



CITY OF MIAMI

ADDENDUM NO. 4

November 20, 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.

Request for Information:

Q1. On plans page E-1, GENERAL ELECTRICAL NOTES, section M. ELECTRICAL DATUM PLANE, there is a note stating the following:

"Per article 555 of the 2005 NEC, and prior to starting any work, the contractor shall determine the elevation of the electrical datum plane (EDP) and permanently affix a marker, in an approved but readily accessible location, on the exterior of the dockmaster building. The marker shall be [a] suitable brass tag, installed at the measured level for future use and inspections referencing the EDP".

Is it the intent of this note that the Electrical Contractor himself will establish this level and set this marker. Or is it the intent that the Electrical Contractor will hire a Certified Surveyor to set and certify this marker?

Suggestions:

- a. The Electrical Contractor can establish this point using the NEC Article 555.2 and set a brass marker so indicating, but this marker will simply be a field measurement indicator, not a certified survey marker.
- b. The Electrical Contractor can hire a state certified surveyor to set this mark and affix and certify it for accuracy and include this in his electrical bid price.
- c. The City can remove this note from the scope of the electrical bid and have its own surveyor locate this line and set the marker as a separate bid item.

Either option is acceptable; we only seek clarification as to the intent of the City regarding this note.

- A1. If As per the suggested option "b" (above), the Electrical Contractor can install the EDP marker according to NEC Article 555.2.
- Q2. As discussed in the pre-bid meeting on 10/30/08, it is not feasible to supply temporary power (generator supplied or otherwise) to all of the boat slip occupants during construction. Can this section of the specifications be amended? Please clarify.**
- A2. The Contractor shall provide and allowance in his/her bid to provide temporary power as requested by The City.
- Q3. Are any local permits required for this project? If so, will the city agree to waive the permit fees?**
- A3. Please reference Section 3-General Conditions Article 91, pg 59-Permits, Licenses and Impact Fees.
- Q4. The Local, Small, Disadvantaged and Minority/Women Business Enterprise Participation form indicates that it should be submitted with certifications is to be submitted with the bid, please verify.**
- A4. Yes.
- Q5. Please verify that the following items are to be supplied by the owner:**
- a. Dinner Key-fiberglass grating.
 - b. Dinner Key-fire hose cabinet.
 - c. Dinner Key-Utility pedestals.
- A5. a. Yes
b. Yes
c. Yes

Commercial Dock Improvements

- Q6. Who is supplying the power & light pedestals?**
- A6. The Contractor shall procure and install all [new] electrical equipment as specified in the approved construction drawings.
- Q7. Who is installing all the pedestals?**
- A7. See above.
- Q8. Who is doing the electrical demolition for the docks?**
- A8. The Electrical Contractor is responsible for demolition and displacement of the existing electrical equipment. Please note that the existing electrical equipment and wiring are the property of the Owner (City of Miami Marinas), and therefore shall be temporarily stored at a location onsite designated by the Owner.
- Q9. Are all conduits feeder for docks pedestals going like page E-7 under the dock pr outside by the sidewalk against the wall?**
- A9. The shore-power pedestals on the dock will be fed by conduit & wiring installed under the dock (within the dock's "utility chase"), as depicted on sheet E-7. The land-power pedestals will be fed by conduit & wiring installed on the back retaining wall according to the latest NEC and local codes. If any connections are required between the two systems,

the Contractor shall make the necessary modifications to the existing structures as per note #14 of the same sheet (E-7).

Q10. The specifications call for T1800-2.0 grating, manufacturer states the specifications should read T1700-2.0 instead. Please advise? Applies to both Marinas?

A10. Deck grating shall be Strongwell DURAGRID T-1700-2.0. Grating shall be constructed of 2" deep pultruded fiberglass T-Bars; bearing bars shall be spaced at 2" on center; cross rods shall consist of a center core wedge and 2 spacer bars, notched to provide both mechanical and chemical bonding to the web of each bearing bar; cross bars shall be spaced at a maximum of 12" within each panel. Resin shall be fire retardant polyester meeting the requirements of a Class 1 rating of 25 or less per ASTM E-84 and meeting the self-extinguishing requirements of ASTM D-635; resin shall be UV inhibited and the composite shall include a veil on all exposed surfaces. The top of each panel section shall be covered with a bonded grit anti-skid surface (fine grit). Color shall be safety yellow.

Q11. The manufacturer states the maximum span for the specified grating is 69" in order to maintain the specified deflection. With the clear span as detailed on the drawings, which is 78" deflection would be .194" with a load of 62 psf. Is this load acceptable? Please advise. One alternative would be to add additional bearing surface to the precast beams, thus total width of precast member would be 3'-0" in lieu of 2'-9". Another alternative would be to use a Heavy Duty grating, but this would increase weight of grating and costs.

A11. Grating must achieve a 0.342 inches or less deflection for specified span based on a maximum live load of 100 psf; tread spacing shall be a maximum of $\frac{1}{8}$ inch. No supplemental support will be required.

Questions from Pre-Bid October 30, 2008 at 10:00 AM

Q12. Are the construction hours during a five day week only?

A12. Assume a 5 day work week. If not an imposition to commercial customers, $\frac{1}{2}$ or full days on Saturday may be possible. The City will advise will have to consult their marina customers, and will not know prior to completion of this bid deadline.

Q13. The bid documents state that there are 150 calendar days, can they be converted to 150 working days?

A13. No.

Q14. Will parking be available during the construction at both job sites?

A14. The temporary staging area will be the small parking lot outside Los Ranchos restaurant. Free parking for contractor employees will be at the marina parking lot on the east side of the property (outside the Marina Office).

Q15. The first bidding of the MiaMarina project had several addendums issued. Have the changes that were made to the drawings for the first bid that were incorporated into those addendums been included in the current set of drawings for the second bid?

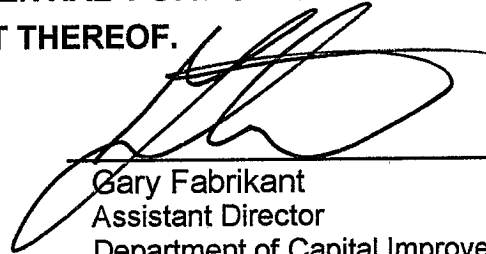
A15. Yes. The changes should be reflected in the updated plans (under separate cover); however, if they are not shown, the written addendum will have to suffice.

Q16. Section 3, Supplemental Terms and Conditions (page 66) states, "Contractor shall perform the Work on both Projects concurrently and shall have 150 calendar days to achieve Substantial Completion for the date of the Notice to Proceed is issued."

At the October 30, 2008 preconstruction meeting the City stated that is was their intent to start on the Dinner Key project first. After the February Miami Boat Show, the Miami Marina (Pier 5) portion would then start. Therefore, the projects would not run currently. Please confirm the sequence of construction. Is it mandatory for both sites to run concurrently?

- A16. The term "concurrently" was used to suggest that both projects must be completed under the same contract within the specified deadline. The City would like to start the work at Dinner Key Marina Pier 3 first, and then start the work at MiaMarina Pier 5 after the February, 2009 Boat Show. Final scheduling will be discussed [with the awarded Contractor] at the official pre-construction meeting with the Owner and Engineer.
- Q17. The Miami Marina (Pier 5) phases of construction (see Plan S-2) indicate the project starting on the south side and running north. At the October 30, 2008 preconstruction meeting, it was discussed that it was best to start on the north side and work south. Please confirm the sequence of construction.
- A18. The latest thinking from The City, is they would like to sequence the work phases starting at the north end, and working south. However, final scheduling will be discussed [with the awarded Contractor] at the official pre-construction meeting with the Owner and Engineer.
- Q19. What is the estimated budget for these projects?
- A19. The project budget for MiaMarina Pier No. 5 is estimated to be \$2,000,000. For Dinner Key Marina Pier 3, the estimated project budget is \$300,000.

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



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: _____