ADDENDUM NO. 1

Invitation to Bid (ITB) 5517-2018 Asphalt or Site Contractor for
Leon County Schools Technology Center Parking Lot Milling and Resurfacing Project

SCHOOL BOARD OF LEON COUNTY, FLORIDA

ITEM NO. 1: PREBID MEETING:

Questions, which were raised by prospective contractors during the pre-bid meeting held on January 24, 2018, and the Leon County Schools answers, are herein provided for your consideration in responding to the above referenced bid

1.	Geotechnical Report prepared by Ardaman & Associates, Inc. on October 31, 2017 is attached as Exhibit 1.
2.	Section C Bid Form is hereby deleted in its entirety and replaced with the attached Revised Section C Bid Form to include a per curb stop cost to replace curb stops that are broken or damaged while being removed.
3.	Leon County School will stripe parking lot within 30 days of paving. Curb stops will be installed within 30 days of completion of the striping.
4.	Laydown for curb stop storage will be located on the concrete pad on the Southeast corner of the site.
5.	Pallets and trash will be removed from the site by Leon County Schools prior to the start of the project.
6.	Contractor will not be responsible for tree or root damage as a result of the milling and resurfacing of the site.

This addendum becomes a part of the original ITB receipt of which should be acknowledged and returned with your qualification statement.

ADDENDA ACKNOWLEDGMENT: The undersigned also acknowledges the receipt of the following Addenda:

Addendum No. 1 Dated: January 24, 2018

Vendor Name: _____
Vendor Address: _____
Name Title: _____
Signature: _____

SECTION C

REVISED BID FORM

SUBMIT IN DUPLICATE ON CONTRACTOR'S LETTERHEAD

SCHOOL BOARD OF LEON COUNTY, FLORIDA
DIVISION OF FACILITIES
3397 W. THARPE STREET
TALLAHASSEE, FLORIDA 32303

DATE: Thursday, February 1, 2018
TIME: 2 pm local time

OWNER'S BID NO. 5517-2018

REFERENCE: Leon County Schools Technology Center Parking Lot Milling and Resurfacing Project

I (We), the undersigned, hereby declare that the only persons, firm or corporation interested in this Proposal or the Contract to be entered into, as principals, are named herein, and that this Proposal is made without collusion with any person, firm or corporation, and that it is in all respects fair and in good faith.

The undersigned, hereinafter called "Bidder", having visited the site of the proposed project and become familiar with the local conditions, nature and extent of the work, and having examined carefully the drawings, specifications, the Form of Agreement, and other Contract Documents, with the bond requirements therein, proposes to furnish all labor, materials, equipment and other items, facilities, and services for the proposed execution and completion of the Site Improvements, Leon County Schools Technology Center Parking Lot Milling and Resurfacing Project in full accordance with the drawings and specifications included as Section N , in full accordance with the Advertisement for Bids, Instruction to Bidders, Agreement and all other Contract Documents; and if awarded the Contract, I (We) will contract with the SCHOOL BOARD OF LEON COUNTY, FLORIDA to furnish all necessary labor, equipment, materials, and incidental costs, and that I (We) will substantially complete all necessary work in accordance with the Specifications and Drawings, and the requirements under them on or before April 15,2018, following the Notice-to-Proceed issued by the Owner. Final Completion, as applicable, to be completed with 30 consecutive calendar days following Substantial Completion for the following Bid price:

Base Bid $ _____

Unit Cost per curb stop to replace curb stops that are broken or damaged while being removed.

$ _____ / per unit

The undersigned further agree(s) to bear the full cost of maintaining all work until the final acceptance, as provided in the Contract Documents.

The above amount, if accepted by the Owner shall form a Contract to be entered into.

Included in this bid are the following:

Forms/Exhibits

1. A – Prohibition Against Contingency Fees
2. B – LCSB Sworn Statement – Contract/Public Entity Crime Law: Assurance of conformance with Public Entity Crime Law, Section 287.133(2)(a), Florida Statute
3. C – Conflict of Interest Disclosure
4. D – Debarment Information/Form
5. E – Affidavit for Claiming Local Purchasing Preference (LCS Policy 6450)

Trench Safety Act. Reference to trench safety standard, where relevant and written assurance that the contractor will comply with the Trench Safety Act. Section 553.60 through 553.64, F.S.

A list of subcontractors to be used for the work. The subcontractors list in the bid shall not be replaced without cause, once the list has been opened and made public, in accordance with Section 255.0515., F.S.

I (We) hereby acknowledge receipt of the following Addendum, if any, issued during the bidding period: (List Addendum No. and Date)

Addendum No.	Date
Addendum No. 1	January 24, 2018

It is understood by the Bidder that the Owner shall post its intent to award or reject this Bid. The intent shall remain posted for a period of three (3) working days. Failure to file a protest within the time prescribed in Section 120.57(3), Florida Statutes, shall constitute a waiver of proceedings under Chapter 120, Florida Statutes.

I (We), the undersigned, hereby certify that I (We) have carefully examined the foregoing Proposal after the same was completed and have verified each item placed thereon; and I (We) agree to indemnify, defend and save harmless, the SCHOOL BOARD OF LEON COUNTY, FLORIDA and their agents, against any cost, damage or expense which it may incur or be caused by an error in my (our) preparation of same.

The following license is current and the Bidder agrees to maintain it in effect throughout the project duration:

Florida Construction Industries Licensing Board Certification (State Certified of County Registered).

Name of Holder	License Number
_____	_____

In witness whereof, the Bidder has here unto set his/her signature and affixed his/her seal this _____ day of _____, A.D. 20____.

(Seal)

By:_____
(Signature)

_____
(Print Name)

Title: _____

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END OF SECTION C

REPORT OF PAVEMENT CONDITION SURVEY AT
SEYMOUR BUILDING ON PENSACOLA STREET
TALLAHASSEE, LEON COUNTY, FLORIDA

OCTOBER 31, 2017
FILE NO. 113-17-40-1949

ARDAMAN & ASSOCIATES, INC.

OFFICES
Orlando – 8008 S. Orange Avenue, Orlando, Florida 32809 – Phone (407) 855-3860
Alexandria – 3609 Mac Lee Drive, Alexandria, Louisiana 71302 – Phone (318) 443-2888
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Baton Rouge – 316 Highlandia Drive, Baton Rouge, Louisiana 70884 – Phone (225) 752-4790
Cocoa – 1300 N. Cocoa Blvd., Cocoa, Florida 32922 – Phone (321) 632-2503
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Tallahassee – 3175 West Tharpe Street, Tallahassee, Florida 32303 – Phone (850) 576-6131
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MEMBERS:
A.S.F.E.
American Concrete Institute
ASTM International
Florida Institute of Consulting Engineers

Ardaman & Associates, Inc.

Geotechnical, Environmental and Materials Consultants

October 31, 2017
File No.113-17-40-1949

Leon County School Board
3420 West Tharpe Street
Tallahassee, Florida 32303

Attention: Mr. Russ Waters

Subject: Report of Pavement Condition Survey at Seymour Building on Pensacola Street, Tallahassee, Leon County, Florida

Dear Mr. Waters:

As authorized, Ardaman & Associates, Inc. (Ardaman) has completed the pavement condition survey, including pavement coring and testing. The purposes of our services were to measure the asphaltic concrete thicknesses, to assess the pavement conditions and its suitability for rehabilitation by milling and resurfacing. This report documents our findings and presents our recommendations.

PROJECT INFORMATION

Seymour building is located at southwest corner of the intersection of West Pensacola Street and Appleyard Drive. The subject project includes former airfield pavement of approximately 1 acre on West Pensacola Street.

FIELD EXPLORATION PROGRAM

Ardaman reviewed the pavement condition by observing the pattern and severity of pavement cracking, and surface raveling and identified the test locations. Ardaman then cored the pavement using a circular core hole saw. The recovered asphalt cores were then transported to our office for further assessments by our engineers.

The approximate cores locations are shown in Figure 1 along with the pictures of recovered asphalt cores. The core holes were patched upon completion.

PAVEMENT EVALUATION

In general, the pavement appears to be in poor condition, with most of the areas experiencing large pattern block cracking. The pavement cores indicated sand-asphalt base directly below the 3/4 to 1-3/8 inch thick layer of densely graded asphaltic concrete. We judge that the primary

cause of the pavement failure is the age of the pavement and sand-asphalt base which tend to shrink thereby causing block cracks.

The cores recovered were about 3 to 5.5 inches thick. The north core was about 5.5 inches in thickness with two layers of asphaltic concrete about 1-3/8 inches in thickness and the sand asphalt base about 4-1/4 inches. The south core was about 3 inches thick with asphaltic concrete about 3/4 of an inch thick and 2-1/3 inches of sand-asphalt base.

RECOMMENDATIONS

We recommend reviewing the condition of the Tallahassee Community College's parking lot to the north and discussing with the TCC maintenance personnel regarding the rehabilitation measures adopted, as we suspect that they rehabilitated pavement in a similar condition. We further suspect that their rehabilitation included overlaying the existing pavement without removing it. If the performance there is acceptable, provide similar rehabilitation measure. Should grading not allow similar rehabilitation with overlaying the existing pavement and the associated raising of grades, we recommend either milling and overlaying or reconstructing parking lot.

Milling and Overlaying

Pavement areas should be milled down to very near or into the base/subgrade. It is usually desirable to leave at least ¾-in of asphalt over the base/subgrade throughout the project to protect it from traffic and rain. With sand-asphalt we recommend leaving at least 1 to 1-1/2 inch of sand-asphalt in place. However, the entire asphaltic concrete depth can be milled provided that the base/subgrade is protected and the first lift of the structural asphalt is placed on the same day after the surface is milled.

We recommend milling at least 2 inches of the existing asphaltic concrete and overlaying it with suitable Superpave mix. We recommend reviewing performance of the specific mixes to be used. This will provide an improved surface and performance that with similar traffic will extend the "life" of the pavement. An estimate of the service "life" is beyond this scope of service.

Table 5.11 from FDOT's pavement design manual is included in Appendix to assist in selecting layers for overlaying.

Re-Building Pavement Sections

Provided below are minimum thicknesses of the pavement section components to be used in the pavement design if reconstruction of the parking lot is desired:

- The top 24 inches of soil beneath the Base Course (which comprise the Subgrade and Stabilized Subgrade) should be compacted to achieve at least 95% of the Modified Proctor maximum dry density (AASHTO T-180) in the bottom foot (subgrade), and minimum 98% of the Modified Proctor maximum dry density in the top foot (stabilized subgrade). Soil types within 24 inches beneath the base course should consist of

AASHTO A-3 to A-2-4. This may require removing and replacing the pavement subgrade soil. Further exploration will be necessary to plan and budget for this option if desired.

- The top 12 inches of the 24 inches beneath the base course (the Stabilized Subgrade) must exhibit a minimum laboratory LBR of 40. LBR testing of the proposed Stabilized Subgrade soils must be performed well in advance of pavement section construction. If necessary to achieve LBR=40, perform stabilization in accordance with FDOT *Standard Specifications for Road and Bridge Construction*, latest edition, Section 160.

- For the base course, we recommend either one of the following:

    - Limerock base meeting the requirements of FDOT "Standard Specifications", Sections 200 and 911, placed in accordance with Section 200 of the Standard Specifications, compacted to at least 98% of the Modified Proctor maximum dry density (AASHTO T-180), with a minimum LBR value of 100.

    - Or, Graded Aggregate Base, such as Reclaimed Concrete, meeting the requirements of the FDOT Standard Specs. Special Provisions Section 204-2.1 and 204-2.2, exhibiting a minimum LBR value of 120.

- After placement of a prime coat or tack coat (FDOT Section 300), install SP asphaltic concrete in accordance with Section 334 in the FDOT Standard Specifications.

We recommend the following general pavement section:

COMPONENT	STANDARD DUTY	MATERIAL	% COMPACTION (AASHTO T-180)	MINIMUM REQUIREMENTS
Stabilized Subgrade	12"	Controlled Fill	98%	LBR = 40
Base Material	6"	Limerock or	98%	LBR = 100 or
		Graded Aggregate	98%	LBR = 120
Asphalt Structural Course	1.5"	SP-12.5	FDOT Spec. (Sec 334)	(1 lift)
Asphalt Friction Course	1.5"	FC-12.5 or 9.5	FDOT Spec. (Sec. 337)	(1 lift)

We recommend that the design elevations and civil design features of the project are planned such that the groundwater table cannot reach an elevation higher than 24-inches below bottom of Limerock or graded aggregate base.

Leon County School Board
Pavement Condition Survey at Seymour Building
113-17-40-1949

CLOSURE

The recommendations submitted in this report are based upon the data obtained from the pavement cores presented on Figure 1. This report does not reflect any variations which may occur between the core locations, nor does it assess the bearing values of the base and subgrade materials. If site or soil variations become evident, Ardaman and Associates, Inc. must review the applicability of the conclusions and recommendations in this report. Recommendations in this report shall not be applicable if all the above is not fulfilled by the client or the consultant involved in the project.

This report has been prepared in accordance with generally accepted geotechnical engineering practices for the exclusive use of Leon County School Board, for specific application to the subject project. No other warranty, expressed or implied, is made.

We are pleased to be of assistance to you on this phase of the project. When we may be of further service to you or should you have any questions, please contact us.

Very truly yours,
ARDAMAN & ASSOCIATES, INC.
Certificate of Authorization No. 5950

Digitally signed by: Mike Wilson
DN: CN = Mike Wilson email = mwilson@ardaman.com C = US O = Ardaman & Associates OU = AAI/TT
Date: 2017.10.31 14:10:06 -05'00'
Reason: This item has been electronically signed and sealed using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
Location: Tallahassee, FL

MICHAEL S WILSON
LICENSE
No. 46088
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Aayush Raj Tiwary, E.I.
Staff Engineer

Michael S. Wilson, P.E.
Senior Engineer/Branch Manager
FL. Eng. License No. 46088

ART/MSW/mss

SOIL BORING LOCATION PLAN (IMAGE SOURCE: GOOGLE EARTH)

LEGEND

APPROXIMATE CORING LOCATION

Ardaman & Associates, Inc.
3175 W. Thorpe Street
Tallahassee, Florida 32303
(850) 575-6131

SHEET TITLE:
SEYMOUR BUILDING PAVEMENT SURVEY
TALLAHASSEE, LEON COUNTY, FLORIDA

DRAWN BY: ART | CHECKED BY: MRW | DATE: 10/30/2017
FILE NO.: 113-17-40-1949 | APPROVED BY: M.S.WILSON, P.E. | FIGURE: 1

NORTH CORE

SOUTH CORE

APPENDIX

Coarse Mixes

TABLE 5.11

LAYER THICKNESS FOR ASPHALTIC CONCRETE STRUCTURAL COURSES

LAYER THICKNESS FOR ASPHALTIC CONCRETE STRUCTURAL COURSES
(Layers Are Listed In Sequence Of Construction)

Course Thickness (in)	LAYER THICKNESS (inches)																			
	SP-19.0 with SP-12.5 Top Layer			SP-19.0 with SP-9.5 Top Layer			SP-12.5		SP-12.5 with SP-9.5 Top Layer			SP-9.5		SP-19.0 1st Layer with SP-12.5 2nd Layer and Top Layer			SP-12.5 1st Layer with SP-9.5 2nd Layer and Top Layer		
	1	2	3	1	2	3	1	2	1	2	3	1	2	1	2	3	1	2	3
1												1							
1 1/2							1 1/2					1 1/2							
2							2					1	1						
2 1/2							2 1/2		1 1/2	1		1 1/2	1						
3				2	1		1 1/2	1 1/2	2	1		1 1/2	1 1/2						
3 1/2	2	1 1/2		2 1/2	1		2	1 1/2	2	1 1/2									
									2 1/2	1									
4	2 1/2	1 1/2		3	1		2	2	2 1/2	1 1/2									
	2	2		2 1/2	1 1/2		2 1/2	1 1/2											
4 1/2	2 1/2	2		3	1 1/2		2 1/2	2						1 1/2	1 1/2	1 1/2	2	1 1/2	1
	2	2 1/2																	
5	3	2		2	2	1	2 1/2	2 1/2	2	1 1/2	1 1/2			2	1 1/2	1 1/2	2	1 1/2	1 1/2
	2 1/2	2 1/2					2	1 1/2	2	2	1						2 1/2	1 1/2	1
5 1/2	2	2	1 1/2	2 1/2	2	1	2 1/2	1 1/2	1 1/2	2	2	1 1/2		2 1/2	1 1/2	1 1/2	2 1/2	1 1/2	1 1/2
							2	2	1 1/2	2 1/2	2	1		2	2	1 1/2			
6	2 1/2	2	1 1/2	2 1/2	2 1/2	1	2	2	2	2 1/2	2 1/2	1		2 1/2	2	1 1/2			
	2	2	2	3	2	1	2 1/2	2	1 1/2	2 1/2	2	1 1/2		2	2	2			

Notes: SP-9.5 not allowed on Traffic Level D or E applications.
SP-9.5 limited to the top two structural layers, two layers maximum.
SP-19.0 not allowed in the final (top) structural layer below FC-5 mixtures.
SP-19.0 allowed in the layer directly below FC-9.5 and FC-12.5 mixtures.