



Shelby County Government

MARK H. LUTTRELL, JR.
MAYOR

January 17, 2014

TO ALL BIDDERS:

RE: **Addendum No. 3 to Sealed Bid # I-000222B**
Fite Road and Bridge Improvements Project

IMPORTANT: Please note that the acknowledgement of receipt of addendum form must be completed and included with your proposal. It is located in Addendum No. 1.

Please note: *The bidders requesting the editable bid form spreadsheet, please email Nelson Fowler at nelson.fowler@shelbycountyttn.gov. Shelby County is not responsible for errors or omissions on this bid form. The official bid form is attached with this addendum.*

The following additions/corrections shall be made a part of the plans and contract documents for the above referenced project:

Bid Book:

1. Please replace the Bid Form with the attached revised form (Item No. 740-07.02, Geogrid Reinforcement (Soil Slopes) was added to the project).

Plans:

1. Sheet No. 22 – Please revise label that calls out the 2” RGS BORE & JACK under north bound US 51 to read “2” PVC (Schedule 80) DIRECT BORE”. The Contractor shall use 2” PVC (Schedule 80) in lieu of the RGS conduit.
2. Sheet No. 22B – Eliminate Note #2. Swivel balance adjusters are not needed.
3. Sheet No. 22B – EVP3 will be installed on the west span rather than where currently shown on the east span.
4. Sheet No. 2B – Eliminate Footnote #14 (Same comment as no. 1 above).
5. Sheet No. 2B, Footnote #15 – Revise footnote to list “650 L.F.” in lieu of “550 L.F.” of Optical Detector Cable. The quantity increased because EVP3 located on the east span will be installed on the west span (see Sheet No. 22).
6. Sheet No. 2A, Footnote No. 3 - The following language shall be added to the end of footnote no. 3: “The Contractor shall abide by the fill placement recommendations set

Page 1 of 3

forth in the letter from Dr. Ashraf Elsayed dated February 15, 2012 which is included in the Bid Book. The initial rate of embankment placement shall not exceed 1 to 2 feet per week. The embankment fill rate shall be determined based on monitoring of the settlement and dissipation of pore pressure. Settlement monitoring shall be performed using settlement plates or other appropriate surveying methods. Dissipation of excess pore pressure can be monitored by installation of vibrating wire (VW) piezometers. The Contractor shall be responsible for the installation of the appropriate means to monitor both settlement and pore pressure. The cost of these items will not be measured for payment but shall be considered incidental to Item No. 203-10, Embankment (Compacted In Place).”

7. Sheet No. 2A, Footnote No. 3 Clarification – The Contractor will not be responsible for the provision and installation of vibrating wire (VW) piezometers for this project. The Contractor will be responsible for providing, installing and maintaining eight (8) settlement plates for this project. The costs associated with provision and installation of the settlement plates will not be measured separately for payment but will be considered incidental to Item No. 203-10, Embankment (Compacted in Place).

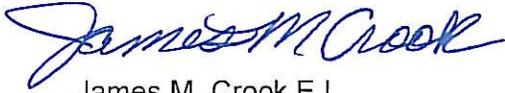
Clarifications:

1. See attached “Reinforced Slope Detail” which coincides with the addition of pay item no. 740-07.02, Geogrid Reinforcement (Soil Slopes). This pay item and detail have been added to address areas where 2:1 slopes exist outside of the retaining wall limits.
2. The attached “Retaining Wall Notes” have been added to the project to provide further clarification pertaining to the proposed retaining walls.
3. The same item number in the Bid Form (730-12.13, Conduit 2” Diameter (Jack And Bore) is to be utilized for the Schedule 80 PVC. The bid amount for this item number should reflect a direct bore utilizing 2” PVC (Schedule 80) rather than 2” RGS conduit.
4. The diameter for the 30’ steel strain pole foundation shall be 3’.
5. The diameter for the 34’ steel strain pole foundation shall be 3.5’.
6. The 4 – 34’ signal poles shall meet the new City of Memphis steel strain pole standard.
7. A battery backup system will not be required for the proposed signal.
8. A fiber optic splice box will not be required for the proposed signal.
9. The proposed footing depths for the steel strain poles shall be per the data listed in the “Signal Support Pole Data” table on Sheet No. 22A.
10. Item No. 730-05.01, Electrical Service Connection is strictly an allowance to reimburse the Contractor for the costs incurred by MLG&W to provide power to the proposed traffic signal. Work required by the Contractor (labor and materials) to between the proposed cabinet and the MLG&W point of connection shall not be measured for payment, but shall be considered incidental to other proposed traffic signal items for which this work is required.
11. The TDOT Special Provisions pertaining to fuel and bituminous material indexes will not be applied to this project.
12. Contractor’s Responsibility with regards to concrete testing – please refer to TDOT Supplemental Specification **600SS** with regards to testing responsibilities. *“It shall be the responsibility of the Contractor to provide cylinder molds, a wheelbarrow, and*

provide a level site to perform testing and for initial curing. The Contractor shall also provide a secure storage shed/building for temporary storage of concrete acceptance cylinders in accordance with Subsection 722.09 of these Specifications."

13. See attached questions and responses from the previous bid.

Sincerely,

A handwritten signature in blue ink that reads "James M. Crook". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

James M. Crook E.I.

Shelby County Roads, Bridges & Engineering Department

Cc: Darren Sanders, P.E.

Nelson Fowler

File