



FLORIDA DEPARTMENT OF Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, FL 32399

Ron DeSantis
Governor

Jeanette Nuñez
Lt. Governor

Shawn Hamilton
Secretary

October 28, 2021

NOTICE TO APPLICANTS ADDENDUM NO. ONE (1)

**Earl Gilbert City Park - Oakshore Drive Fishing Pier
DEP Bid NO. BDC14-21/22**

TO BIDDERS AND PLAN HOLDERS ON THE ABOVE REFERENCED PROJECT: PLEASE NOTE CONTENTS HEREIN AND INCLUDE WITH YOUR BID SUBMISSION.

NOTICE

It will be required that this addendum be signed in acknowledgment of receipt and that it be included with your Bid when same is submitted to Alyssa Skehan, Government Operations Consultant II, Bureau of Design and Construction, 3900 Commonwealth Blvd. MS520, Tallahassee, Florida 32399-3000. Failure to do so may be grounds for rejection of the Bid.

Signature of Contractor and Date

The Following statements supersede & supplement the corresponding items in the specifications & drawings:

The Geotechnical Report, Pre-Bid Meeting Minutes/Sign-In Sheet, and FAA Form is hereby incorporated into the bid package and supersede those originally posted with the bid documents. Due to size restrictions on the Vendor Bid System, these documents can be found on the plans website. Please contact the Bureau of Design and Construction's Contracts Section at Alyssa.Skehan@FloridaDEP.gov with any questions.

- 1. Question:** Are there soil borings for the project? If so, please provide.
Answer: Geotechnical data used for the project is provided by "Geotechnical Services for the Proposed Oakshore Drive Fishing Pier in Parker, Florida" prepared by Southern Earth Sciences, Inc. Dated January 22, 2020. These can be found on the plans website.

2. **Question:** In the pre-bid meeting it was stated that a 30' access corridor would be allowed, however, note 13 on page 5 of the DEP permit states, "No impacts shall occur outside the footprint of the permitted pier." Please clarify between what is stated in the permit and what was stated at the pre-bid.

Answer: No permanent impacts to submerged lands are allowable outside of the pier and pile footprint. FDEP permit drawings, Figure C-2, Note 9:

"Construction shall not violate state water quality standards or impact seagrasses. Construction activities shall occur within a ~30 ft corridor proposed by the contractor and accepted by the Owner or Engineer. Activities within 10 ft of seagrasses will require onsite owner or engineer verification prior to commencement. Contractor shall implement best management practices to further avoid potential impacts."

Notably, additional requirements for construction access are provided in the contract documents.

3. **Question:** Does the 30' wide corridor include the width of the pier or is it in addition to the width of the pier?

Answer: Construction activities shall occur within a ~30 ft corridor proposed by the Contractor and accepted by the Owner or Engineer. This corridor may include but is not limited by the pier footprint. Notably, additional requirements for construction access are provided in the contract documents.

4. **Question:** On sheet C-7, it lists the lengths of the piles as estimated lengths. What are the lengths of the piles we are to use for bidding purposes?

Answer: The estimated pile lengths shown on Sheet C-7 are provided to support bidding.

5. **Question:** Please reference sheet C-3 notes under "Prestress concrete piles monitoring and PDA testing". Notes 10 and 11 reference a submitting of the PDA results to the Engineer within 48 hours. Will the Contractor have to suspend pile driving operations until the Engineer approves? If so, how long will the pile operations be stopped after each PDA?

Answer: No, the Contractor should not have to suspend pile driving operations after each PDA test and wait for approval by the Engineer. The PDA testing company engaged by the Contractor should be able to notify the Contractor immediately after testing if the pile met the required bearing capacity. The Contractor should discuss with his PDA testing company how quickly PDA results will be available to the Contractor after testing each pile. During construction, If PDA test results indicate that required bearing capacity is not achieved, the Contractor shall stop work, notify the Engineer, and coordinate with the Engineer on how to proceed.

6. Question: Sheet C-2 and C-3 state the Contractor hires a Specialty Engineer for the prestress concrete piles and slabs. Is the pile and deck slab component sizes and details shown in the plans sufficient to meet the EOR's design criteria? Is this specialty engineer a check/confirmation of the EOR's design?

Answer: For bidding purposes, the Contractor shall assume that the pile and deck slab dimensions are correct. For all practical purposes, the specialty engineer will be designing the placement and quantity of reinforcement required to meet project specifications and loading requirements. The drawings and specifications should contain adequate information for a prestress concrete supplier to price the piles and deck slabs. If your prestress supplier has questions that may affect bidding, please submit them prior to the last day for questions. The Engineer of Record will be available to coordinate with the selected Contractor's Specialty Engineer if required during review of Prestressed Concrete Piles and Slabs Preconstruction Submittals.

7. Question: If the Contractor's Specialty Engineer determines that the prestressed component sizes need to be different than shown in the plans, will this be viewed as a change condition and handled according to the Contract provisions for changes?

Answer: For bidding purposes, the Contractor shall assume that the pile and deck dimensions are correct. The dimensions of prestressed components should be sufficient to meet the structural requirements provided in the contract documents. If the selected Contractor's Specialty Engineer determines that variations of the component sizes are required, the Contractor and/or their Specialty Engineer will be required to demonstrate that standard industry practice is unable to meet the requirements herein to the satisfaction of the Engineer of Record. In this unlikely scenario, this would likely warrant the selected Contractor a change order. The amount of steel reinforcement required in the piles and deck is determined by the Specialty Engineer and would affect the material cost. The Contractor should work with a reputable prestress supplier to properly determine these material cost and ensure his/her bid is accurate.

8. Question: Are the FDOT Specifications for cast in place concrete, and prestressed concrete acceptable for this project?

Answer: No, the technical specifications are unique to this marine construction project.

9. Question: Is a "Pile Data Table" available for this project?

Answer: No.

10. Question: Regarding the pre-cast concrete elements for this project, the plans and specs state that shrinkage cracks are not acceptable and would be cause for rejection. This spec is not reasonable. Has the FDEP looked at modifying this spec to be more in-line with the FDOT Spec Section 450? Our pre-cast concrete suppliers have said they cannot bid the project unless this requirement is eased.

Answer: On sheet C-2 of the Construction Drawings, specification for Concrete, General Notes, note 26(b) reads: “Acceptance of concrete shall be determined solely by the Engineer and shall be based on the following criteria”: Note b states: “The absence of structural cracking and/or plastic shrinkage cracking.” The note is NOT intended to address shrinkage cracking but is intended to address plastic shrinkage cracking. Plastic shrinkage cracking is caused by the rapid loss of water from the surface of the concrete before it has set. Plastic shrinkage cracking can be prevented by implementing proper curing techniques such as installing wind breaks and application of fog sprayers.

Silica fume concrete used on virtually all concrete for this project is very susceptible to plastic shrinkage cracking due to its low water to cement ratio and lack of bleed water. To prevent plastic shrinkage cracking in silica fume concrete, additional curing techniques such as installing wind breaks and fog spraying will be required. This acceptance requirement is to ensure the selected Contractor and the Contractor’s precast fabricators are aware of the problems associated with plastic shrinkage cracking in silica fume concrete and understand the measures required to prevent it.

Taylor Engineering suggests the bidder contact a technical representative of the cement supplier or silica fume supplier who can expound on the difficulties and requirements related to finishing and curing silica fume concrete and provide further technical assistance.

Taylor Engineering has utilized silica fume concrete on many projects and when proper concrete curing has been applied, the Contractor has not had a problem with plastic shrinkage cracking.

11. Question: Will the Department allow a tube to be cast in the prestressed piles for the purpose of jetting?

Answer: Yes, we would allow a jet tube to be cast into concrete piles. However, jetting is only acceptable for this project with prior written approval of the Engineer.

12. Question: We request the use of .23 MCA treatment as an alternate to 0.31 CA-C.

Answer: The Engineer is willing to accept alternative timber treatments that are accepted by the American Wood Protection Association (AWPA) and specified Use Category for individual elements (U1-21). For Southern Yellow Pine Use Category UC4B, treatment would require minimum retention for MCA of 0.31 lb/cf.

13. Question: Reference Sheet C-2, item 26 B under Concrete and also Sheet C-3 item 1 under Concrete Mix Design, General Mix Design Requirements. The wording in the referenced notes state that no plastic shrinkage cracks will be allowed. According to one FDOT approved prestress/precast manufacturer, you cannot totally eliminate shrinkage cracks. What is the standard for determining

acceptance or rejection of the prestress/precast components? Is FDOT standards acceptable?

Answer: Please see the answer to Question #10.

14. Question: Reference Sheet C-3, item 11 under Prestress Concrete Piles and Slabs (Deck). According to one FDOT approved prestress/precast manufacturer, METAKAOLIN is the approved FDOT substitute in place of the moist/water curing method. Is this method acceptable for this project?

Answer: Metakaolin will not be allowed.

15. Question: The Bench Model number called out in the plans does not exist. Could you provide us the model number?

Answer: The bench specification is for Belson Outdoors Model RS8NB-P or engineer-approved equivalent.

<http://www.belson.com/Elite-Style-Recycled-Plastic-Flat-Park-Benches>

16. Question: Will the secondary subs need to submit a notice of commencement to the Corps of Engineers?

Answer: No.

17. Question: Verify only walkway light to be installed on pier, no receptacles?

Answer: Lights are to be installed as shown in the drawings. Receptacles are not included.

18. Question: Only two navigation lights at end of pier required?

Answer: Lights are to be installed as shown in the drawings.

19. Question: Navigation lights to be 277V and tied into new walkway pier lighting?

Answer: Yes. Lights shall be controlled with a photocell instead of the lighting contactor and time clock indicated on the drawing.

DRAWING CORRECTION: Lighting circuits shall be controlled by photocell instead of a lighting contact and time clock indicated on panel A schedule on Sheet E001. Mount photocell on Unistrut frame adjacent to panel A. Construction Drawings will indicate this correction.

20. Question: Verify quantity of lighting fixtures on pier, 8 under pier lights, 116 walkway lights?

Answer: There are 8 under pier lights and 117 walkway lights.

21. Question: Electrical specifications calls for all electrical connections to be at least 12' above the deck of a fixed pier but not below the electrical datum plane for fixed piers. Are connections under pier at light locations proposed okay?

Answer: Yes, liquid tight connections.

22. Question: Are schedule 40 PVC exposed on back side of handrails for walkway lighting okay?

Answer: Walkway lighting should be installed in the configuration indicated on Sheet E100, concealed within the handrail. The vertical section may be exposed as indicated on the front detail.

23. Question: Under pier flood lights and handrail lights to be tied together on same circuit?

Answer: Yes.

24. Question: 4" sleeves in pile caps for electrical conduit path to end of pier?

Answer: The 4" sleeves may be used to route electrical conduit.

25. Question: Sheet 4 of 7 (Figure C-4) pier profile of Taylor Engineering drawing states the under pier lights to be shielded down facing lights. Do these lights need reflector shields?

Answer: Reflector shields are not required.

26. Questions regarding Tyndall Airforce Base restrictions:

a. **Question:** Are there height restrictions for equipment?

Answer: A height of 300' Above Ground Level should be acceptable for the project. Contractor shall submit Form FAA 7640-1, indicating latitude and longitude, date range, equipment height, etc.

b. **Question:** Are there specific lighting requirements?

Answer: Obstruction lighting (or flagged if only daytime) will be required for the crane. If work areas will be lit during hours of darkness, those lights must be placed as not to point towards our approach or departure corridors. The easiest way to ensure this would be to place the lights in the direction of the bridge.

c. **Question:** Are there FAA or Tyndall Control Tower notification requirements?

Answer: An FAA 7460-1 will be required for the construction. Depending on the information required from question 1, Tyndall AFB may send out additionally notifications to our ATC and flying communities, but that will not be the responsibility of the contractor.

27. Question: More time for bid preparation would be greatly appreciated. Will you consider an extension of the bid date?

Answer: This project's bid opening has been extended. See the information below.

The bid submittal due date and bid posting date for this bid has been postponed per the below:

BID SUBMITTAL DUE DATE: No later than **3:30 PM (ET), Tuesday,**

November 16, 2021 to the below address: Florida Department of Environmental Protection, Bureau of Design and Construction, 3800 Commonwealth Blvd. MS520, Tallahassee, Florida 32399-3000, Attention: Alyssa Skehan, Government Operations Consultant II, Bureau of Design and Construction, (850) 245-2781. (For hand delivery: Carr Building, Welcome Desk.) The Department reserves the right to reject any or all bids.

BID POSTING DATE: No later than **3:30 PM (ET), Tuesday, November 23, 2021**, unless extended by the Department for good cause.

In all other respects, the contract documents of which this is an Addendum, and attachments relative thereto, shall remain in full force and effect.