING ELECTRIC |
| | _____ | | | EXISTING OVERHEAD ELECTRIC |
| | _____ | | | EXISTING BURIED TELEPHONE/
FIBER OPTIC |

LEGEND:

- EXISTING CONTOURS
PROPOSED CONTOURS
LIMITS OF GRADING
GREEN/RED OR RED/GREEN SOLAR
RUNWAY EDGE LIGHT
WHITE SOLAR RUNWAY EDGE LIGHT
BLUE SOLAR TAXIWAY EDGE LIGHT



BID SET