

Addendum #4
Project No. 2010-16
Bid No. 10-0025

**LAKE COUNTY AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
(ARRA) PROJECT**

**PICCIOLA BRIDGE #114004
FPN # 428082-1-58-01**

This addendum is being issued to make the following changes, corrections, clarifications and additions to the bidding document. 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 acknowledged by the bidder by signing and dating the appropriate line within Division W of the bid proposal.** Failure to acknowledge this addendum may preclude consideration of the bid proposal for award.

- Q1. On Sheet 93, cross section for 4006+00 show a Temporary Sheet pile of approx. 10' long. Then on drawing BW-1 state that the Temporary Sheet pile wall start at station 4007+50 and on drawings BW-9 show a total length of 34.9' long. The Estimated quantities match the length show on drawing BW-1. Do we have to consider temp sheet pile from station 4006+00 to station 4007+50 and if we do, it is going to be 34.9' long or just 10' long? The same for the other side too, do the temp structure finish at 4011+60 or at 4011+50.
- A1. The Traffic Control Cross Sections only depict a few critical cross sections for the purposes of showing the contractor what that area would look like in cross section view, and to make sure our fill slopes are within the R/W. Please refer to the wall drawings for precise limits of sheet pile wall and lengths of sheet pile wall.
- Q2. Do you have any location for stockpile and staging area?
- A2. The County owns property near the intersection of CR-466A and CR-466B (AK#'s 2537108 and 1585147) with permission from Lake County, this property maybe used for stockpiling and staging.
- Q3. On Sheet 58 cross section show slopes at 1:2, but on sheet 93 cross section for the same station show slope 1:3, is this a requirement considering that the job that to be done in phases, if not, which one should we use?
- A3. The 1:3 slope shown on the Traffic Control Plans should be followed with the exception of areas that are being built to final design. In those areas final cross section should be followed. For instance, sheet 93 shows a 1:3 slope where sheet 57 shows a 1:2 slope for final grade. Construct the slope to final grade with the swale as shown.

Q4. On Sheet 45 the surcharge control is explain but there is a rectangular section without marks between the approach slab and beginning of the bridge, would you please provide any detail for this cross section.

A4. The section that is not hatched does not require surcharging, it is a very small area (40' x 20'), but none the less it does not require surcharging. For consistency if you wish to surcharge this area it would not hurt.

Q5. The transversal section show on sheet 45 applies for the total area the is being consider for surcharge control or we have to built separate section like this for each phase, if we don't would you please clarify how is going to be the section with the Temporary Sheet pile.

A5. The section on sheet 45 needs to be constructed for each phase and in accordance to FDOT standard index 501 as mentioned in the detail.

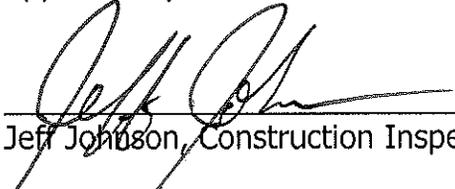
Q6. Do we have to remove the plastic erosion Mat after the surcharge control is done in order to install the proprietary retaining walls?

A6. Yes. The plastic erosion mat must be removed.

Q7. If the prime contractor were to subcontract some of the work, is there a percentage requirement that the prime contractor has to do, per Lake County's contract logistics?

A7. The bidding document does not specify that the prime contractor has to do a specific percentage of the work.

Approved by:



Jeff Johnson, Construction Inspection Manager

3/4/10

Date

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