# Addendum #3

## Lake County American Recovery & Reinvestment Act of 2009 (ARRA) Projects:

CR44 Project No. 2010-13, Bid No. 10-0022, FPN# 428521-1-58-01
CR452 Project No. 2010-15, Bid No. 10-0024, FPN# 428520-1-58-01
CR48 Project No. 2010-14, Bid No. 10-0023, FPN# 428519-1-58-01
Sleepy Hollow Road Project No. 2010-12, Bid No. 10-0021, FPN# 428522-1-58-01

This addendum is being issued to make the following changes, corrections, clarifications and additions to the bidding documents listed above. The information in this addendum modifies and changes the original bidding documents and takes precedence over the original documents. **Receipt of this addendum shall be acknowledge by the bidder by signing and dating the appropriate line on page W-5 of the applicable bid proposal.** Failure to acknowledge this addendum may preclude consideration of the bid proposal for award.

- If problems have occurred using the previously provided link to the County's ftp site, please use the link below. Once on the ftp site, click on the specific project. ftp://ftp.co.lake.fl.us/Public_Works/Funding_Production/

## *Questions Via Email:*

### *November 5, 2010* – CR 48

**Q30**-Per addendum 2 the roadway is to be 28 foot wide. If the existing roadway (including any 'existing double surface treated shoulder) and base are only 27 foot wide (and we are not to pave over dirt), what is the typical section to be used for any widening that may need to be installed?

**A30**-Any widening will be with 4" of COLD IN PLACE RECYCLED BASE and 2" of SP-12.5 asphalt.

**Q31**-Per page J-5 of the specifications, we are to create an asphalt apron transition, however, in addendum #1, it states "all driveways are to be constructed to the right-of-way line". Are these driveways to be constructed? If the driveways are to be constructed what are the driveways to be constructed with? It may make sense to pave or give someone a concrete driveway if they do not have one. However, if we are simply milling and resurfacing to existing elevations, I do not believe we should touch the driveways that are already concrete or asphalt.

**A31**-Most of the existing driveways are concrete and extend into the shoulders. These driveways will need to be addressed during the full depth reclamation. It is anticipated that there will be no apron transition needed. However, should the slope of the existing driveways conflict with the roadway slope, the contractor will need to construct an asphalt apron to

allow a smooth transition. At all other locations, aprons shall be constructed if the new pavement section does not provide a smooth transition. The plans call for reconstruction of the roadway to match existing grades; therefore, it is anticipated that no aprons will be needed.

***November 8, 2010*** **– CR 48**

**Q32**-At pre-bid it was determined that orange paint would be placed by engineer to indicate areas that would not require the 10' shoulder rehab, to date no orange paint marks have been placed on CR 48. Does this indicate the entire roadway will require 10' restoration?

**A32**-Yes, the entire roadway will require the 10' shoulder restoration. This 10' shoulder restoration has been specified to improve the drainage of the roadway as part of the County's LAP agreement with FDOT. This 10' restoration can be minimized in the areas containing swales, significant grade changes and obstructions (such as fences, trees, signs) provided the intent is met. The only roadway with areas requiring shoulder rehabilitation to be marked in the field with orange paint was Sleepy Hollow Road.

***November 5, 2010*** **– Sleepy Hollow Road**

**Q33**-Per page J-5 of the specifications, we are to create an asphalt apron transition, however, in addendum #1, it states "all driveways are to be constructed to the right-of-way line". Are these driveways to be constructed'? If the driveways are to be constructed what are the driveways to be constructed with?

**A33**-Existing asphalt and/or concrete driveways do not need an apron. However, the contractor shall be aware of the existing asphalt curbs and replace them as original. Furthermore, there are existing gravel/dirt driveways. Addendum #1 addressed this situation under C-7.

- *There are existing gravel/dirt driveways that will need to be constructed using 6" limerock to the right-of-way line. Single residential drives shall match existing width and shall be a minimum of 10' in width with an 8' radius or 4' x 8' wedge. Driveways shall not exceed 14% slope.*

***November 5, 2010 – CR 452***

**Q34**-Can the county and/or the engineer please re-evaluate/confirm the engineers estimate of $830,229 for CR-452?

**A34**-The estimate has been confirmed and will not be re-evaluated at this time.

**Q35**-Per page J-5 of the specifications, we are to create an asphalt apron transition, however, in addendum #1, it states "all driveways are to be constructed to the right-of-way line". Are these driveways to be constructed'? If the driveways are to be constructed what are the driveways to be constructed with?

**A35**-The milling and resurfacing operation will match existing grades; therefore, there will be no additional driveway construction. There is a driveway just East of Yale Circle where a portion of the driveway was painted in the field using pink paint that is to be included within the milling and resurfacing limits.

***November 8, 2010 – CR 452***

**Q36**-At pre-bid it was determined that orange paint would be placed by engineer to indicate areas that would not require the 10' shoulder rehab, to date there are faded orange arrows placed alongside the pink arrows at both ends of both sections on CR 452, Does this indicate the entire roadway will require just the 3' restoration?

**A36**-No, the entire roadway will require the 10' shoulder restoration. This 10' shoulder restoration has been specified to improve the drainage of the roadway as part of the County's LAP agreement with FDOT. This 10' restoration can be minimized in the areas containing swales, significant grade changes and obstructions (such as fences, trees, signs) provided the drainage intent is met. The only roadway with areas requiring shoulder rehabilitation to be marked in the field with orange paint was Sleepy Hollow Road.

***November 5, 2010 – CR 44***

**Q37**-Per page J-5 of the specifications, we are to create an asphalt apron transition, however, in addendum #1, it states "all driveways are to be constructed to the right-of-way line". Are these driveways to be constructed'? If the driveways are to be constructed what are the driveways to be constructed with?

**A37**-The milling and resurfacing operation will match existing grades; therefore, there will be no additional driveway construction.

***November 8, 2010 – CR 44***

**Q38**-At pre-bid it was determined that orange paint would be placed by engineer to indicate areas that would not require the 10' shoulder rehab, to date no orange paint marks have been placed on CR 44. Does this indicate the entire roadway will require 10' restoration?

**A38**-Yes, the entire roadway will require the 10' shoulder restoration. This 10' shoulder restoration has been specified to improve the drainage of the roadway as part of the County's LAP agreement with FDOT. This 10' restoration can be minimized in the areas containing swales, significant grade changes and obstructions (such as fences, trees, signs) provided the intent is met. The only roadway with areas requiring shoulder rehabilitation to be marked in the field with orange paint was Sleepy Hollow Road.

Approved by:

Jeff Johnson
Construction Inspection Manager