



# St. Johns River

## Water Management District

Ann B. Shortelle, Ph.D., Executive Director

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On the internet at [www.sjrwmd.com](http://www.sjrwmd.com).

DATE: August 21, 2020  
TO: Prospective Respondents  
FROM: Amy Lucey, Contracts Administrator  
SUBJECT: Addendum #2 to Invitation for Bids # 35891, S96D Rehabilitation

As a result of inquiries, the following clarifications/changes are provided for your information. Please make all appropriate changes to your bid documents. Note: changes are reflected with original language shown with strike-through and new language is underlined.

- Q1: Could the district please provide current elevations of the downstream canal bottom on sheet C4? Section C4/2 on sheet C4 states that this section is based off of the as-built plans dated 1989 and does not reflect the 30 years of scour that typically occurs as a result of normal gate operations.  
A1: Yes, the District will post an addendum in the near future, which shows a recently surveyed cross-section.
- Q2: Could the district please verify that the axle dimensions as shown in the as-built step down detail are correct and have not been modified previously?  
A2: No axle modifications have been made to our knowledge.
- Q3: Please provide the typical water elevations for both the upstream and downstream side of the gate?  
A3: The normal water levels or water control elevations (upper limits) are shown on the structure cross sections. Daily water levels can be downloaded from the District website at <http://webapub.sjrwmd.com/agws10/hdsnew/map.html>. Note the different datums. Based on provisional data, the stages upstream and downstream of S-96D on the day of the pre-bid meeting were 24.5 ft NGVD and 22.1 ft NGVD, respectively.
- Q4: In regard to the cable drum painting, Is there currently a coating on the hoist frame (I.e. Galvanized, paint, epoxy, etc.)?  
A4: Coating is paint
- Q5: Please clarify what the district considers and includes as the “frame” of the hoist?  
A5: The frame is the structural steel members which support the mechanical components.
- Q6: Who is responsible for the disconnect of the electrical from the hoist?  
A6: Contractor.

- Q7: Who is responsible for the complete disassembly of all of the mechanical components such as the motor, drums, bearings, limit switches, etc. for the hoist so it can be painted?
- A7: The hoist should not be disassembled. Surface prep is SSPC-SP3 power tool cleaning. The contractor should be able to prep the surface and mask the mechanical components for painting the frame only.
- Q8: During the pre-bid it was stated that rain delays would not be not be considered or added to extend the completion date and then on page 50 of the IFB under contractors responsibilities item #2 states that “Work when raining or when the levees are wet shall be avoided. The Contractor shall include a reasonable amount of rain delays in the construction schedule.” **So basically the district is telling the contractor you shouldn’t do any work while it’s raining and even if it’s not raining but the levee is wet you wont have access to do the work and we will not give you any additional time for this?! How many rain days/ work week or month does the district consider “reasonable”? How many hours does it take for the levee to dry per ¼” of rain? If rain delays exceed the “reasonable” amount of rain days as specified by the district will those be compensated? Who is to determine if the levee is dry enough for traffic?**
- A8: The District did not state during the pre-bid that rain delays would not be considered to extend the completion date. The intent of Contractor Responsibility #2 is to get the Contractor to factor in rain delays to determine if Contractor has adequate staff and resources to meet the June 1 and June 30 construction deadlines. One to ten rain days per month depending on the month sounds reasonable. Hours for the levee to dry are unknown and can vary depending on conditions prior to a rain event. There will be no monetary compensation for rain delays. The District would be more inclined to extend the contract dates if it rains more than usual. District and Contractor will determine if the levee is dry enough for traffic. Both should be capable of making sound decisions.
- Q9: Page 50 of the IFB under contractor’s responsibilities states “Any damage to the levees used for site access and storage of equipment (L-75 and levees adjacent to S96D) shall be repaired at no cost to the District. Sharp turning and braking quickly by truck and equipment operators shall be avoided.”  
**Does this mean the contractor can shut down the levee road access to all vehicles including the districts activities such as heavy equipment operations, material hauling, maintenance, etc.? If not then the contractor should not be responsible for maintenance of a levee road that he/she is not in sole control of!**
- A9: The Contractor needs to restore all areas impacted by construction of this project to pre-project conditions or better. The District intends to monitor levee conditions and traffic prior to and during construction and suggests that the Contractor do the same.
- Q10: In reference to the section V. Timeframes & Deliverables on page 55 of the IFB. Item 1. States that the work shall begin within 15 days of the effective date. **What is the anticipated date that the contract will be sent to the contractor?**
- A10: This project is subject to Governing Board Approval. It is anticipated to be submitted to the October 13<sup>th</sup> Board Meeting. If the bonds and insurance certificates are in order, the fully executed contract will be sent approximately 5 days after that.

Q11: During the pre-bid meeting it was mentioned that a non-traffic rated electrical box is located in the roadway to the east of S-96D. **Can the removal of this box and replacement with a new traffic rated box be included as a line item in this bid? It will be almost impossible to not crush that box with a truck, equipment, etc.?**

A11: We are looking into specs for this option and will post another addendum if possible. Otherwise, the Contractor can place a ¾-inch steel plate over the electrical box for some protection.

Q12: Please confirm that the cofferdams cannot be located any closer to the centerline of the structure than what is shown in the plans.

A12: The cofferdams should be located as shown on the plans.

Q13: Is there a plan in place to address potential voids behind the concrete and sheet piling?

A13: No plan in place at this time. The Contractor and District will agree upon a plan and negotiate a price if such voids are encountered. "Supplemental Work Allowance" may be used for reimbursement. Otherwise, the work may be authorized through a Change Order.

Attachments:

Pre-Bid Meeting Attendee List

Pre-Bid Meeting Recording

**NOTE:** The Bid Opening **remains** 2:00 p.m., **Tuesday, September 8, 2020**

Please acknowledge receipt of this Addendum on the **BID FORM** provided in the bid package.

If you have any questions, please e-mail me at [alucey@sjrwmd.com](mailto:alucey@sjrwmd.com).