

**CITY OF BROOKSVILLE**  
**DEPARTMENT OF PUBLIC WORKS**  
**HOWELL AVENUE SIDEWALK REPLACEMENT PROJECT**  
**BID NO. PW2018-02**

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**ADDENDUM #3**  
**Date Issued – June 11, 2018**

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TO: All prospective proposers:

This addendum is being issued to clarify or address the following:

**1) Questions:**

- a. I do not understand what type of substructure this is. I have never seen cast in place piles before. We will need this detailed.

**“Piles” may not be the proper term in this case. Cast in Place piles or support columns are commonly used in south Florida by augering into karst/coral substrate.**

**These have now been revised to typical timber piles.**

- b. How many piles are under each end of the bridge? **Two (2)**
- c. What is going to hold the earth back? I am referring to in between the piles?  
**South Bridge #1 – Existing walls; North Bridge # - Retement.**
- d. Would there be an issue with pouring an concrete abutment to support the bridge instead of these "piles"? **Refer to revised design.**
- e. The specs call for 2 EA - 20' bridges, but the stationing shows the bridges are 29.3' and 27.85' - Please advise on the correct length. **Correct length is 20'.**  
**Refer to revised design.**

- 2) **Correction/Clarification.** The bid's Bridge Plans, Scope and Minimum Technical Specifications are revised as follows:

**ADDENDUM #3 SCOPE REVISIONS**

THE PROJECT SCOPE IS HEREBY REVISED AS FOLLOWS:

USE NEW REVISED BID FORM – REV. 3. ALL ADDITIVE/DEDUCTIVE ALTERNATES ARE HEREBY REMOVED FROM THE BID.

ONLY ALUMINUM PREFABRICATED BRIDGES ARE BEING CONSIDERED. THE SIZE AND TYPE REMAINS THE SAME AS INITIALLY SPECIFIED.

THE BRIDGE FOUNDATIONS SCOPE IS REVISED AS FOLLOWS:

THE FOUNDATION THICKNESS OR DEPTH SHALL BE 1.5' OR 18". STEP UP AS SHOWN/REQUIRED TO ELEVATION OF BRIDGE FINISHED DECK SURFACE. 3000 PSI CONCRETE MIN.

PILES ARE HEREBY MODIFIED TO BE KILN DRIED, PRESSURE TREATED 8" TIMBER POLES/PILES (TREATED TO 0.60 PCF MIN.). TWO PILES PER FOUNDATION, MINIMUM EMBEDMENT 14' BELOW EXISTING TOP OF HEADWALL, OR TO REFUSAL.

CONTRACTOR TO ENSURE PILES DO NOT DAMAGE EXISTING UTILITIES INCLUDING THE 24" CMP STORMWATER PIPE.

**BRIDGE #1** DEMOLITION IS REMOVED FROM BRIDGE #1 SCOPE OF WORK. HEAD WALLS AND EXISTING CONCRETE FEATURES ARE TO REMAIN. NEW BRIDGE FOUNDATION TO BE LOCATED BEHIND EACH EXISTING CONCRETE HEADWALL. BOTTOM CHORD OF NEW BRIDGE SHALL 2" MIN. (CLEAR SPACE) ABOVE TOP OF HEADWALL.

CONCRETE SIDEWALK TO TRANSITION UP TO MEET TOP OF FOUNDATION / BRIDGE DECK ELEVATION AT A SLOPE NOT TO EXCEED 1" IN 12".

ALL CHANNEL STABILIZATION AND REVETMENT IS REMOVED FROM BRIDGE #1 SCOPE OF WORK. NO WORK IS TO OCCUR WITHIN THE CHANNEL OR CONVEYANCE FEATURES.

**BRIDGE #2** DEMOLITION CONSISTS OF REMOVING EXISTING SAND CEMENT BAGS AND CONCRETE.

RESHAPE ABUTMENTS AND INSTALL FILTER FABRIC AND RECYCLED CONCRETE AGGREGATE OR LIMESTONE RIP RAP REVETMENT AROUND THE IMMEDIATE AREA OF THE ABUTMENT. SEE REVISED PLAN.

CONCRETE SIDEWALK TO TRANSITION UP TO MEET TOP OF FOUNDATION / BRIDGE DECK ELEVATION AT A SLOPE NOT TO EXCEED 1" IN 12".

**REVISED MINIMUM TECHNICAL SPECIFICATIONS FOR PEDESTRIAN BRIDGE CONSTRUCTION**  
IN REGARDS TO BID ITEMS:

- PREFABRICATED ALUMINUM BRIDGE
- CONCRETE ABUTMENTS
- CHANNEL RESTORATION AND EROSION STABILIZATION

**REVISED SCOPE:** THE STRUCTURE SHALL BE A SINGLE SPAN PEDESTRIAN BRIDGE OF ALUMINUM CONSTRUCTION WITH CONCRETE ABUTMENTS. TIMBER PILES ARE TO BE USED INSTEAD OF CONCRETE CAST-IN-PLACE PILES. EXISTING CONCRETE HEADWALLS / RETAINING WALLS / WINGWALLS AT THE SOUTH BRIDGE ARE TO REMAIN. EMBANKMENT SHAPING AND EROSION STABILIZATION USING RECYCLED SIDEWALK CONCRETE REVETMENT AT THE NORTH BRIDGE #2 ABUTMENTS IS INCLUDED.

**THE PEDESTRIAN BRIDGE LINE ITEM SHALL BE BASED ON THE FOLLOWING SPECIFICATIONS:**

1. PRIOR TO ORDERING BRIDGES, CONTRACTOR SHALL PROVIDE SIGNED AND SEALED STRUCTURAL PLANS FROM SELECTED BRIDGE MANUFACTURER/FABRICATOR FOR REVIEW AND APPROVAL BY EOR AND CITY OF BROOKSVILLE PUBLIC WORKS DEPARTMENT.
2. PREFABRICATED ALUMINUM BRIDGE INSTALLATION SHALL COMPLY WITH 2017 FLORIDA BUILDING CODE, INCLUDING ACCESSIBILITY CODE; THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, INCLUDING SECTION 7 AS APPLICABLE TO THE DESIGN OF PEDESTRIAN BRIDGES; AND THE ALUMINUM ASSOCIATION'S 2015 ALUMINUM DESIGN MANUAL.
3. BASE BID BRIDGE SPECIFICATION REFLECTS BASIC DESIGN AND MINIMUM STANDARDS.
4. BRIDGE SHALL BE OF 6000 SERIES ALUMINUM ALLOY, 6061-T6 FOR PRIMARY STRUCTURAL MEMBERS. FASTENERS TO BE GRADE 304 STAINLESS STEEL. FINISH SHALL BE MILL FINISH.
5. BRIDGE TYPE IS STANDARD SINGLE DIAGONAL PRATT TRUSS, FLAT WITH DEAD LOAD CAMBER. LIVE LOAD SHALL BE 85 POUNDS PER SQUARE FOOT, MIN.
6. OVERALL BRIDGE LENGTH SHALL BE 20', TOTAL OUTSIDE WIDTH SHALL BE 6'.
7. ALUMINUM DECKING SHALL BE 1.5" X 6" OR 1.5" X 8" TRIPLE I-BEAM SLIP-RESISTANT SELF-MATING EXTRUDED ALUMINUM PLANKS WITH NO GAPS.
8. HANDRAILS SHALL BE 1 ¼ " SCHEDULE 40 PIPE (1.66" O.D.) LOCATED 34" ABOVE THE TOP OF THE DECK ON THE INSIDE OF THE BRIDGE RAILING, WITH FBC/ADA COMPLIANT END RETURNS.
9. VERTICAL PICKET BARRIER SHALL BE PROVIDED ALONG THE BRIDGE RAILING WITH A MAXIMUM OPENING OF 4 INCHES.

**THE CONCRETE ABUTMENT FOUNDATION LINE ITEM SHALL BE BASED ON THE FOLLOWING:**

1. EACH BRIDGE ABUTMENT SHALL CONSIST OF TWO 8" TIMBER PILES, DRIVEN TO A DEPTH OF 14' FEET, OR REFUSAL, CAPPED WITH A CONCRETE STEP FOUNDATION SUPPORTING EACH END OF THE BRIDGE.
2. CONCRETE SIDEWALK TO TRANSITION UP TO MEET TOP OF FOUNDATION / BRIDGE DECK ELEVATION AT A SLOPE NOT TO EXCEED 1" IN 12".

**THE CHANNEL RESTORATION AND STABILIZATION LINE ITEM SHALL BE BASED ON THE FOLLOWING:**

1. EXISTING BRIDGES ARE TO BE DEMOLISHED AND REMOVED. THE CONCRETE HEADWALLS / RETAINING WALLS / WING WALLS AT THE SOUTHERN BRIDGE #1 ARE TO REMAIN. SAND-CEMENT BAGS (CONCRETE) ARE TO BE REMOVED FROM THE EMBANKMENTS OF NORTH BRIDGE #2. CONTRACTOR IS TO USE CAUTION NOT TO DAMAGE OR DISTURB EXISTING INFRASTRUCTURE, STORMWATER PIPES AND/OR UTILITIES.
2. THE EMBANKMENTS UNDER AND ADJACENT TO THE BRIDGES SHALL BE RESTORED TO ORIGINAL CROSS-SECTION PER PLAN USING CLEAN FILL MATERIAL, FILTER FABRIC, AND RECLAIMED CONCRETE AGGREGATE (RCA) (RIP RAP RECYCLED FROM SIDEWALK DEMOLITION), AS PER PLAN.
3. EMBANKMENT FILL MATERIAL SHALL COMPLY WITH FDOT SECTION 120. CONTRACTOR TO PROVIDE NATIVE SOILS CONTAINING NO MUCK, STUMPS, ROOTS, BRUSH, VEGETABLE MATTER, RUBBISH, REINFORCEMENT BAR OR OTHER MATERIAL THAT DOES NOT COMPACT INTO A SUITABLE AND STABLE SLOPE. CONTRACTOR MAY UTILIZE ONSITE EXCAVATED MATERIAL AS LONG AS IT MEETS OR EXCEEDS AASHTO SOIL CLASSIFICATION A-1, A-2, A-3, FDOT CLASS 1, 2, OR 3.
4. EMBANKMENT FILL MATERIAL SHALL BE COMPACTED IN 12" LIFTS (MAX) TO 98% MAXIMUM DENSITY.
5. CONTRACTOR SHALL PROVIDE GEOTEXTILE (FILTER FABRIC) TYPE D-2 CONFORMING TO THE REQUIREMENTS OF FDOT SECTION 985, INSTALLED OVER ABUTMENT EMBANKMENTS AND CHANNEL BOTTOM PER MANUFACTURER SPECIFICATIONS AND INDUSTRY STANDARDS. CONTRACTOR TO SUBMIT MANUFACTURER'S DATA SHEET FOR SELECTED FILTER FABRIC DEMONSTRATING FDOT COMPLIANCE AND INCLUDING MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION AND ANCHORING OF THE FABRIC.
6. CONTRACTOR TO UTILIZE RECLAIMED CONCRETE AGGREGATE (RCA) FROM THE SIDEWALK DEMOLITION (NO STEEL REBAR OR WELDED WIRE FABRIC) , PROCESSED AND GRADED TO 3" TO 8" FOR BEDDING LAYER OVER GEOTEXTILE, AND 8" TO 18" FOR SURFICIAL RIP RAP LAYER, 18"-24" IN MAX. DEPTH/THICKNESS.
7. THE UPPER ONE FOOT OF THE EMBANKMENT, OUTSIDE THE BRIDGE FOOTPRINT AND ADJACENT TO THE SIDEWALK IS TO BE SODDED. DO NOT USE RCA IN THIS AREA.

**3) Note – SEE REVISED BRIDGE SHEETS**

Acknowledge receipt of the Addendum #2 by signing the document and attaching to Proposal Documents submitted. Failure to do so may subject the proposer to disqualification.

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Authorized Signature

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Date Acknowledged