

TRANSMITTED VIA EMAIL

April 5, 2023

To: Eligible Bidders

RE: Bid Addendum #3
County Road 127 North – Phase 2
Baker County Project No. 2021-21

Eligible Bidders:

Following are questions (Q#) in **bold** text followed by responses (R#) in normal text.

Q1 CAD files do not include project stationing tick marks, can CAD files be provided with this information/layer included?

R1 Both the proposed and existing conditions files include a centerline alignment with labeled stations at 1,000' intervals and intermediate tick marks at 100' intervals. However, these are Civil 3D elements and may or may not show up with a non-Civil 3D version of CAD. Also, the pavement hatch layer may make the ticks difficult to see while viewing the CAD file. You may turn off the pavement hatch layer to help with visibility.

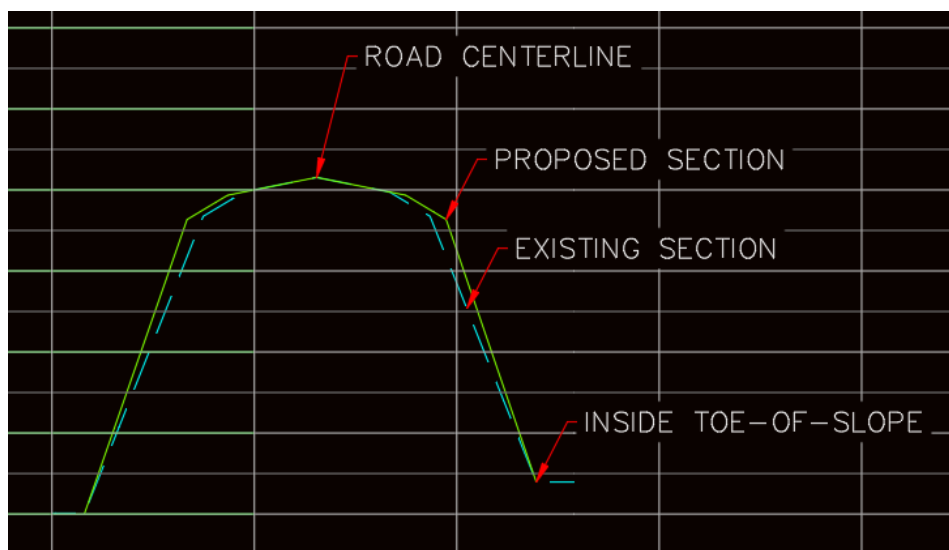
Q2 Is there existing topographic survey available? If so, please provide.

R2 Topographic data was obtained at all cross drains. However, topographic data was not obtained for the entire length of the roadway. The original survey data used for this project has been uploaded as file CR127N2_SURVEY.dwg and is available at <http://www.bakercountyfl.org/purchasing> under project 2021-21.

Q3 If there is no topo available, what information was used to quantify the excavation required to create the 2-3' flat ditch bottom on each side of the road (as shown in typical section) for the length of the project? To clarify, the excavation quantity area in question is from the ditch out to the ROW.

R3 The existing and proposed conditions surfaces used to calculate the earthwork were generated as follows:

1. Roadway centerline alignments and vertical profiles were defined from original FDOT design plans with horizontal and vertical adjustments made to best fit aerial imagery and survey data collected at the cross drains.
2. An existing conditions corridor model was then generated using the adjusted horizontal alignments and centerline profiles and the existing roadway typical sections (road segments 1 and 2 have different existing conditions typical sections). This model accounted for superelevation using standard methods.
3. A proposed conditions corridor model was then generated using the adjusted horizontal alignments and centerline profiles and the proposed roadway typical sections (road segments 1 and 2 have different proposed conditions typical sections). This model also accounted for superelevation using standard methods.
4. A volume surface was then generated that compared the proposed surface and the existing surface. The two surfaces tied into each other at the location of the inside toe-of-slope. Below is a section view of the two surfaces at an arbitrary point along the roadway.



5. Earthwork for excavation associated with road widening and for fill at individual cross drain extension locations were also factored into the overall earthwork quantities specified in the bid form.

The existing and proposed corridor models were generated making a number of assumptions and using the best available data. For example, toe-of-slope locations were determined using aerial imagery and using field measurements of side drain offsets along the roadway.

Earthwork calculations do not include any work beyond the inside toe of slope of the roadway embankment. The contractor shall prepare their bid such that earthwork does not extend beyond the inside toe-of-slope except at cross drain locations as shown on the plans. Any work beyond the inside toe-of-slope, if required, shall be the responsibility of Baker County.

Contractor shall note that earthwork is to be provided and paid for on a unit cost basis.

If you have additional questions, please transmit via email.

Sincerely,

TARBOX Consulting and Design, Inc.



Troy Tarbox, P.E.
President

ECopy: Chris Lee, Baker County Road Superintendent