



# CITY OF MIAMI

## ADDENDUM NO. 3

November 18, 2008

MIAMARINA PIER NO. 5 and DINNER KEY MARINA PIER NO. 3  
B-30325/60474A

BID NO. 07-08-021

**TO: ALL PROSPECTIVE BIDDERS:**

The following changes, additions, clarifications, and deletions amend the above-captioned Bid/Contract documents, and shall become an integral part of the bid responses and the subsequent contract. Please note the contents herein and affix same to the documents you have on hand.

**Revised Drawings for Dinner Key Marina Pier No. 3, B-60474A Bid No. 07-08-021:**

As part of Addendum No. 3, the project drawings for Dinner Key Marina Pier No. 3, B-60474A, have been revised and posted on our website:  
<http://www.miamigov.com/CapitalImprovements/pages/ProcurementOpportunities/Default.asp>.

These drawings replace the previous set which was posted originally with contract/bid documents. The drawings for MiaMarina Pier No. 5, B-30325, remain the same.

**Addendums 2-5 from Bid No. 07-08-011 MiaMarina Emergency Pier No. 5 Repairs, B-30325 (first bidding)**

As part of this Addendum, attached are the RFI's that were answered in Addendums 2-5 from the first bidding for the above referenced project. Please note, only the questions/answers that are pertinent to bid 07-08-021, either technical or contract related from Addendums 2-5 have been included below.

**ADDENDUM NO. 2 Request for Information (issued March 13, 2008)**

**Technical Questions:**

**Question No. 1**      The plans show some of the power stations off center of the piling cap, the current stations are on the cap. Will the new pedestals be located on the center of the piling cap to avoid sweeping through the beam? If yes, for the plumbing sweep, will we be providing a chase for a flexible line to be brought through and connected to the pedestal or will we be pouring the plumbing solid in the pour?

**Answer No. 1**      The new utility pedestals should be installed over the pile caps and centered within the closure pour areas. PVC "sweeps" or chase-ways will be cast into the closure pours to facilitate installation and/or maintenance of

said utility conduits and wiring. Details are shown for the above on a revised drawing, which is included as part of this Addendum.

**Question No. 2** **Is the Contractor to remove the pedestals and deliver them to the Marine Manager for storage?**

Answer No. 2 Yes.

**Question No. 3** **Is the new plumbing for the fish cleaning stations to be a part of this contract and are there locations and quantities for this?**

Answer No. 3 The plumbing/electrical connections for the fish cleaning stations (kiosks) are not part of this project.

**Question No. 4** **Please provide information on the Manufacturer's of the fiberglass grating?**

Answer No. 4 The Manufacturer for the fiberglass grating is Strongwell Manufacturing, of Bristol, VA. Their Regional Sales Manager is Michael Carr, whom can provide additional information and pricing.

**ADDENDUM NO. 3 Request for Information (issued March 26, 2008)**

**Technical Questions:**

**Question No. 1** **The electrical plans show the main feeders from the FP&L vault to the new distribution panels are being replaced. However, we cannot find any reference as to the exact location of the FP&L vault. Due to the large size of those feeders, this is a critical piece of information in the formulation of an accurate bid price. Any help would be greatly appreciated.**

Answer No. 1 The exact locations of the FP&L vaults were not shown on as-built information provided to the engineer. However, this information can be obtained from MiaMarina maintenance/operations staff, or directly from FP&L upon request. It is suggested that the Contractor investigate the site to confirm the location of this hardware (as well as any other component in question) prior to submittal of their final bid.

**Question No. 2** **There are Landside Power Pedestals shown on the plans that are located across the sidewalk (west side) from the pier. It would appear that this sidewalk will have to be saw cut and patched and the existing seawall cap core drilled at every location where a landside Pedestal is located. (11 places) Is this a proper assessment, and if so who will be doing that concrete work?**



Answer No. 2 All marina utility [power] pedestals will be installed on the docks only, specifically along the water-ward side of the docks at the closure pour locations. The new power supply provided along the boardwalk (receptacles) will be mounted along the back retaining wall via approved PVC conduits and S.S. hanger brackets. Contractor to submit material/product cut-sheets for approval prior to installation. No cutting of the existing bulkhead and/or boardwalk is necessary.

**Question No. 3 There are existing vendor kiosks that are being removed and stored. Some of these have lights and receptacles in them now. Is it intended, as part of this project, to put these kiosks back in place, and if so will there be any electrical connections involved in that process. If so, to what extent?**

Answer No. 3 The existing vendor kiosks and fish cleaning stations will be removed and stored at a location designated by the Owner (City of Miami, Marinas Manager). The existing permits do not allow for replacement of the kiosks in their current locations (over water), so they will be stored until permits are obtained to do so. No electrical and/or water conduits are required (for their replacement) under this contract.

**Question No. 4 The electrical plans Page E-5 show the new Panel Schedules for Panels "A" and "B". The schedule for Panel "B" shows circuit breakers being provided for power pedestals #27 through #35 that are not listed being replaced under the scope of this current project. These pedestals will nevertheless become disconnected when the old panel is removed, and this where we request further clarification. Is it the Owner's intent to reconnect these old pedestals back to the new re-located Panel "B" now, during this phase of work, or is that being done in another phase? We ask this because the Riser Diagram on E-5 does not show any conduits running from the new gutter to the new panel "B" for these old pedestals, just (3) new runs for the pedestals being replaced. What does the Owner wish us to do with these pedestals feeders during this phase of work?**

Answer No. 4 It is understood that the circuit breakers on the new panel "B" for pedestals #267 through #35 are simply a reconnection of existing services (Pier 5, North Dock). No additional materials will be required other than those needed to perform the reconnection with the new panel. If it is estimated that more wiring, connectors, conduits or otherwise are needed to accomplish this task, it shall be brought to the immediate attention of the

engineer for verification.

**Question No. 5** Just as a suggestion, I would point out to the owner and engineer that the 60" spacings stipulated for the trapeze hanger system on pages E-7 & P-2 will indeed meet the code requirements for the electrical apparatus installed on it. However, if the Plumber wishes to use that same system to support his domestic water line, it will probably have to be on 48" centers to meet his support requirements. For this reason, we suggest that a four-foot spacing would best serve the interests of the overall project.

**Answer No. 5** This is a valid suggestion, and has been incorporated into the design. The plans will be revised/updated and redistributed accordingly (post-bid process). Please let your bids reflect 48" spacing (O.C.) for the unistrut hangers.

#### **ADDENDUM NO. 4 Request for Information (issued March 27, 2008)**

##### **Technical Questions:**

**Question No. 1** On sheet S-5 of the revised CD, the details for the dock end and closure pour have been blocked, is there any documentation as how to proceed with this case?

**Answer No. 1** We do not see any information missing from the details provided on sheet S-5. Please explain what you mean by "blocked". It is possible that there is an issue with the pen assignments of the plotter that you are using, in which case some information may not be apparent when printing. We suggest opening the ACAD\*.dwg files (provided in the same CD) to see the information in raw format.

**Question No. 2** In reviewing the typical utility chase detail from Figure 1 of Addendum No. 2, it shows the conduit sweep from the raceway to the underside of the shore power pedestal and another sweep from the raceway up to the other side where the land power pedestal will be fed. Since the land power pedestal will be mounted against the wall, why is the other sweep necessary?

**Answer No. 2** The detail provided in Figure 1 is not orientation or direction specific; it is merely an illustration of a typical connection. It is recommended that the conduits feeding the land power pedestal are cast through the closure pours to avoid any unnecessary cutting or coring of the new deck beams/slabs. Therefore, only one of the details may be necessary to supply both land and shore power pedestals (sleeve through closure-pour).

The land power pedestals will be mounted directly in front of the back retaining wall, and those pedestals will be connected in-series via conduit mounted to the same wall. These land power pedestals are fed by conduit run within the dock, but only cross over the existing boardwalk in a few locations; refer to sheet E-3 & E-4 for cross-over locations. The existing concrete will have to be saw cut and patched as necessary. Contractor will provide a means and methods plan, as well as the concrete repair material specifications, for approval by the Engineer prior to installation.

**Question No. 3**      **What is the power conduit routing and feeders from the raceway to the underside of the new land power pedestal?**

Answer No. 3      Most of the conduit will be run within the dock chaseway and only fed to the land power pedestal at certain locations; refer to sheets E-3 & E-4 for feeder details. As mentioned above, the Contractor is to provide a suggested conduit and feeder routing plan for review and approval by the Engineer prior to installation.

**Question No. 4**      **Will the Contractor have to saw cut the existing bulkhead and cap, then run it under ground to the retaining wall and then up under the land pedestal?**

Answer No. 4      Saw cutting of the existing concrete bulkhead cap and boardwalk deck may be necessary to feed the land power pedestals. These same "cuts" (if necessary) will also require patching/repair of the existing concrete.

**Question No. 5**      **Can you provide the specific FP& L vault location and an allowance for the length of the feeders?**

Answer No. 5      Please refer to Answer No.1 in Addendum No. 3.

**Question No. 6**      **Are prevailing wages a requirement for this project?**

Answer No. 6      No. Prevailing wages are not a requirement for this project.

**Question No. 7**      **The selected contractor will require a loading/ staging area. We would recommend a minimum area of 20' x 100' be provided within 35' of water access. Is it the City intent to provide such an area or are all deliveries and staging to be off-site?**

Answer No. 7      We would offer as an option the use of the short-term parking lot at Pier 5 adjacent to Los Ranchos restaurant, with be available area at Watson Island adjacent to the water as a second staging/storage area.

**Question No. 8**      **Who will responsible for the removal of the various appliances, accessories, furniture, and miscellaneous devices within the Kiosks**

**and attached to the docks and piling?**

Answer No. 8

The city/marina customers will be responsible for the removal and reinstallation of appliances (ex. freezers, ice makers, etc.). The contractor shall be responsible for the removal and transportation of the canopy structures and fiberglass fish cleaning stations. The reinstallation of the canopies and fish cleaning stations is not contemplated within the scope of this bid.

**ADDENDUM NO. 5 Request for Information (issued April 2, 2008)**

**Technical Questions:**

Question No. 1

**The demo sheet S-2 shows 28 mooring woodpiles are to be removed; sheet S-4 depicts 34 new mooring woodpiles – please clarify qty's?**

Answer No. 1

The project survey (by others) indicates forty-three (43) existing piles to be removed as depicted on sheets "S-1" & "S-2". The Contractor is to field-verify this quantity and advise the Engineer of any discrepancies. It is recommended that the bidding Contractor provides a per-pile removal & disposal fee in the event of a quantity discrepancy based on existing condition. There are thirty-four (34) timber-mooring piles to be installed for the project, as depicted on sheet "S-4". As bid alternate, P.T. (CCA, 2.5lb/cf) Southern Yellow Pine timber piles (of same size and length) may be priced for consideration in lieu of the "Greenheart" piles originally specified.

Question No. 2

**Please provide the name and contact information for the manufacturer specified for the fiberglass grating.**

Answer No. 2

Please refer to the response to question No. 4 in Addendum No. 2.

Question No. 3

**What is the status of the DERM permit? Is the City paying for the DERM fees?**

Answer No. 3

CSI has obtained all environmental permits for the City, and the City has paid all associated fees.

Question No. 4

**What are the working hours for this project?**

Answer No. 4

Working hours are 7:00 AM through 5:00 PM Monday through Friday, unless special conditions warrant otherwise.

Question No. 5

**Is HRS permitting required for the backflow, and if so, what is the status of the HRS permit?**

Answer No. 5

HRS will not be required since the existing service is only being upgraded and reconnected (no new taps and/or connections are planned). City

Building Department inspections (s) will be required, however, and the Contractor shall coordinate and schedule as necessary.

**Question No. 6**      **Are the City's permit fees waived for the master permit and all subcontractors' sub-permits?**

**Answer No. 6**      Please refer to the Contract documents for this project, Page 66, Article 93, Permits, Licenses and Impact Fees (Bid No. 07-08-011).

**THIS ADDENDUM IS AN ESSENTIAL PORTION OF THE CONTRACT DOCUMENT AND SHALL BE MADE A PART THEREOF.**

  
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Gary Fabrikant  
Assistant Director  
Department of Capital Improvements Program

This addendum should be signed and dated by bidder and submitted as proof of Receipt with the submission of bids. The bidder by identifying the addendum number in their bid proposal and by the signing and submission of their bid shall serve as proof of receipt of this addendum.

NAME OF FIRM: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_