



State of Delaware
Department of Natural Resources and Environmental Control
Delaware Division of Parks and Recreation
89 Kings Highway
Dover, Delaware 19901

**CONTRACT DOCUMENTS & TECHNICAL SPECIFICATIONS
ADDENDUM No. 3**

Holt's Landing

**Assawoman Canal Trail – Phase 1
Contract No. 2014-HL-100
November 26, 2014**

This Addendum shall be attached to the specifications and/or drawings of the above named project and shall become part of the contract documents. All statements made herein shall supersede statements in the main body of the specifications and items shown on the drawings with which they are in conflict. Work and materials not specifically mentioned herein shall be as described in the main body of the specifications and as shown on the drawings. The bidder must acknowledge the receipt of this addendum on page 00300-5 of the Bid Form.

CHANGES AND/OR ADDITIONS TO THE CONTRACT DOCUMENTS

Modification to Drawings:

- Modification to C-502: Removal of access from Marina property adjacent to Elliot Avenue.
- Modification to C-903: Roof material revised to Delta Rib Roof to coincide with specification. Siding revised to Horizontal Lap Siding.

Modification to Specifications:

- Bid Bond form is attached to Addendum #3. This is a courtesy copy. Bid Bond was distributed during Pre-Bid conference in which attendees received a hard copy and were asked to initial Pre-Bid Sign-In sheet signifying receipt.

Changes to Bid Documents:

Bidders must note the new Bid Opening Date is **December 17, 2014** at DNREC's R&R building. Bid packages must be delivered and in the hands of Ms. Cindy Todd **no later than 3:00 p.m.** Packages received after 3:00 p.m. on the date listed above will be disqualified. All questions shall be received no later than **December 10, 2014 at 4:30 p.m.** Questions should be submitted directly to Ms. Cindy Todd. Further addenda, if applicable, to the contract documents shall be issued no later than **December 14, 2014.**

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Bidders must also note revisions made to the Pre-Bid Meeting Minutes specifically revising the answer provided for Question #6 in regards to Prefabricated Bathroom roof material.

All project approvals are attached to Addendum #3. Prospective bidders are asked to add approval letters to their specification package.

Questions/Comments

8. **Question** – Since most of the work will be on the path shouldn't there be separate highway wage rate for path?
Response: This project is classified as a Highway Construction project with the DOL. The prevailing wages were provided for Highway Construction effective March 14, 2014. If you have specific questions related to classifications of work please feel free to call Kyle Maguire, DE Dept. of Labor @ 302-451-3409.

9. **Questions** – Can you add a construction entrance on Central Ave.?
Response: Due to existing site constraints (i.e., guardrail, guy wires and limited access within public R/W) an additional construction entrance is not being considered at this time.

10. **Question** – Can we start from RT26 and work to the west, It would allow more time for the parking lot, the bridge and sidewalk on RT 26?
Response: In an effort to coordinate construction schedule with the ongoing Route 26 improvements project, it is anticipated that the work to the southeast must be constructed later in the schedule. If work began at sta. 52+00 working towards sta. 0+00, the construction associated with the Rt. 26 project would inevitable damage any installed improvements between sta. 49+00 to 52+00. In addition, there is currently no sidewalk to tie into at this location as that is part of the Rt 26 improvements.

11. **Question** – I would like to know what the pavement section is on Osprey, there may be up to 50 loads of stone on that road and we need to know if the road can handle it and are we going to have to repave the road.
Response: The pavement section of Osprey Lane is unknown at this time. The contractor shall anticipate using equipment that will not cause damage to the existing roadway. It will be the responsibility of the contractor to confirm the pavement section of the roadway prior to construction. Any damage done to Osprey Lane shall be repaired in kind at contractor's cost.

12. **Question** – It was said at the pre-bid meeting about saving trees does that mean that we should go over root that are in the path or do we excavate the path and remove all of the trees along the path within the LOD?
Response: Not all trees within the LOD are being removed just those marked. As previously stated, the trees shown are only those with 8" or greater calipers, it will

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be necessary to remove other conflicting smaller caliper trees and brush within the LOD. Some trees may have 25 % of their roots removed on the path side leaving 75% of other roots undisturbed. This is where the roots need to be pruned first and then the path excavated to minimize disturbance. Any trees in question should be marked prior to excavation and a method for preservation shall be discussed and agreed upon at the pre-construction meeting.

13. **Question** – Can we get a list of the permits that we need?
Response: Construction Plans are approved by all necessary delegating review agencies; Any and all applicable building permits, utility connection permits, entrance permits, etc. are the responsibility of the contractor as well as any fees associated with each.
14. **Question** – Can someone check the lengths of the RCP since it is made in 8' lengths and do they have flared ends
Response: Lengths shown include the flared end section length (a 12" FES is approximately 6' in length). Therefore, the pipe @ sta. 3+00 shall be revised to 28' in total length. Pipe SD-1 @ the proposed Town Road entrance shall be revised to 52' in total length. In summary, ten (10) sticks of pipe (8' in length each) plus four (4) flared end sections are required.
15. **Question** – When the restroom is being set by a crane, the truck with the pre-cast structure and the crane will have to sit on the parking lot. Will we have to mat the whole area? Will there be a problem with compacting the sub grade?
Response: All necessary precautions to prevent compacting of the parking area subgrade shall be taken. Additional mats could be required or depending on how close the crane needs to be to set the structure, the mats shown could be reconfigured so that the crane can rest on the mats and then repositioned for through traffic after the building has been set.
16. **Question** – Are there cross sections of the path and can we get them?
Response: A typical cross section is shown on sheet C-901. Specific cross sections at incremental stationing are not available; if you have questions related to certain sections of the trail please submit them.
17. **Question** – Can we get the survey data and control points for the path, parking lot and bridge?
Response: Survey Data and Control will be released to the awarded contractor following execution of the Electronic Media Release Form and fee. The Division will not provide construction stakeout for the project. Becker Morgan Group, Inc. is available to provide such services. Please contact J.C. Dodd @ 302-734-7950.
18. **Question** – At the end of the contract can a 2 year maintenance bond be used and instead of the performance bond?
Response: No. Performance Bond will be used as part of Contract.

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19. **Question** – How will the time be handled if we have a bad winter and cannot work? We need all of the time from January to May to get done on time.
Response: The contractor shall anticipate typical work delays caused by severe weather during inclement weather months. The contractor shall not be entitled to recover any damages resulting from such delays. In addition, as previously stated, the Town of Ocean View and the owner can permit Saturday working hours if necessary to maintain project schedule.
20. **Question** – Will the trail be flagged in areas of heavy vegetation so the contractor can ascertain the amount of clearing that will be required?
Response: All areas of heavy vegetation within the LOD shall be cleared in addition to small caliper trees in direct conflict with path construction (not shown on plans) and large caliper trees marked for removal on the demolition plans. Project site has been flagged in vicinity of proposed center line. No additional flagging shall be provided.