

**ADDENDUM NUMBER 8**  
HILLSBOROUGH COUNTY DEPARTMENT OF PROCUREMENT SERVICES  
P.O. BOX 1110  
TAMPA, FLORIDA 33601

DATE: September 22, 2009  
Page 1 of 1

**TO BIDDER:** This Addendum is an integral part of the bid package under consideration by you as a Bidder in connection with the subject matter herein identified below. Hillsborough County deems all bid proposals to have been proffered in recognition and consideration of the entire bid package - **including all issued addenda**. For purposes of clarification, receipt of this present Addendum by a **Bidder should be evidenced by returning it (signed) as part of the Bidder's sealed bid proposal.**

If the bid proposal has already been received by Hillsborough County Department of Procurement Services, Bidder should return this ADDENDUM in a separate sealed envelope which is clearly marked with the **BID TITLE, BID NUMBER AND OPENING DATE AND TIME**, stated as follows:

**BID NUMBER: C-0144-09(DV)**

**BID TITLE: Design/Build of School Safety, Circulation and Access Program**

**BID OPENING DATE AND TIME: \*\*\*SEE BELOW\*\*\***

**PLACE:** Department of Procurement Services, 601 E. Kennedy Blvd., 18th Floor, Tampa, FL 33602.

THE INFORMATION INCLUDED HEREIN IS HEREBY INCORPORATED INTO THE CONTRACT DOCUMENTS OF THIS PRESENT BID MATTER AND SUPERSEDES ANY CONFLICTING CONTRACT DOCUMENTS OR PORTION THEREOF PREVIOUSLY ISSUED:

REASON FOR ISSUANCE OF THIS ADDENDUM:

1. **Extend bid opening to October 8, 2009, 2:00 p.m. An additional addendum will be issued to respond to the remaining outstanding questions.**

Receipt of this Addendum is hereby acknowledged by the undersigned Bidder.

\_\_\_\_\_  
AUTHORIZED SIGNATURE (Bidder)

\_\_\_\_\_  
DATE

\_\_\_\_\_  
TITLE OF PERSON SIGNING ABOVE & TELEPHONE

\_\_\_\_\_  
NAME OF COMPANY

**ADDENDUM NUMBER 9**  
HILLSBOROUGH COUNTY DEPARTMENT OF PROCUREMENT SERVICES  
P.O. BOX 1110  
TAMPA, FLORIDA 33601

DATE: October 1, 2009  
Page 1 of 4

**TO BIDDER:** This Addendum is an integral part of the bid package under consideration by you as a Bidder in connection with the subject matter herein identified below. Hillsborough County deems all bid proposals to have been proffered in recognition and consideration of the entire bid package - **including all issued addenda**. For purposes of clarification, receipt of this present Addendum by a Bidder **should be evidenced by returning it (signed) as part of the Bidder's sealed bid proposal.**

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**BID NUMBER: C-0144-09(DV)**

**BID TITLE: Design/Build of School Safety, Circulation and Access Program**

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**PLACE:** Department of Procurement Services, 601 E. Kennedy Blvd., 18th Floor, Tampa, FL 33602.

**THE INFORMATION INCLUDED HEREIN IS HEREBY INCORPORATED INTO THE CONTRACT DOCUMENTS OF THIS PRESENT BID MATTER AND SUPERSEDES ANY CONFLICTING CONTRACT DOCUMENTS OR PORTION THEREOF PREVIOUSLY ISSUED:**

**REASON FOR ISSUANCE OF THIS ADDENDUM:**

1. Issue questions/answers.
2. Issue Pavement Cross section and Typical Pavement Sections plans.
3. Shortlisted firms will be notified of Oral presentation date/time at a later date.

Receipt of this Addendum is hereby acknowledged by the undersigned Bidder.

\_\_\_\_\_  
AUTHORIZED SIGNATURE (Bidder)

\_\_\_\_\_  
DATE

\_\_\_\_\_  
TITLE OF PERSON SIGNING ABOVE & TELEPHONE

\_\_\_\_\_  
NAME OF COMPANY

### **Questions/Answers**

**Issue:** These questions relate to the pavement design in the conceptual plans for the Group B schools updated 8/27/09 and contained in Addendum #6.

In general, it should be noted that the updated pavement structures have a higher structural coefficient than that which was previously shown in the plans. Is it known whether or not these updated pavement structures match the existing pavement at each location?

Due to the change in friction course from FC-3 (structural coefficient= 0.22) to FC 12.5 (structural coefficient= 0.44), the structural number of the pavement section was increased slightly. The overall pavement thickness, however, has remained unchanged.

The updated pavement structures also have some inconsistencies between the widening and milling/resurfacing typical sections, as well as the widening and shoulder pavement structures. Examples are provided below:

1. **Question:** Crestwood – The widening pavement structure (type I) does not include the use of friction course, but the milling and resurfacing detail shows the use of 1.5” of FC-12.5 friction course. Is it the County’s intention to use friction course in the pavement widening?

**Answer:** Per the latest addendum, the Crestwood school site has been removed from the project.

2. **Question:** Bellamy, Leto, Northwest, and Twin Lakes – The widening pavement structure (type II) includes the use of 1” of FC-9.5 friction course, and the milling and resurfacing detail shows the use of 1.5” of FC-12.5 friction course. Is it the County’s intention to use two different types and thicknesses of friction course adjacent to one another?

**Answer:** The Friction Course FC-9.5 has been revised to FC-12.5 for all Type II Pavement Sections. Please refer to Conceptual Plan Revision #2. The Friction Course layer thickness has been updated accordingly.

3. **Question:** Carrollwood, Leto – The shoulder pavement structure includes the use of 1.5” of FC-12.5. The widening pavement structure for Carrollwood does not include friction course, and the widening pavement structure for Leto includes 1” of FC-9.5 friction course. Is friction course required for these shoulders? If so, shouldn’t the type and thickness of the friction course match that of the adjacent lane?

**Answer:** Per Conceptual Plans Revision #1, the Carrollwood school site was updated to Type II Pavement Section. Per Revision #2, the Leto school site Type II Pavement Section has been revised from FC-9.5 TO FC-12.5. Friction Course is required for the shoulders (See Revision #2).

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DATE: October 1, 2009  
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**Issue:** There are several schools that show widening to add either right-turn lanes or widening to add left-turn lanes and they show paved shoulders on plan view but not on typicals or there are paved shoulders shown 6 ft. wide on plan view (Cimino, Durant, Mango, Mulrennan, Symmes) for the Group A schools.

1. **Question:** In rural areas where the existing pavement beyond the project limits does not have a paved shoulder, is it necessary to provide a paved shoulder for the length of the widening for turn lanes?

**Answer:** Yes. Hillsborough County policy requires all proposed rural roadway widening projects provide appropriate width shoulders with a minimum of four feet (5 feet std) of the shoulder paved.

2. **Question:** Normally paved shoulders are a maximum of 5 ft. in width - is it necessary, if required at all, to be 6 ft. wide?

**Answer:** Reducing the paved shoulder width for CIMINO ELEMENTARY, DURANT HIGH, MANGO ELEMENTARY, MULRENNAN MIDDLE, and SYMMES ELEMENTARY from six to five feet is acceptable.

3. **Question:** If paved shoulders are req'd. - what is the required pavement structure as there is none indicated in the Group A concept plans (but there is a pavement structure included in the Group B plans)?

**Answer:** The required pavement structure for paved shoulders should be in accordance with the shoulder pavement detail shown on sheet 9 of the Conceptual Plans of Proposed Group "B" Schools prepared by KING ENGINEERING.

These questions relate to the pavement design in the conceptual plans for the Group B schools updated 8/27/09 and contained in Addendum #6.

1. **Question:** The changes made in the Group B schools for pavement for on-site improvements result in a Structural Number (SN) of 4.0 and the off-site paving SN is 4.9. These are very high numbers/requirements compared to other County roadway projects (for example, Lutz Lake Fern Rd. project SN=4.3 by true pavement design/traffic calculations) as well as the County's 2009 Transportation Technical Manual (min. SN=2.3 local residential roads and min. SN=2.5 for all other classifications) which applies to subdivisions and private development on-site roadways. The Group A school pavement design in the concept plans range from a 2.65 SN (min.) for Boyette Springs Elementary to an SN of 3.85 for pavement widening on off-site collector roadways. It is not clear why there is a large difference between the Group A and Group B school pavement designs.

The County needs to clarify what the min. SN is going to be required for the proposed improvements for consistency between the Group A and Group B schools in order to keep the costs down to the minimum requirements.

**Answer:** For consistency and to allow the Design-Build Team the option, the pavement sections for the Group B school sites have been revised to FDOT Optional Base Group designations. Since the County's Transportation Technical Manual does to allow for a Base Course (including asphalt) thickness of less than 8" for Collector Roads, the Design-Build Team's are not required to follow the TTM for pavement criteria. Refer to Group B Plans Revision #2.

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**Question:** At the pre-proposal conference, the discussion was to delete the attachment "A" requirement base on the following reasons.

- 1.) Attachment "A" would meet or exceed the post award 60% requirement,
- 2.) The cost of the survey work alone would be a substantial amount of money and is typically included in the Design/Build. For a project without a stipend, it would be both repetitive and unreasonable.

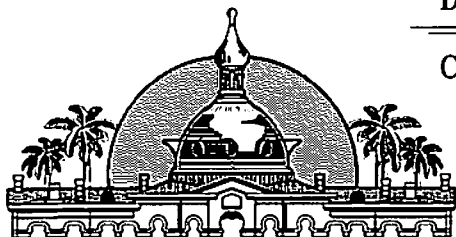
Addendum #7 still does not relieve the design/build team of this encumbrance. "Project Limits", "Horizontal Alignment", Major Topographic Features", Proposed Vertical Profile", "Connections to Existing Roadway" and "Utility Provisions" are all components of the 60% submission and cannot be completed without the survey and subsequent design.

It is our belief, Attachment "A" should be deleted and per the pre-proposal conference, should have been deleted.

**Answer:** It was agreed upon at the pre-bid meeting to eliminate the 'Survey controls and bench marks' and the 'Stationing along Horizontal alignment' requirements of the Attachment A Preliminary Plans. The bidders may elect to provide Preliminary Plans based solely on the electronic Conceptual Plans that were made available. The Preliminary Plans may be considered to be no more than an update/refinement of the Conceptual Plans. The Preliminary Plans will not be held to Plans Preparation requirements. There is no technical scoring directly associated with the Preliminary Plans. Notes and/or schematic drawings may be used to present certain Preliminary Plan elements such as Utility Provisions and Maintenance of Traffic.

HILLSBOROUGH COUNTY  
DEPARTMENT OF PUBLIC WORKS, ENGINEERING DIVISION

PROJECT NO.	FISCAL YEAR	SHEET NO.
69126	2009	1



HILLSBOROUGH COUNTY  
FLORIDA

CONCEPTUAL PLANS OF PROPOSED GROUP "B" SCHOOLS

SCHOOL SAFETY, CIRCULATION,  
AND ACCESS PROGRAM (SSCAP)

C.I.P. 69126

THE BOARD OF COUNTY COMMISSIONERS

KEN HAGAN	CHAIRMAN
MARK SHARPE	VICE-CHAIRMAN
KEVIN BECKNER	COMMISSIONER
ROSE FERLITA	COMMISSIONER
AL HIGGINBOTHAM	COMMISSIONER
JIM NORMAN	COMMISSIONER
KEVIN WHITE	COMMISSIONER

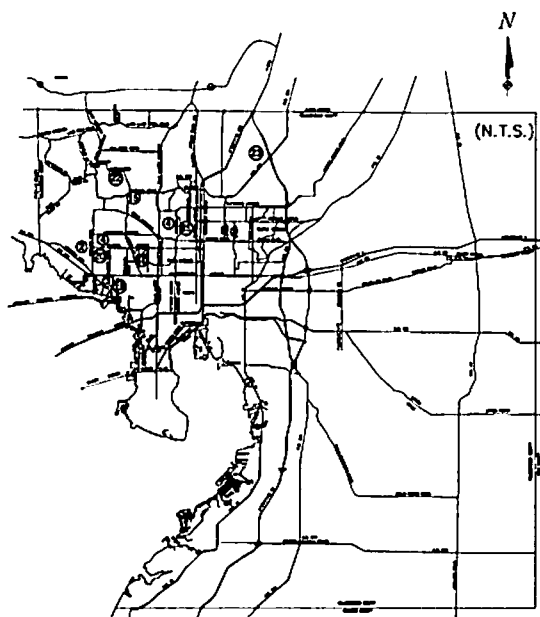
COMPONENTS OF CONCEPTUAL PLAN SET INCLUDE:  
TYPICAL SECTIONS AND CONCEPTUAL PLANS

INDEX OF PLANS

SHEET NO.	DESCRIPTION
1	KEY SHEET
2-9	TYPICAL SECTIONS (8)
10-21	CONCEPTUAL PLANS (12)

LIST OF SCHOOLS

2	ALONSO HIGH SCHOOL
3	BAY CREST ELEMENTARY SCHOOL
4	BELLAMY ELEMENTARY SCHOOL
10	CARROLLWOOD ELEMENTARY SCHOOL
12	CRESTWOOD ELEMENTARY SCHOOL
13	DICKENSON ELEMENTARY SCHOOL
15	HILL MIDDLE SCHOOL
16	LETO HIGH SCHOOL
20	MORGAN WOODS ELEMENTARY SCHOOL
22	NORTHWEST ELEMENTARY SCHOOL
23	PRIDE ELEMENTARY SCHOOL
25	TWIN LAKES ELEMENTARY SCHOOL



PROJECT LOCATION MAP  
(HILLSBOROUGH COUNTY)

PREPARED FOR:

HILLSBOROUGH COUNTY, DEPARTMENT OF PUBLIC WORKS, ENGINEERING DIVISION; PROJECT COORDINATOR/MANAGER: SAM HALABI, P.E.

ENGINEER OF RECORD:

JOHN TARANTINO, P.E. #57747

THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH:

THE FLORIDA DEPT. OF TRANSPORTATION, ROADWAY AND TRAFFIC DESIGN STANDARDS (DATED JAN. 2008).

THE FLORIDA DEPT. OF TRANSPORTATION, STANDARD SPECIFICATIONS (DATED 2007) AND SUPPLEMENTS THERETO UNLESS OTHERWISE NOTED.

THE LATEST HILLSBOROUGH COUNTY STANDARD SPECIFICATIONS FOR CONSTRUCTION.

THE LATEST HILLSBOROUGH COUNTY UTILITY ACCOMMODATION GUIDE STANDARDS.

**King**  
ENGINEERING ASSOCIATES, INC.  
4921 MEMORIAL HIGHWAY  
ONE MEMORIAL CENTER, SUITE 300  
TAMPA, FLORIDA 33634  
PHONE 813-230-8831  
FAX 813-230-8232  
E-MAIL king@kingengineering.com

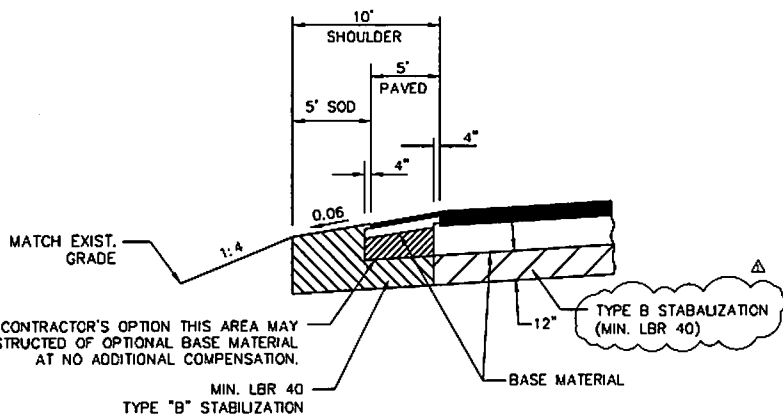
REVISIONS		
DATE	BY	DESCRIPTION
08/27/09	A	SHEETS 1,3,5-10,13-14,18
09/22/09	A	SHEETS 1,9

ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.

Pavement Cross section

Addendum No. 9

CONCEPTUAL PLANS 04-02-2009

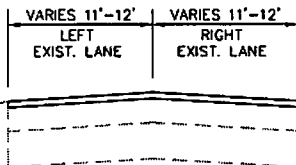


**SHOULDER PAVEMENT DETAIL**  
(N.T.S.)

AT THE CONTRACTOR'S OPTION THIS AREA MAY BE CONSTRUCTED OF OPTIONAL BASE MATERIAL AT NO ADDITIONAL COMPENSATION.

**SHOULDER PAVEMENT**

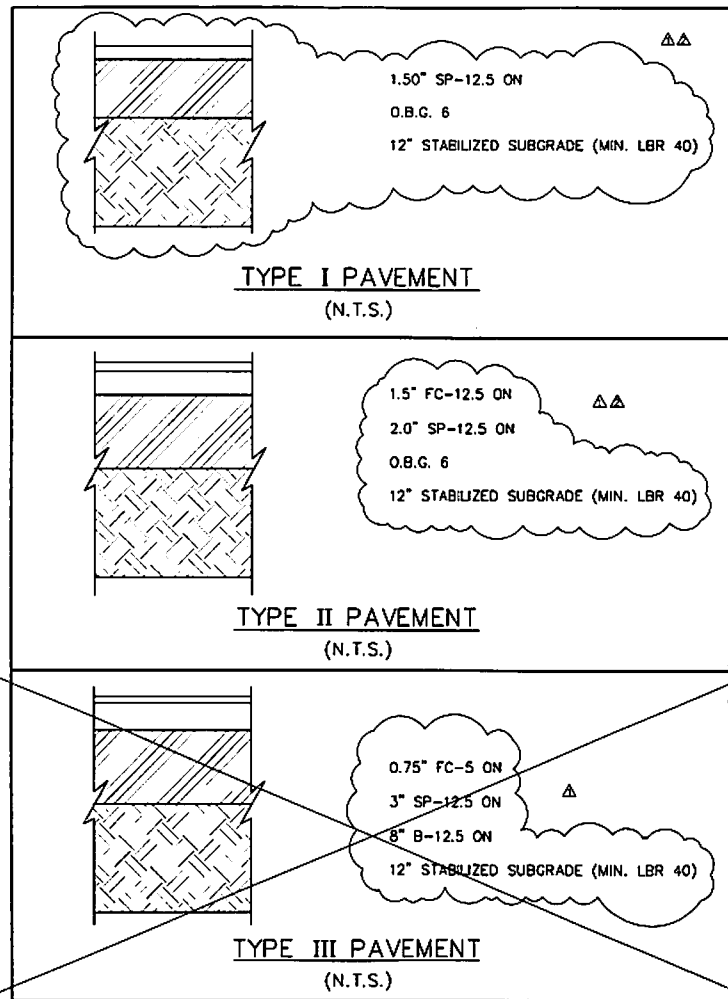
1.5" FC-12.5 ON  
1.5" SP-12.5 ON  
O.B.G. 4 ON  
TYPE "B" STABILIZATION (MIN. LBR 40)



**MILLING AND RESURFACING DETAIL**  
(N.T.S.)

**MILLING LIMIT NOTES:**

1. IF LT-CENTERED WIDENING, MILL AND RESURFACE LEFT EXISTING LANE ONLY FOR PROJECT LIMITS.
2. IF RT-CENTERED WIDENING, MILL AND RESURFACE RIGHT EXISTING LANE ONLY FOR PROJECT LIMITS.
3. IF CENTERED WIDENING, MILL AND RESURFACE BOTH LEFT AND RIGHT EXISTING LANE FOR PROJECT LIMITS.
4. IF RT-TURN LANE ONLY, NO MILL AND RESURFACE REQUIRED.



**TYPICAL PAVEMENT SECTIONS**

TYPICAL SECTIONS (8)

DATE	DESCRIPTION
11/21/02	CHANGED PAVEMENT SECTION
02/27/04	REVISED PAVEMENT SECTION

DATE	11/21/02
NO.	1171-2000-03
DATE	06/06/07
BY	AS SHOWN



4921 Memorial Highway  
One Memorial Center, Suite 300  
Tampa, Florida 33634  
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www.kingengineering.com  
Engineering License #2610

**SCHOOL SAFETY, CIRCULATION,  
AND ACCESS PROGRAM (SSCAP)**  
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HILLSBOROUGH COUNTY, FLORIDA