

SECTION 00 91 13
ADDENDUM NO. 03

EUREKA CORRIDOR AND FRANK & POET DRAIN IMPROVEMENTS

DATE OF ISSUE:	December 19, 2024
DATE OF ADVERTISEMENT:	December 19, 2024
DATE OF BID OPENING	<u>February 25, 2025 (REVISED)</u>
PROJECT NO.:	QuestCDN 9470865

This Addendum is hereby incorporated into the Original Contract Documents for bidding referred to above and is considered binding as though originally appearing therein. Receipt of this Addendum must be noted in the place provided in Section 00 42 43 – Proposal.

To all prospective bidders and others concerned, YOU ARE HEREBY ADVISED THAT the Contract Documents for the above referenced Project are revised in the following particulars:

I. ADVERTISEMENT FOR BIDS

- A. **Section 00 11 13:** Sealed Bids will be received by the City of Taylor through QuestCDN until **10:00 AM, Local Time, Tuesday, February 25, 2025**. This is a second and final extension from the original date of Tuesday, January 28, 2025.
- B. **Section 00 11 13:** The deadline for receipt of questions is **3:00 PM, Local Time, Friday, February 14, 2025**.

II. PROCUREMENT AND CONTRACTING REQUIREMENTS

- A. **Section 00 42 43 - Proposal:** The “Unit of Measure” for Items 47-53 will be revised to “LF”.

III. SPECIFICATIONS

- A. There are no plan sheet revisions in Addendum No. 3.

IV. PLANS

- A. There are no plan sheet revisions in Addendum No. 3.

V. Bidder Questions

<u>Question:</u>	<u>Reference:</u>	<u>Response:</u>
1) Please see attachment for our formal request for product substitution consideration on Eureka Road Corridor and Frank & Poet Drain Improvements Project. We are substituting CEM-KOTE FLEX ST Polymer-Modified Flexible Cementitious Waterproofing for your consideration.		<i>Substitution requests will be considered post-bid and award.</i>
2) Will there be a bid extension issued for this project?		<i>A second and final bid extension has been issued as noted above.</i>
3) Do you have an engineer’s estimate for this job?		<i>An estimate is currently being reviewed but will remain internal.</i>
4) Do you have the pay items set up in an Excel spreadsheet that you could send?		<i>An Excel spreadsheet of the pay items can be made available via email upon request, noting it remains the Bidders responsibility to revise as necessary to ensure consistency with the final bid items as presented in the QuestCDN platform.</i>
5) Due to the unique nature of this project and the use of non-standard (non-MDOT) bid items we request an extension of the bid date by 2 weeks for us to properly assess the proposed work, engage the appropriate subcontractors and suppliers, and address any responses/clarifications to questions.		<i>A second and final bid extension has been issued as noted above.</i>
6) Reference Proposal/Bid Form – The unit of measure for Items 47 to 53 is listed as “EA”, but it appears the unit of measure for these items should be “LF”, please review and revise as needed		<i>The “Unit of Measure” will be revised to “LF” in the Proposal for the noted line items.</i>
7) Reference Proposal/Bid Form, Item 105 – Allowance, Contingency (7.5% of Total Contract): A. Please clarify if this should be calculated as 7.5% of the total of Base Bid – Eureka Road Corridor (Items 1 to 104) or should this 7.5% allowance also consider the costs associated with the Base Bid – Off-Site Mitigation (Lakes of Taylor) items.		<i>This is intended to be addressed in Addendum No. 4.</i>

<p>B. Please consider moving this allowance to a standalone line (not included in any total/subtotal) on bid form. Estimating systems cannot handle performing this calculation when it is included in a total/subtotal and including it in the total/subtotal. Keeping it standalone will allow for a more simplistic calculation and including it within a subtotal does not seem to provide any benefit when evaluating bids.</p>		
<p>8) Reference General Construction Notes, note 2 (sht. G-0.02) – Based on this note there will be significant effort to associated with locating utilities and to make sure all bidders appropriately account for this please consider adding a bid item (similar to MDOT) for this exploratory excavation work.</p>		<p><i>This is intended to be addressed in Addendum No. 4.</i></p>
<p>9) Reference General Construction Notes, note 24 (sht. G-0.02) – This note references the pay item “Culvert Cleanout”, but this item is not included on the bid form. If the existing and proposed culverts are to be cleaned, please provide the above referenced pay item. If required, please confirm that this note is only applicable to the box culvert and corrugated steel arch pipes and not the pipes that outfall into this drain.</p>		<p><i>This is intended to be addressed in Addendum No. 4.</i></p>
<p>10) Reference Railroad Notes, note 4 (sht. G-0.02) – This note references that the contractor is to obtain railroad protective insurance. A. Is this required for this project? 1. If so, what are the limits of the policy? 2. If so, will we be required to have flagmen while we are performing work near the railroad? B. If so, please provide an allowance item for railroad flagmen (similar to MDOT).</p>		<p><i>If Contractor determines that access to the Railroad property is required, adherence to Railroad insurance requirements will be necessary. Requirements to be determined by the Railroad property. We understand all proposed work at the underpass locations lies under the jurisdiction of Wayne County.</i></p>
<p>11) Reference Maintaining Traffic – The maintenance of traffic plans provides a detailed traffic shift for the work associated with the box culvert/enclosed portion of the drain improvements. There are no restrictions as to the duration of the shift, please clarify that there are no duration restrictions to keep traffic in this configuration.</p>		<p><i>The Maintenance of Traffic (MOT) plan describes the Project in its entirety. A schedule and construction phasing plan must be prepared by the Contractor and provided to the Owner and Engineer for review and approval. Adhere to City Ordinance requirements for working hours and noise restrictions. Adjustments to the MOT will require coordination and approval from Wayne County.</i></p>

<p>12) Reference Maintaining Traffic – For the open-channel portions of the drain improvements we understand that we are to utilize the MDOT standards included in the plans. There are no restrictions regards the types of closures (single lane, double lane), lengths of closures, and durations of closures. Please clarify what restrictions we will need to adhere to regarding the performance of the open-channel work.</p>	<p><i>Additional clarification to be provided in a future Addendum.</i></p>
<p>13) Reference Maintaining Traffic – We did not see and restrictions as to implementing the traffic shift for the box culvert/enclosed portion of the drain improvements and performing the open-channel drain improvements concurrently. Please confirm that we can perform work on the box culvert/enclosed portion and open-channel portions concurrently.</p>	<p><i>The Maintenance of Traffic (MOT) plan describes the Project in its entirety. A schedule and construction phasing plan must be prepared by the Contractor and provided to the Owner and Engineer for review and approval. Adhere to City Ordinance requirements for working hours and noise restrictions. Adjustments to the MOT will require coordination and approval from Wayne County. It is anticipated phasing will be required in order to not close the entire corridor down at the same time as access must be maintained to all businesses at all times. A phasing plan that proposes concurrent work will be reviewed.</i></p>
<p>14) Reference Item 19, Excavation, Site – Can you please provide additional information as to what excavation is included in this item, the bid item description is somewhat vague, and we cannot figure what is associated with this item.</p>	<p><i>This is intended to be addressed in Addendum No. 4</i></p>
<p>15) Reference Item 22, Excavation, Open Channel – The bid quantity for this item is 17,000 CY, does this simply represent the excavation from existing grade to proposed final grade? Or does this quantity include the over-excavation needed to install the applicable stone treatments in the channel?</p>	<p><i>This is intended to be addressed in Addendum No. 4</i></p>
<p>16) Reference Plan Sheets C-4.02 to C-4.06 – Theses cross-sections for the open-channel portion of the drain show that we will need to placement fill to construct the channel – where is the cost to place this fill to be paid? Please confirm that existing material generated from the channel excavation can be utilized for this fill.</p>	<p><i>Existing material may be utilized for fill within the Drain limits. Adhere to all Permit and Wayne County Permitting requirements.</i></p>

<p>17) Reference Item 69, Lower Existing Water Main (8"); A. Is this item for the water main deflection shown on C-1.01? 1. If so, the plans are calling it to be 12" and the bid item is calling it out as 8", please clarify. 2. If not, where is the work associated with the "Lower Existing Water Main (8") item?</p>	<p><i>This will be clarified in Addendum No. 4.</i></p>
<p>18) Reference Plan Sheet S-1.01 – The profile of the culvert shown on this page depicts a deflection of a 16" water main, it is assumed that this deflection is existing, please confirm.</p>	<p><i>It is understood the deflection is existing. Additional clarification may be provided in a future addendum.</i></p>
<p>19) Reference Item 70, Segmental Retaining Wall: A. Can elevation views of these walls be provided? B. On the plan sheets a "BW" elevation is provided for each wall location – is this the elevation at the top of the leveling pad or is this the elevation at the proposed grade in front of the wall?</p>	<p><i>No new elevations will be provided. Clarification of the "BW" elevation will be provided in a future addendum.</i></p>
<p>20) Reference Item 99, Underpass Structural Repairs – This a lump sum item and there are no plan sheets depicting the work that needs to be completed for this item and the work cannot be reasonable assessed by the potential bidders. To bid this item of work we will either need scope of repairs with quantities of work to include in this item or preferably add the appropriate bid items with estimated quantities that we can bid. Please provide details for the proposed repair work.</p>	<p><i>This will be addressed in a future addendum.</i></p>
<p>21) Reference Item 100, Underpass Retaining Wall – Can elevation views of these walls be provided?</p>	<p><i>No new elevations will be provided.</i></p>
<p>22) Reference Off-Site Mitigation (Lakes of Taylor) – At the pre-bid meeting access to this location was discussed, can you please provide some additional information as to how we are to gain access to this location?</p>	<p><i>It is anticipated access is available at the west end of Superior Road. Photos of the access location are provided in Attachment 2. Fencing will need to be removed and replaced. Disturbed areas must be restored to existing or better conditions. There appears to be light brush and an existing "gap" between the trees. It is anticipated equipment can be moved along the northern edge of the Drain. Aggregate path may be necessary to address soft/wet conditions.</i></p>

23) Reference Plan Sheet S-1.01 – Is the “Typical Racho Road Section” on this sheet the existing typical section or proposed typical section? If it is proposed, would it be allowed to utilize a different roadway section for this, for example the standard Wayne County roadway pavement section noted on plan sheet G-0.02?		<i>Whitetopping will not be required to be replaced. Additional details will be provided in a future addendum.</i>
24) Are there any restrictions due to fishery issues?		<i>Adherence to the EGLE permitting requirements is necessary. A draft copy of the Permit is provided in the bid package for review.</i>
25) Please clarify the limitations of Pay Item No. 13; “Irrigation System, Remove and Replace, Southland Mall”.		<i>This is intended to be addressed in Addendum No. 4</i>
26) Please provide a copy of the Pre-Bid Presentation.		<i>Included as Attachment No. 2.</i>
27) There is a standard detail on Sheet C-5.06 that shows chain-link fence on top of a retaining wall. Is this detail applicable to any or all the headwalls? Is there anywhere else that this detail applies?		<i>Additional details to be provided in a future addendum.</i>
28) There is a specification section for fencing that covers chain-link and woven wire fencing. The Proposal sheets only include “...Split rail fence” – item 17, and “Railing, Ameristar...” – items 39 and 40. There is no pay item for Chain-link fence. Please clarify if chain-link fence is required anywhere on this project.		<i>Additional details to be provided in a future addendum.</i>
29) Sheets C.8.12 and 8.18 show what appears to be railing along the sidewalk on both sides of the road. Please confirm that this is railing, and if so, is it to be installed on top of the proposed retaining wall? Does the detail on Sheet C-5.06 apply to this? Please provide additional installation details.		<i>Additional details to be provided in a future addendum.</i>

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ATTACHMENTS

Attachment 1: Superior Road Access to Off-Site Mitigation (Photos)

Attachment 2: 1/27/2025 Pre-Bid Presentation

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Attachment 1: Superior Road Access to Off-Site Mitigation (Photos)



Attachment 2: 1/27/2025 Pre-Bid Meeting Presentation

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Eureka Rd Corridor and Frank & Poet Drain Improvements Frank & Poet Stream Mitigation Improvements

Pre-Bid Meeting
January 27, 2025



Introductions

- City of Taylor & TIFA Team
- Wade Trim Team
- Attendees

AGENDA

- Project Overview/Summary
 - Frank & Poet Drain Improvements
 - Eureka Road Streetscape Improvements
 - Frank & Poet Stream Mitigation
- Why are we doing this and how is it being funded?
- Construction Coordination
- Schedule

Project Overview

Frank & Poet Drain Improvements

- Approximately 700 LF of drain enclosure for the Frank & Poet Drain along Eureka Rd east of Telegraph Rd
- Open drain improvements

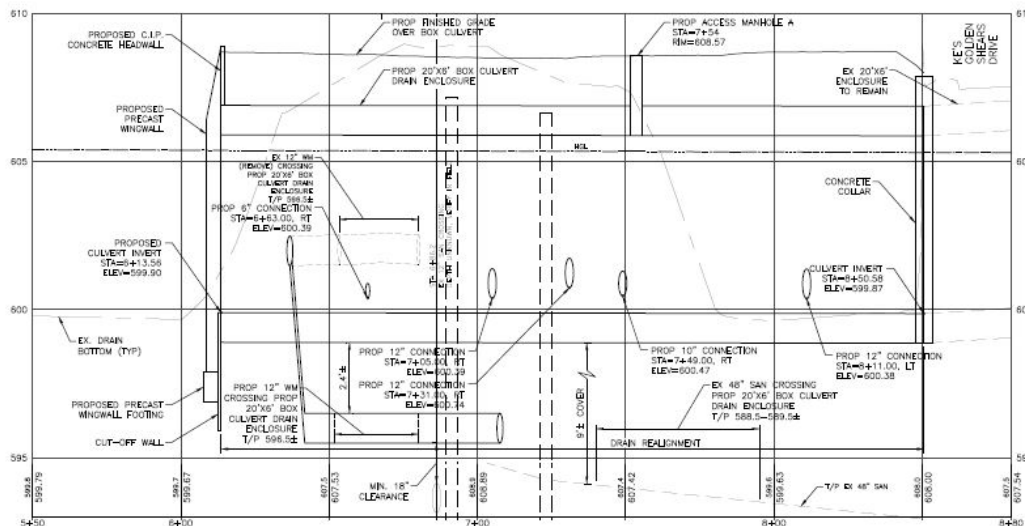
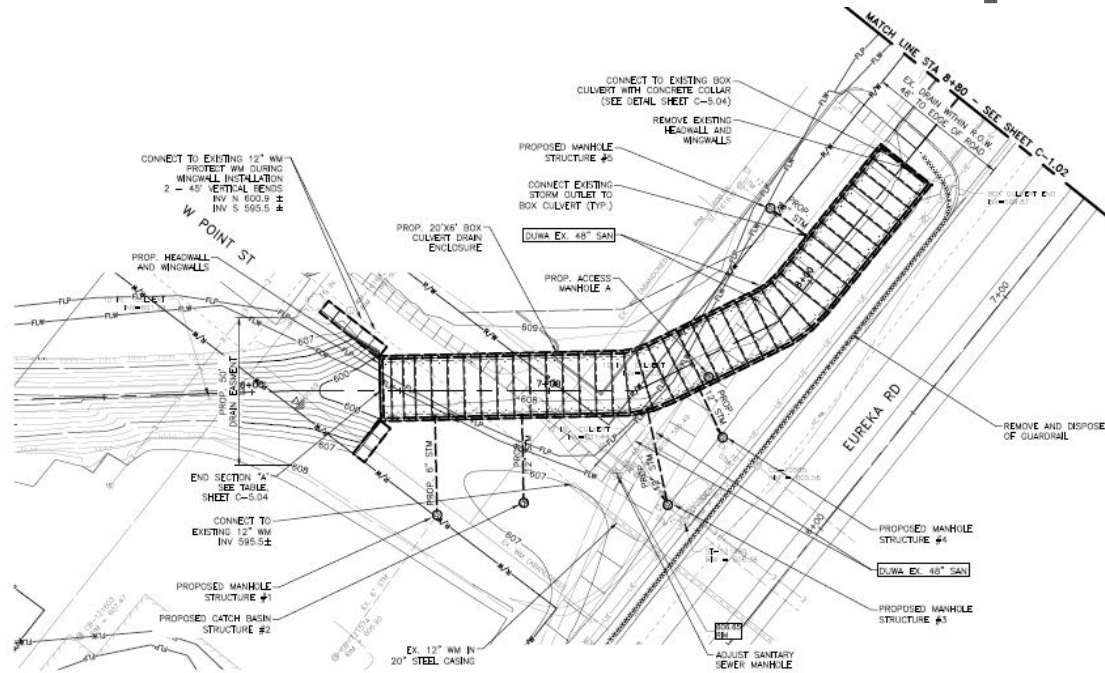
Eureka Road Streetscape Improvements

- Sidewalk replacements and enhancements, trees and plantings, elevated sidewalks at two overpasses, lighting upgrades (to be completed by DTE)
- North and south sides of Eureka Rd

Frank & Poet Offsite Stream Mitigation

- Approximately 400 lineal feet of stream channel restoration, culvert replacement and associated restoration activities at the Lakes of Taylor Golf Course

Frank & Poet Drain Improvements - Drain Enclosure



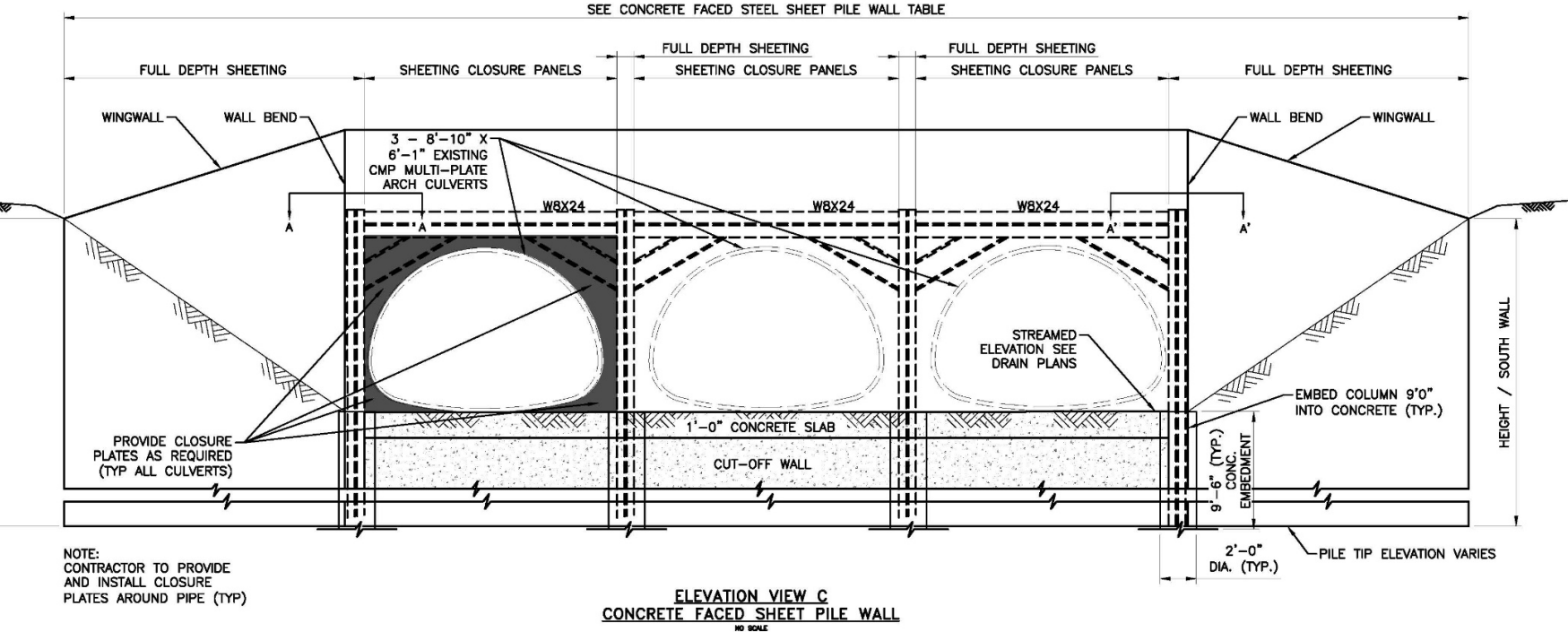
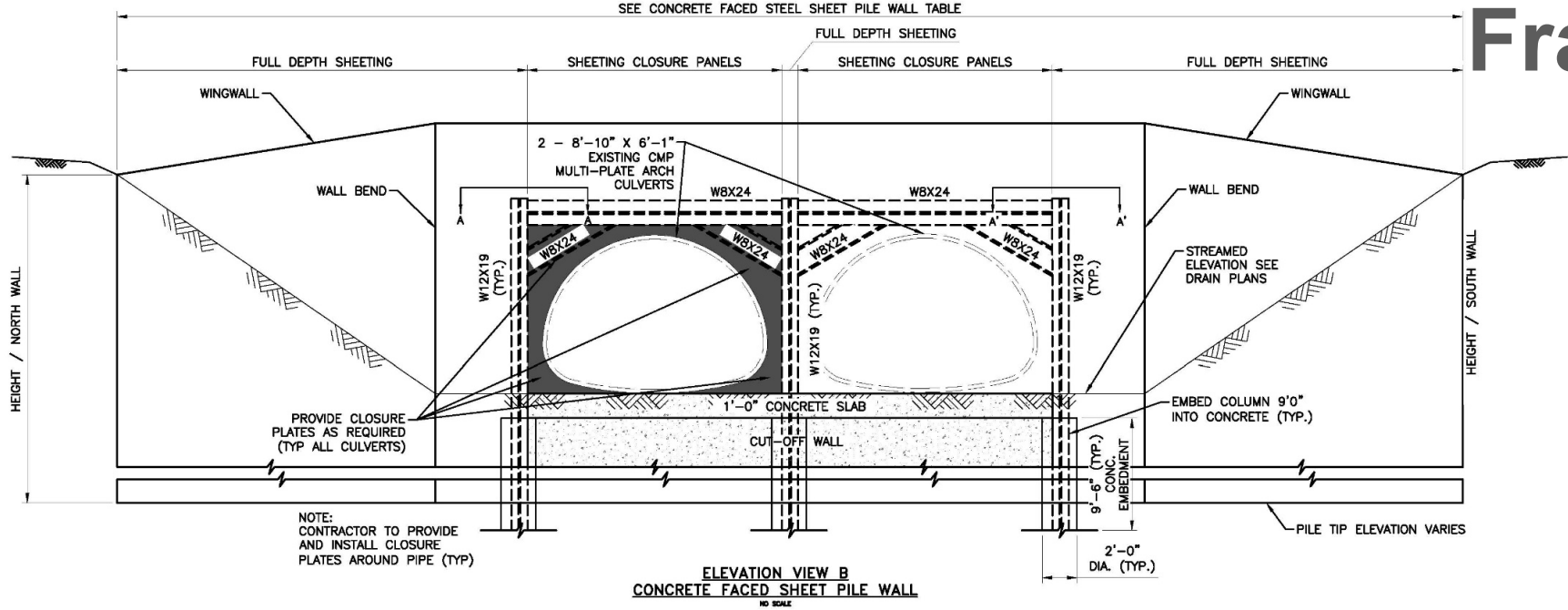
Precast Headwalls & Wingwalls

- Typical @ Upstream Entrance
- Typical @ Racho Road Culvert.

Connection of Proposed to Existing

- CIP Concrete Collar.
- Refer to Detail, Sheet C-5.04

Frank & Poet Drain Improvements – Concrete Faced Sheet Pile Wall



Eureka Road Streetscape Improvements

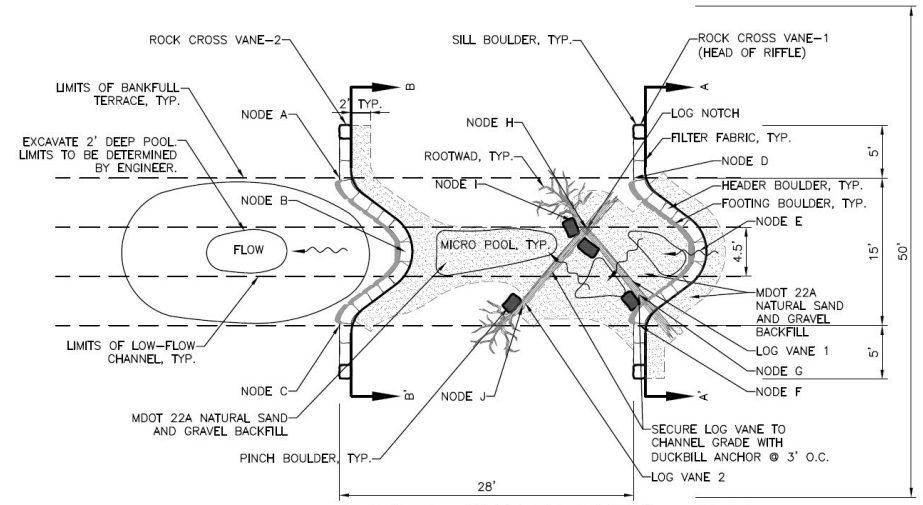
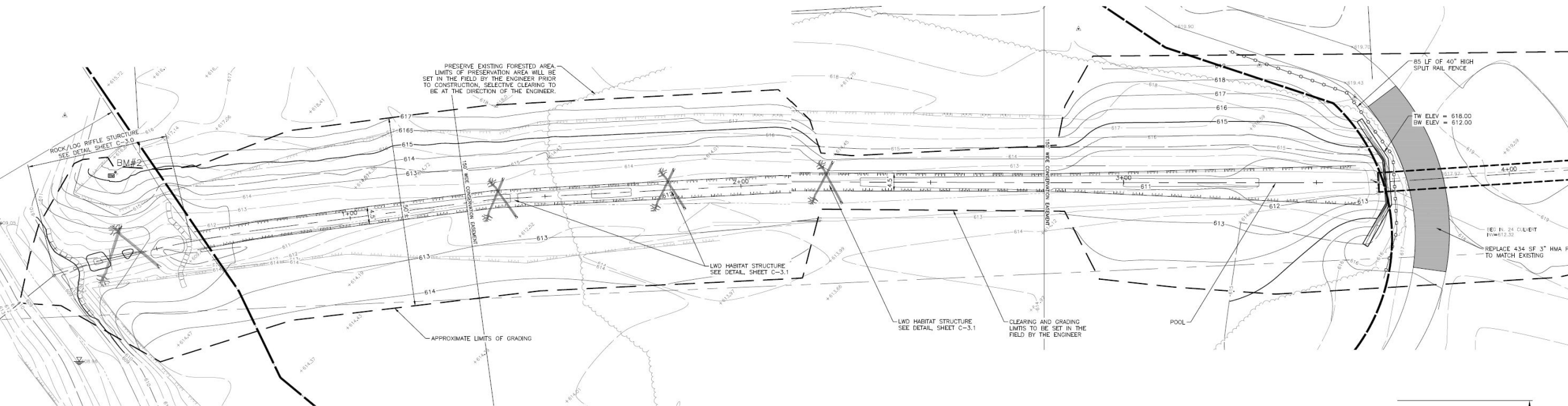
North side of Eureka Road:

- 10' or 8' wide concrete sidewalk
- Bus stop improvements
- Tree planting, restoration
- Additive alternates
 - 1: Concrete sidewalk connection West side of Meijer with railing
 - 2: Concrete sidewalk connection East side of Meijer
 - 3: Pergola and seating area in front of Southland Mall

South side of Eureka Road:

- Remove and replace damaged sidewalk

Frank & Poet Offsite Stream Mitigation



ROCK/LOG RIFFLE STRUCTURE - PLAN
NOT TO SCALE

Why are we doing this and how is it being funded?

Contractor Outreach Meeting Purpose

- Notify potential bidders of upcoming project and schedule in advance of bid letting

Why are we doing this and how is it being funded?

- Mandated NPDES Permit Requirement with EGLE
- Clean Water State Revolving Fund (CWSRF) Loan Process
- Aggressive Timeline to Secure Funding
- “Equivalency Project” – subject to:
 - Buy America Build America (BABA)
 - Disadvantaged Business Enterprise (DBE)
 - Bipartisan Infrastructure Law (BIL) Signage
 - Federal Funding Accountability and Transparency (FFATA)

Construction Coordination

- Businesses and residents
- Other ongoing projects in the area
- Panhandle
- Lakes of Taylor Golf Course
- DTE Energy
- Temporary construction easements

Schedule Parameters

- 50% of eligible Act 51 activities must be completed before November 2026
- Lakes of Taylor Golf Course
 - Stream mitigation must be constructed in off season
 - Other projects occurring in same timeline
- Bypass pumping / low-flow conditions for drain enclosure construction

Questions?