

ADDENDUM N.º 4

TOWN OF URBANA

KEUKA LAKE WATERFRONT ACCESS IMPROVEMENTS

THIS ADDENDUM, ISSUED TO BID DOCUMENT HOLDERS OF RECORD, INDICATES CHANGES TO THE BID DOCUMENTS DATED OCTOBER 16, 2020. ALL CHANGES DESCRIBED HEREIN SHALL BE INCORPORATED INTO THE CONTRACTOR'S BID PROPOSAL. THIS ADDENDUM IS PART OF THE CONTRACT DOCUMENTS. ACKNOWLEDGEMENT OF RECEIPT OF THIS ADDENDUM IS REQUIRED ON THE RESPECTIVE BID FORM.

SA PROJECT # 2019-027.10

November 25, 2020

Prepared By:

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The following notes, changes, additions, and replacements shall be incorporated into the Project Manual as applicable:

NOTICE TO ALL BIDDERS – NEW BID DUE DATE – DECEMBER 11, 2020

ADDENDUM #5 Published – December 4, 2020

Due date for Questions to be answered on ADDENDUM #5 – December 2, 2020

In the event that the Town of Urbana selects a design other than what Saratoga Associates provided, the design/build team will need to provide the same coverage and limits:

Minimum Limits of Insurance - Consultant shall maintain limits of no less than:

A. General Liability

1,000,000 per occurrence

\$2,000,000 general aggregate

\$2,000,000 products-completed operations

B. Automobile Liability

\$1,000,000 combined single limit

C. Employer’s Liability

\$1,000,000 per accident for bodily injury or disease

D. Umbrella Liability

\$5,000,000 Each Occurrence

\$5,000,000 General Aggregate

E. Professional Liability

\$2,000,000 per claim \$2,000,000 annual aggregate

Additionally, the contractor, design professional (and all of their related sub consultants / subcontractors) will name Saratoga Associates as an additional insured on their general liability, automobile liability and excess / umbrella policies.

ITEM 1. Contractor Questions

1.1. We see that main top and bottom chord members are indicated as tubular members. As galvanizers are reluctant to galvanize these tubular members, would main members consisting of rolled or W shapes be accepted? Open shapes are easier to galvanize and inspect.

Yes. A differing pedestrian bridge design with main members consisting of rolled or W shapes is acceptable.

1.2. What are the allowable and/or ultimate loads for the specified helical piles?

Allowable / ultimate loads for the specified helical piles result from the loading criteria included in the Keuka Lake Access Drawings. Specifically, live load criteria include 90 psf pedestrian live load and H-5 vehicular loading. Dead load criteria may ultimately differ depending on what is shown in the drawings, Item 3 (Alternative Boardwalk with Structural Design, Engineer’s Stamp), and Item 4 (Alternative Railing with Structural Design, Engineer’s Stamp).

1.3. If there is only an allowable load specified, what is the factor of safety in which these will be installed to?

The factor of safety which helical piles will be installed to is 2.

Are you accepting a helical pile alternate to the 7” and 12 ¾” pipe piles that are specified?

No, a helical pile alternate for the 7" and 12 3/4" pipe piles would not be acceptable.

- 1.4. We were told during the 11/13/20 pre-bid that Lakefront Access BID FORM Alternates could be NO BID items. If we do not have Engineer Stamped Alternatives to design then we do not have alternative pricing, hence, NO BID. Are we correct that ITEM 2, ITEM 3, and ITEM 4 may be marked NO BID on the BID FORM?**

Yes. Item 2 (Alternative Bridge with Structural Design, Engineer's Stamp), Item 3 (Alternative Boardwalk with Structural Design, Engineer's Stamp) and Item 4 (Alternative Railing with Structural Design, Engineer's Stamp) may be marked "No bid" on the bid form.

- 1.5. During 11/13/20 pre-bid the statement was made that the existing pier may not be removed prior to completion of the new pier. There is indicated interference between the existing pier and the new southerly docking pier. Please confirm that any interfering existing pier structure will be removed prior to new pile and pier installation.**

Yes. The existing pier structure will be removed prior to new pile and pier installation.

- 1.6. Bid Form for the Keuka Lakefront Access Project includes an Itemized Estimate list of work items. We were told at the 11/13/20 pre-bid that this list is for cost comparisons, this is a lump sum project. The Town has a source for the handrail and installation and a Bid Alternate for handrail. Are we allowed to NO BID the 965 Ft. railing item, exclude this item from our base bid?**

No. The 965 ft railing item may not be excluded. Item 4 (Alternative Railing with Structural Design, Engineer's Stamp) may be marked "No bid" on the bid form.

- 1.7. Please consider pushing this back, many questions will not come up until you hit a snag in your take-off and cannot be predicted ahead of time. The timeline you have put forth is over two weeks ahead of bid day. There will be subs/suppliers who haven't even looked at the bid docs at that time, regardless of me sending the plans over already. I know the market is dry, but there is still bidding going on all over and we're not just sitting around. Not to mention there are budget issues on this project, subs/suppliers will drive up costs due to not being able to ask questions about their specific scope pieces. On the other hand, here is an RFI – when will an addendum be issued memorializing all of the statements made during the pre-bid meeting(s) in regards to material substitutions and cost reduction possibilities for varying from the design docs? As of now there is nothing official telling us we can do anything but what is put on the contract documents.**

Please note BID DUE Date has been postponed to December 11, 2020.

1.8. The longer we have to iron out details and confirm things with you and your team as acceptable the greater the possibility of driving the \$ value down.

Understood.

----- **END OF ADDENDUM N.º 4** -----