



CITY OF DELRAY BEACH
100 N.W. 1ST AVENUE, DELRAY BEACH, FL 33444

Solicitation Addendum

Addendum No.: 3
Solicitation No.: 2017-065-2
Project No.: 17-008
Solicitation Title: Phase 1 of Seacrest Beautification
Addendum Date: August 31, 2017

Purchasing Contact: Ryan Lingholm

ITBC 2017-065-2 IS HEREBY AMENDED AS SET FORTH HEREIN BELOW. CITY RESPONSES TO QUESTIONS POSED BY PROSPECTIVE PROPOSERS ARE ALSO PROVIDED BELOW. THIS ADDENDUM NO. 3 IS HEREBY INCORPORATED IN AND MADE A PART OF ITBC 2017-065-2.

REPLACE:

EXHIBIT A, DRAWINGS, COVER SHEET

Exhibit A, Drawings, Cover Sheet is hereby replaced with the attached Exhibit A, Drawings, Cover Sheet per this Addendum No. 3. Information changed on this sheet has been depicted by revision clouds.

REPLACE:

EXHIBIT A, DRAWINGS, SHEETS C-4 THROUGH C-6

Exhibit A, Drawings, Sheets C-4 through C-6 are hereby replaced with the attached Exhibit A, Drawings, Sheets C-4 through C-6 per this Addendum No. 3. Information changed on these sheets has been depicted by revision clouds.

(Remainder of page intentionally left blank.)

REPLACE:

EXHIBIT A, DRAWINGS, SHEET C-13

Exhibit A, Drawings, Sheet C-13 is hereby replaced with the attached Exhibit A, Drawings, Sheet C-13 per this Addendum No. 3. Information changed on this sheet has been depicted by revision clouds.

REPLACE:

EXHIBIT A, DRAWINGS, SHEET C-16

Exhibit A, Drawings, Sheet C-16 is hereby replaced with the attached Exhibit A, Drawings, Sheet C-16 per this Addendum No. 3. Information changed on this sheet has been depicted by revision clouds.

REPLACE:

EXHIBIT A, DRAWINGS, SHEET C-23

Exhibit A, Drawings, Sheet C-23 is hereby replaced with the attached Exhibit A, Drawings, Sheet C-23 per this Addendum No. 3. Information changed on this sheet has been depicted by revision clouds.

REPLACE:

EXHIBIT B, SPECIFICATIONS, SECTION 1025

Exhibit B, Specifications, Section 1025 is hereby replaced with the attached Exhibit B, Specifications, Section 1025 per this Addendum No. 3. Information changed in Section 1025 has been highlighted in yellow.

REPLACE:

EXHIBIT D, BID PRICES

Exhibit D, Bid Prices is hereby replaced with the attached Exhibit D, Bid Prices per this Addendum No. 3.

(Remainder of page intentionally left blank.)

QUESTIONS AND RESPONSES:

Q1. We understand that NE 2nd is not a State Road but in the Local Agency Program (LAP) Specific notes on sheet C-2, note 1 states: "All FDOT standards and specifications shall be Calendar Year 2016..." Note 4 States: "Reference the 2016 FDOT 600 Series for all Required and Applicable MOT." Also, FDOT Clear Zones for roadways are 4' behind the face of curbs and 14' from the travel lane for 30mph roads without curbs. In many locations the final configuration puts obstructions, such as electrical poles, well within this 4' clear zone. Is this project required to conform to the FDOT Design standards and specifications? If so, has the City received approval from the FDOT to construct this project without adhering the clear zone requirements listed in Standard Index 600, Sheet 3? Is the final design already approved for construction by FDOT, with these clear zone violations known?

R1. Yes, this project is a Local Agency Program (LAP) Project and was designed in accordance with the LAP Manual. Local Agency Standards supersede all FDOT Standards except for the BIG 4. This note is in reference to any specific labels, notes, specifications that refer to FDOT Standards. Yes, FDOT has reviewed and approved the plans and specifications. Yes, there are no clear zone violations.

Q2. Sheet C-4, note 6 refers to the Florida Greenbook for the table on clear zones (in the 2016 version the table is 3-15). Is NE 2nd Avenue considered a "Local", "Collector" or "Arterial" street? Are we to treat the flush shoulder portion of the roadway as a 6' clear zone, 10' clear zone or 14' clear zone? Are we to assume the 4' curbed clear zone note below the table stating "On projects where the 4 foot minimum offset cannot be reasonably obtained, and other alternatives are deemed impractical, the minimum may be reduced to 1 ½'." Is to be applied on this project with regards to the poles/boxes etc. near the curbed intersections? Has the design field verified that the Curbs in their planned locations provide a 1.5' clear from face to obstruction? Has the design field verified that the Curbs in their planned locations provide a 1.5' clear from face to obstruction? Some intersections appear to be in violation of even the 1.5' clear zone. NE corner of NE 11th Street, Pole and Box appear to be on top of curb. NE corner of NE 10th Street, pole appears to be in line with curb. NE corner of NE 13th Street, pole appears to be shown INSIDE the curb.

R2. This road is a local street. Refer to Exhibit A, Drawings for clear zone widths.

(Remainder of page intentionally left blank.)

- Q3. Sheet C-17 Refers to FDOT Design Standards 600, 603, and 660 as applicable. Design Standard 603 is for Flagging operations. Flagging using 603 does not address the issues of the intersection of George Bush BLVD where there are two entry points to NE 2nd Ave as well as an offset visibility when approaching from the South on Northbound lanes. Design Standard Index 600, sheet 4, “Flagger Control” states: “The flagger must be clearly visible to approaching traffic for a distance sufficient to permit proper response by the motorist to the flagging instructions, and to permit traffic to reduce speed or to stop as required before entering the work site. . .” How are we to provide visibility to flagging operations through an offset intersection? If the answer is to provide the flagging operation before the signal, how do we control the East/West entry points without creating a chaotic, 4 way flagging operation? How do we provide the 50’ Taper and **“Not Less than”** 200’ Buffer space required for flagging operations between the flagmen and the work zone in areas? (Index 603, Page 1, Note 6.) When the distance between the intersections of the cross streets are typically 240 feet, without closing down the side streets access during the construction of NE 2nd Ave?
- R3. The Flagging operation can be provided before the signal, as needed. The east west entry points can be controlled by coordinated flaggers with stop/slow signs. The intersection can operate as a 3 phase cycle: 1) northbound movement 2) southbound movement 3) eastbound movement. It is suggested to complete as much work as feasible during the 2nd Avenue closure/detour to minimize the amount of time that a 4 way stop traffic control system would be required at the intersection. The side street detours provided in the plans can be used as needed in the event that the construction activities prohibit the side street to remain open.**
- Q4. FDOT Design Standard 600, Sheet 9 refers to drop off conditions. Drop offs are any drop in elevation greater than 3” with a slope greater than 1:4. While the construction area is active, the drop off condition created by the reconstruction activities is ignored, but after work ends for the day, the drop off must be protected by either Barrier Wall, Sloping (1:4), or eliminated by re-filling and compacting the Trench. Barrier Walls are expensive and require deflection distance between the wall and the trench which would reduce the travel lanes to 9 Feet in BOTH directions. Sloping or re-filling the days excavation adds time and cost to the project as the first and last hour of the day are spent excavating or filling in trenches to ensure the safety of the motorists at night. Will the City be protecting itself from litigation by requiring the contractor to perform the required drop off protection during construction? Will the City allow the reduction of both lanes to **9 feet** to accommodate Barrier wall installation to protect the trenching at the end of each day? Will the City require the crash attenuators to be fixed to the ends of the Barrier wall if barrier wall is utilized to protect the drop off? If the city will not allow reductions in the travel lane width to accommodate the use of barrier wall, should the contractor include all the costs of Filling and re-excavating the trench for the roadway construction in his Lump Sum MOT item?
- R4. The contractor is required to provide drop off protection or take the necessary measures to eliminate any drop off hazards at the end of the work day. The City will not allow travel lane widths to be reduced to 9 feet. If**

temporary barrier walls are used, crash attenuators shall be utilized as applicable on the end of barrier walls are that within the clear zone. The contract should include any cost related to ensuring the safety of the motorists during and after construction.

- Q5. Is the contractor responsible for the cost of hiring a designer to provide MOT plans for scopes of work which cannot be accomplished with the provided plans and the Design Standard 600, 603 and 660 referenced, or will the City utilize the EoR to provide these designs at the request and coordination of the Contractor? One Example of work not covered by the design standards or provided plans: Sidewalk and Curb on George Bush Blvd Eastbound/Westbound. FDOT states that work within 2 feet of the travel lane shall require a lane closure/Shift/Flagging. No MOT plan provided and no design or standard provided for flagging through an intersection one-lane in both directions.
- R5. Exhibit A, Drawings, Sheet C-23 is revised per this Addendum No. 3 to include the work zone and MOT scheme to construct the sidewalk and curb along George Bush Blvd. A lane closure is not anticipated as there is approximately 31' of existing pavement in this area which can accommodate a minor traffic shift.**
- Q6. We cannot locate Exhibits EX-1 – EX-3 as listed on the cover sheet of the plans. Where are the “Sketch of Survey” sheets?
- R6. Exhibit E, Sketch of Survey Sheets is added to this solicitation per this Addendum No. 3.**
- Q7. The description of Pay Item 8 lists two historic locations (Fabric). Please indicate where in the plans these are located. We were unable to find them during a field visit.
- R7. Exhibit B, Specifications, Section 1025 is revised per this Addendum No. 3 to state any historical locations instead of a specified number of historical locations.**
- Q8. The Bid item numbers on the bid sheet and corresponding Bid item numbers in the specifications don't match up. While these may be typos or cut and paste issues, for the sake of clarity and to avoid any confusion, will the City please review the bid item numbers and the associated Bid item specifications to ensure they match up?
- R8. Exhibit B, Specifications, Section 1025 is revised per this Addendum No. 3 to provide consistency between documents.**
- Q9. Will the City be providing a location for staging or stockpiling materials within the site?
- R9. No, the City will not be providing a location for staging or stockpiling materials within the site.**

Q10. Spec Section 01590, 1.04-B requests a field office for the Engineer and Owner's Representative. Is this required for the project? If so, what pay item should we put the cost of renting an office space?

R10. No, a field office is not required for this project.

Q11. Spec Section 01025-8, 3.19 "Colored Asphalt Coating - Bid Item No. 19" Note D lists a color used in FM 431650-1-58-01. Will the City please provide the submittal used on this previous contract to ensure the same matching product is used?

R11. The information for the previous color is unavailable at this time. Please provide a submittal based on FDOT approved list of materials, with similar color.

Q12. Spec Section 344 Concrete for LAP. This section defines Concrete Work Category 1 as Sidewalks, Curb and gutter, ditch and slope pavement and other **NON-reinforced** cast-in-place elements. Category 1 concrete is non-structural as noted in 344-3.1.1. The Table shows no testing for Non-Structural. Please confirm that the only concrete that will require testing and sampling is the **Reinforced structural** concrete shown in the header curbs in the proposed brick crosswalks.

R12. Yes, this statement is confirmed.

Q13. Sheet C-27 – Paverbrick Crosswalk Detail – The note states that the contractor shall keep the road closed a minimum of 3 days for the concrete to cure. The Crosswalks at George Bush only allow for a night time closure with the road back open during the day. Please clarify.

R13. Prior to construction for this project commencing, the contractor and City will need to discuss details of this road closure.

Q14. Sheet C-3, Typical proposed section. This shows demolition, removal, and reconstruction of two feet of the existing roadway in addition to the construction of the widening. After visiting the site, we notice the entire roadway contains cracking and wear to be expected from an older roadway, but we could find no obvious or apparent failures of the outer two feet of existing roadway that would necessitate rebuilding ONLY the two foot outer section of the existing lane. Would the city consider not rebuilding two feet of the existing lane, and instead only construct the outer widening? If so, please reduce the bid quantity for the associated items to reflect this proposed change. (Or possibly an alternate deduct?)

R14. The purpose of the 2' shoulder removal is not to rehabilitate the shoulder. The work included in this section was approved by FDOT and revising the scope of work is not permissible.

Q15. Would the city be willing to allow the 0.34 mile section of NE 2nd avenue to be placed into a One-way condition in lieu of the flagging operation? Doing so would increase speed of the project, reduce cost significantly, and cause less of an impact to the public as you would not have stacking issues as cars lined up to be flagged past the construction. Please advise if the City would consider this option.

R15. This option could be considered, pending the development and approval of a satisfactory MOT plan for this work.

Q16. Sheet C-16 shows new conduit crossing George Bush Blvd and NE 2nd Avenue. These are listed as 630-2-12 Pay Items. This is for a directional bore installation. The directional bore LF listed on the item only accounts for the area directly under the asphalt. In reality, the LF of boring that needs to be installed is much greater as it is impossible to start and end the bores at PRECISELY the edge of pavement on both sides of the road. The notes list 3 Runs of the following: 45, 30, 31, and 17 LF for a total of 3 runs of 123 LF. We estimate approximately 3 runs of +-200 LF. We recommend clarifying these notes as the pay item description for 630-2-12 states: “**Measurement is for the straight line HORIZONTAL DISTANCE of the trench or bore, from pull box to pull box**” and the current quantity on the plan is not reflective of Pull box to pull box, and may leave you open to claims.

There may not be enough room for performing a directional bore without utilizing portions of the adjacent private properties as either starting or ending points. Has the City procured Construction Easements with the adjacent properties on all corners?

R16. Exhibit A, Drawings, Sheet C-16 is revised per this Addendum No. 3.

Q17. Will the City consider closing portions of the George Bush Blvd intersection utilizing a night-time detour and allowing the signal conduits to be trenched across the road in lieu of Directional Bore?

R17. No, the Directional Bore is the City’s preference at this time.

Q18. Sheet C-4: The limits of Construction shown at George Bush Blvd do not include the areas shown on C-16 which call for new loops and pedestrian signals south of the BEGIN PROJECT STA 36+18.66. Please clarify. Also, it appears the loops south of George Bush Blvd (Labeled L-6 on Sheet C-16) were installed in Phase 0. Please confirm that these are not required to be reinstalled during this Project.

R18. Exhibit A, Drawings, Cover Sheet, Sheet C-4, and Sheet C-13 are revised per this Addendum No. 3.

Q19. Page 427 of the bid documents states that the bidder shall have a Florida General Contractors License to bid this project. Being that this project does not have a building or structure, will a Palm Beach County Asphalt Paving License be acceptable?

R19. At this time, the City will not be changing the minimum qualification requirements of this ITBC.

Q20. Please review the plan sheets C-4 through C-6 and pay specific attention to the “Proposed Reconstruction Shoulder” legend marking. There are areas on the West side of the road between intersections of NE 9th, NE 10th, NE 11th and NE 12th streets which appear to be widened but lack the markings to designate this as such. While we believe the intent is to reconstruct this area, we are asking that the City provide clarification for all bidders.

R20. Exhibit A, Drawings, Sheets C-4 through C-6 are revised per this Addendum No. 3.

Q21. Will the City please provide the contact information for the subcontractor who painted the Green bike lanes in Phase 0?

R21. The subcontractor who painted the bike lanes in Phase 0 was Traffic Calming USA. Traffic Calming USA's phone number is (770) 505-4044.

NOTE: Unless otherwise noted, items that are ~~struck through~~ are deleted. Items that are underlined have been added. All other terms and conditions remain as stated in the ITBC.

End of Addendum

INSTRUCTIONS:

Receipt of this addendum must be acknowledged as instructed in the solicitation document. Failure to acknowledge receipt of this Addendum may result in the disqualification of Respondent's response.

CITY OF DELRAY BEACH

NE 2ND AVENUE / SEACREST

PHASE 1

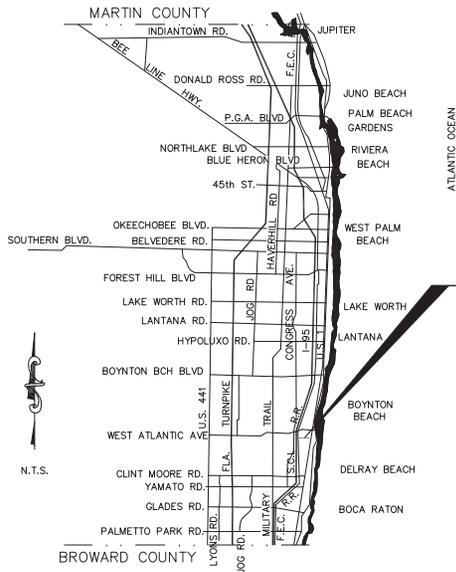
CITY PROJECT NO. 14-071
FM No. 435080-1-58-01

CITY OFFICIALS

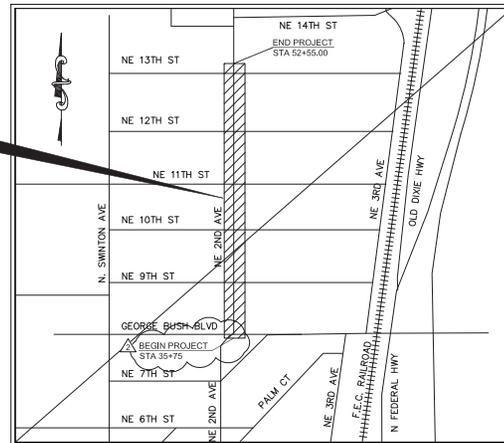
MAYOR	CARY D. GLICKSTEIN
VICE MAYOR	SHELLY PETROLIA
DEPUTY VICE MAYOR	AL JACQUET
COMMISSIONER	JORDANA L. JARJURA
COMMISSIONER	MITCHELL KATZ
CITY MANAGER	DONALD B. COOPER
DIRECTOR OF ENVIRONMENTAL SERVICES DEPARTMENT	JOHN MORGAN
CITY ENGINEER	ISAAC KOVNER, P.E.

INDEX OF SHEETS

C-1	COVER SHEET
C-2	GENERAL NOTES
C-3	TYPICAL SECTIONS
C-4 - C-6	ROADWAY IMPROVEMENT PLAN
C-7 - C-12	INTERSECTION DETAILS
C-13 - C-15	SIGNING & PAVEMENT MARKING PLANS
C-16	SIGNALIZATION PLANS
C-17 - C-24	TRAFFIC CONTROL PLANS
C-25 - C-28	DETAILS AND SPECIFICATIONS
EXHIBITS	
EX-1 - EX-3	SKETCH OF SURVEY



PROJECT



LOCATION MAP

NO SCALE
SECTION 9, TOWNSHIP 46 SOUTH, RANGE 43 EAST
PROJECT LENGTH

1,636.34 FEET
0.31 MILES

VERTICAL DATUM: NATIONAL GEODETIC
VERTICAL DATUM OF 1929 (NGVD29)

HORIZONTAL DATUM: NORTH AMERICAN
DATUM OF 1983, FLORIDA STATE
PLANES, EAST ZONE, U.S. FEET (NAD83)

PLANS ARE SCALED TO PLOT ON 24" X 36"
SHEETS. THE SCALE OF THESE PLANS MAY
HAVE CHANGED DUE TO REPRODUCTION.



CITY of DELRAY BEACH
ENVIRONMENTAL SERVICES DEPARTMENT
434 SOUTH SWINTON AVENUE, DELRAY BEACH, FLORIDA 33444
Phone: (561) 243-7322 Fax: (561) 243-7314

PREPARED BY:



ENGINEERING // SURVEYING // ENVIRONMENTAL // PLANNING

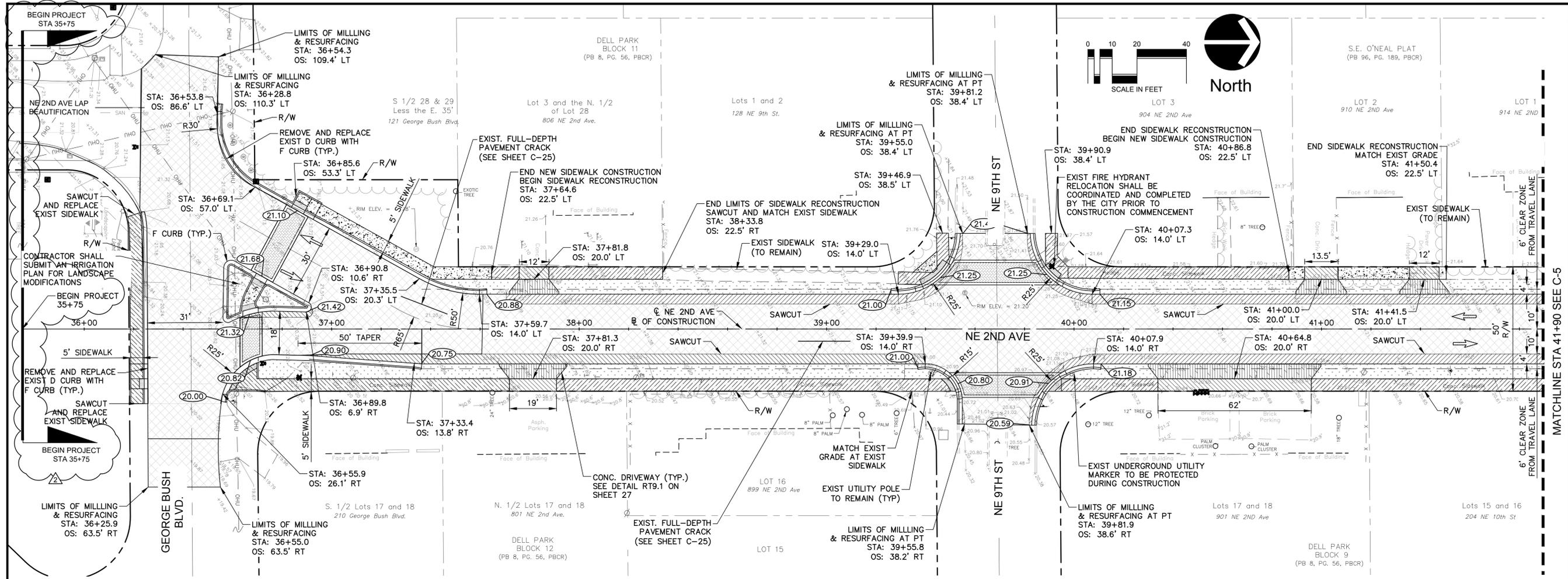
2035 Vista Parkway
West Palm Beach, FL 33411
Phone No. 561.687.2220
Fax No. 561.687.1110
Cert No. 6091 - LB No. 7055



REVISIONS
8/30/17 PROJECT LIMITS

ENGINEER OF RECORD
BRETT OLDFORD, P.E.
PE# 61795
8/30/17

CITY OF DELRAY BEACH
NE 2ND AVENUE / SEACREST
PHASE 1
PRODUCTION SUBMITTAL
WGI NO.: 1004.11



REVISIONS		NO.	DATE	DESCRIPTION	BY
1	8/30/17	1	8/30/17	PROJECT LIMITS	SCC
2	8/30/17	2	8/30/17		SCC

CAD FILE	NO.	DATE	DESCRIPTION	BY
CAD\NE2_RD_PLANS.DWG	1004.11	8/30/17	1004.11	SCC

ENGINEER OF RECORD	DESIGNED	CHECKED	DATE	SCALE
BRETT OLDFORD, P.E. PE# 61795	SCC	SCC	8/30/2017	1" = 20'

NOTES:

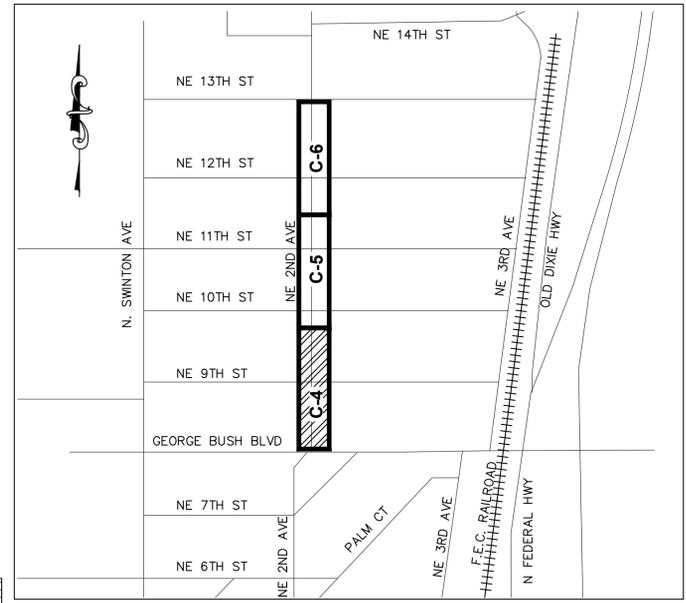
- ALL STRIPING AND DELINEATION TO CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) LATEST EDITION.
- ALL CROSSWALK SIGNS AND ADVANCED PAVEMENT MESSAGES SHALL BE DESIGNED AND INSTALLED PER FDOT STANDARD (INDEX NO. 17346).
- REFERENCE THE 2016 FDOT 600 SERIES FOR ALL REQUIRED AND APPLICABLE MOT PLANS.
- ALL DETECTABLE BRICK PAVERS SHALL BE COLOR "BRICK RED".
- CONTRACTOR SHALL BE RESPONSIBLE TO ADJUST VALVE RINGS AND COVERS TO MATCH PROPOSED GRADE.
- REFER TO "MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS" ALSO KNOWN AS THE "FLORIDA GREEN BOOK", FOR CLEAR ZONES, CHAPTER 3, TABLE 3-12.
- CONTRACTOR RESPONSIBLE TO REPLACE ALL TRAFFIC LOOPS.
- ANY STEEL INCORPORATED INTO THIS PROJECT SHALL CONFORM TO BUY AMERICA PROVISION 23 CFR 635.410.
- ALL WORK FOR THIS PROJECT WILL BE COMPLETED WITHIN AND FROM THE EXISTING RIGHT OF WAY.
- THE DESIGN SPEED FOR THIS ROAD IS 30 MPH.
- CITY OF DELRAY BEACH SHALL BE RESPONSIBLE FOR COORDINATING THE REMOVAL OF PRIVATE LANDSCAPE AND ABOVE GROUND APPURTENANCES BEFORE CONSTRUCTION BEGINS.

LEGEND

- EXIST. ELEVATION
- DIRECTION OF FLOW
- STREET/STOP SIGN
- EXIST. BACKFLOW PREVENTER
- EXIST. BOLLARD
- EXIST. CLEANOUT
- EXIST. FIRE HYDRANT
- EXIST. FLOOD LIGHT
- EXIST. GATE VALVE
- EXIST. SANITARY MANHOLE
- EXIST. METER WATER/ELECTRIC
- EXIST. POWER POLE
- EXIST. DRAINAGE
- EXIST. OVERHEAD LINES
- EXIST. SANITARY
- EXIST. TELEPHONE
- EXIST. WATERMAIN

ABBREVIATIONS

- BT BURIED TELEPHONE
- CB CATCH BASIN
- CL CENTER LINE
- CI CURB INLET
- CO CLEANOUT
- CR CURB RAMP
- CS CONTROL STRUCTURE
- D DRAINAGE MANHOLE
- EL ELEVATION
- EOP EDGE OF PAVEMENT
- EX EXISTING
- FH FIRE HYDRANT
- I INLET
- INV INVERT
- M MANHOLE
- MB MAIL BOX
- OE OVERHEAD ELECTRIC
- OHU OVERHEAD UTILITY
- OS OFFSET
- PBC PALM BEACH COUNTY
- PC POINT OF CURVATURE
- PT POINT OF TANGENCY
- R/W RIGHT OF WAY
- S SEWER MANHOLE
- STA STATION
- SW SIDEWALK
- TYP TYPICAL
- W WATER METER
- WPP WOOD POWER POLE
- WV WATER VALVE



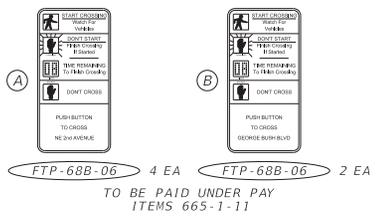
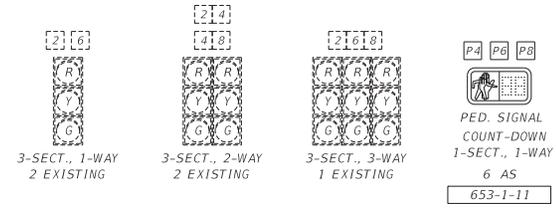
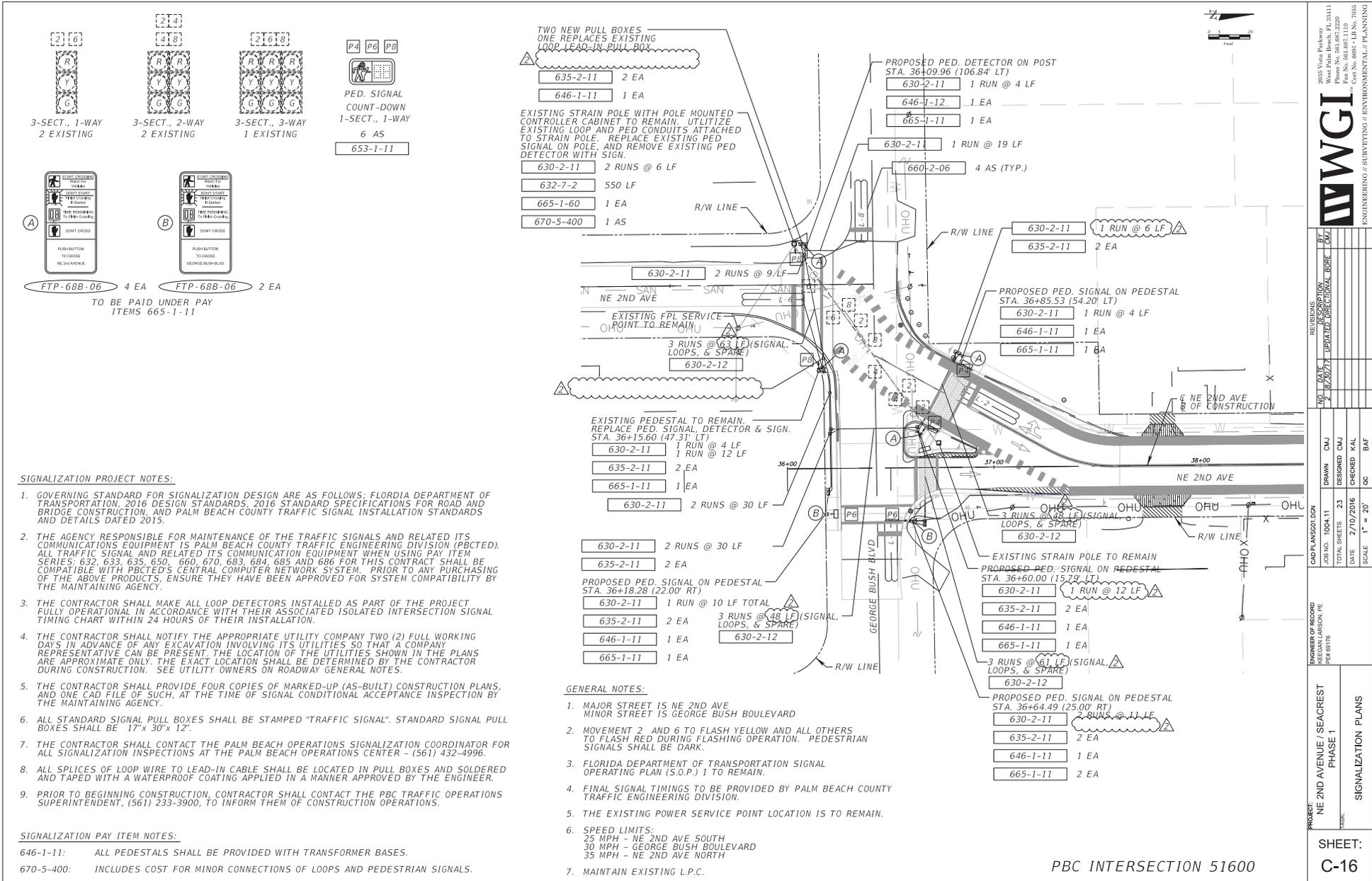
KEY MAP
SCALE : NONE

- PROP. 4" THICK CONCRETE (REMOVE & REPLACE)
- PROP. 4" THICK CONCRETE (NEW CONSTRUCTION)
- PROP. 6" THICK CONCRETE (SIDEWALK)
- PROP. 6" THICK CONCRETE (DRIVEWAY)
- PROP. SWALE REGRADEING
- PROPOSED RECONSTRUCTED SHOULDER
- PROP. LIMITS OF MILL AND RESURFACE 1"
- PROP. PAVER BRICK CROSSWALK



Stephen Cherry, C. Vmworkshop\stephen@delraybeach.com\8/30/2017 4:42:33 PM Saved: 8/30/2017 4:37:59 PM





TWO NEW PULL BOXES
 ONE REPLACES EXISTING LOOP LEAD-IN PULL BOX

635-2-11 2 EA
 646-1-11 1 EA

EXISTING STRAIN POLE WITH POLE MOUNTED CONTROLLER CABINET TO REMAIN. UTILIZE EXISTING LOOP AND PED CONDUITS ATTACHED TO STRAIN POLE. REPLACE EXISTING PED SIGNAL ON POLE. AND REMOVE EXISTING PED DETECTOR WITH SIGN.

630-2-11 2 RUNS @ 6 LF
 632-7-2 550 LF
 665-1-60 1 EA
 670-5-400 1 AS

EXISTING FPL SERVICE POINT TO REMAIN

3 RUNS @ 63 LF (SIGNAL LOOPS, & SPARE)

630-2-12 1

EXISTING PEDESTAL TO REMAIN. REPLACE PED. SIGNAL DETECTOR & SIGN.

STA. 36+15.60 (47.31' LT)

630-2-11 1 RUN @ 4 LF
 1 RUN @ 12 LF

635-2-11 2 EA
 665-1-11 1 EA

630-2-11 2 RUNS @ 30 LF

635-2-11 2 EA

PROPOSED PED. SIGNAL ON PEDESTAL STA. 36+18.28 (22.00' RT)

630-2-11 1 RUN @ 10 LF TOTAL
 3 RUNS @ 48 LF (SIGNAL LOOPS, & SPARE)

630-2-12 1

635-2-11 2 EA
 646-1-11 1 EA
 665-1-11 1 EA

630-2-11 2 RUNS @ 30 LF
 635-2-11 2 EA

PROPOSED PED. SIGNAL ON PEDESTAL STA. 36+60.00 (15.73' LT)

630-2-11 1 RUN @ 12 LF

635-2-11 2 EA
 646-1-11 1 EA
 665-1-11 1 EA

3 RUNS @ 61 LF (SIGNAL LOOPS, & SPARE)

630-2-12 1

PROPOSED PED. SIGNAL ON PEDESTAL STA. 36+64.49 (25.00' RT)

630-2-11 2 RUNS @ 11 LF

635-2-11 2 EA
 646-1-11 1 EA
 665-1-11 2 EA

- GENERAL NOTES:**
- MAJOR STREET IS NE 2ND AVE
 MINOR STREET IS GEORGE BUSH BOULEVARD
 - MOVEMENT 2 AND 6 TO FLASH YELLOW AND ALL OTHERS TO FLASH RED DURING FLASHING OPERATION. PEDESTRIAN SIGNALS SHALL BE DARK.
 - FLORIDA DEPARTMENT OF TRANSPORTATION SIGNAL OPERATING PLAN (S.O.P.) 1 TO REMAIN.
 - FINAL SIGNAL TIMINGS TO BE PROVIDED BY PALM BEACH COUNTY TRAFFIC ENGINEERING DIVISION.
 - THE EXISTING POWER SERVICE POINT LOCATION IS TO REMAIN.
 - SPEED LIMITS:
 25 MPH - NE 2ND AVE SOUTH
 30 MPH - GEORGE BUSH BOULEVARD
 35 MPH - NE 2ND AVE NORTH
 - MAINTAIN EXISTING L.P.C.

- SIGNALIZATION PROJECT NOTES:**
- GOVERNING STANDARD FOR SIGNALIZATION DESIGN ARE AS FOLLOWS; FLORIDA DEPARTMENT OF TRANSPORTATION, 2016 DESIGN STANDARDS, 2016 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND PALM BEACH COUNTY TRAFFIC SIGNAL INSTALLATION STANDARDS AND DETAILS DATED 2015.
 - THE AGENCY RESPONSIBLE FOR MAINTENANCE OF THE TRAFFIC SIGNALS AND RELATED ITS COMMUNICATIONS EQUIPMENT IS PALM BEACH COUNTY TRAFFIC ENGINEERING DIVISION (PBCTED). ALL TRAFFIC SIGNAL AND RELATED ITS COMMUNICATION EQUIPMENT WHEN USING PAY ITEM SERIES: 632, 633, 635, 650, 660, 670, 683, 684, 685 AND 686 FOR THIS CONTRACT SHALL BE COMPATIBLE WITH PBCTED'S CENTRAL COMPUTER NETWORK SYSTEM. PRIOR TO ANY PURCHASING OF THE ABOVE PRODUCTS, ENSURE THEY HAVE BEEN APPROVED FOR SYSTEM COMPATIBILITY BY THE MAINTAINING AGENCY.
 - THE CONTRACTOR SHALL MAKE ALL LOOP DETECTORS INSTALLED AS PART OF THE PROJECT FULLY OPERATIONAL IN ACCORDANCE WITH THEIR ASSOCIATED ISOLATED INTERSECTION SIGNAL TIMING CHART WITHIN 24 HOURS OF THEIR INSTALLATION.
 - THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY COMPANY TWO (2) FULL WORKING DAYS IN ADVANCE OF ANY EXCAVATION INVOLVING ITS UTILITIES SO THAT A COMPANY REPRESENTATIVE CAN BE PRESENT. THE LOCATION OF THE UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE ONLY. THE EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR DURING CONSTRUCTION. SEE UTILITY OWNERS ON ROADWAY GENERAL NOTES.
 - THE CONTRACTOR SHALL PROVIDE FOUR COPIES OF MARKED-UP (AS-BUILT) CONSTRUCTION PLANS, AND ONE CAD FILE OF SUCH, AT THE TIME OF SIGNAL CONDITIONAL ACCEPTANCE INSPECTION BY THE MAINTAINING AGENCY.
 - ALL STANDARD SIGNAL PULL BOXES SHALL BE STAMPED "TRAFFIC SIGNAL". STANDARD SIGNAL PULL BOXES SHALL BE 17"x 30"x 12".
 - ALL STANDARD SIGNAL PULL BOXES SHALL BE STAMPED "TRAFFIC SIGNAL". STANDARD SIGNAL PULL BOXES SHALL BE 17"x 30"x 12".
 - THE CONTRACTOR SHALL CONTACT THE PALM BEACH OPERATIONS SIGNALIZATION COORDINATOR FOR ALL SIGNALIZATION INSPECTIONS AT THE PALM BEACH OPERATIONS CENTER - (561) 432-4996.
 - ALL SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE LOCATED IN PULL BOXES AND SOLDERED AND TAPED WITH A WATERPROOF COATING APPLIED IN A MANNER APPROVED BY THE ENGINEER.
 - PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL CONTACT THE PBC TRAFFIC OPERATIONS SUPERINTENDENT, (561) 233-3900, TO INFORM THEM OF CONSTRUCTION OPERATIONS.

- SIGNALIZATION PAY ITEM NOTES:**
- 646-1-11: ALL PEDESTALS SHALL BE PROVIDED WITH TRANSFORMER BASES.
- 670-5-400: INCLUDES COST FOR MINOR CONNECTIONS OF LOOPS AND PEDESTRIAN SIGNALS.

REVISIONS

NO.	DATE	BY	DESCRIPTION
1	07/20/2016	CAJ	UPDATE DIRECTIONAL BOARDS
2	07/20/2016	CAJ	UPDATE DIRECTIONAL BOARDS

CAJ PLANS/SDR/DGN
 PER 687015

ENGINEER OF RECORD
 PER 687015

PROJECT: NE 2ND AVENUE / SEACREST PHASE 1

SHEET: C-16

SCALE: 1" = 20'

DATE: 2/10/2016

TOTAL SHEETS: 23

CHECKED: KAL

DESIGNED: CAJ

DRAWN: CAJ

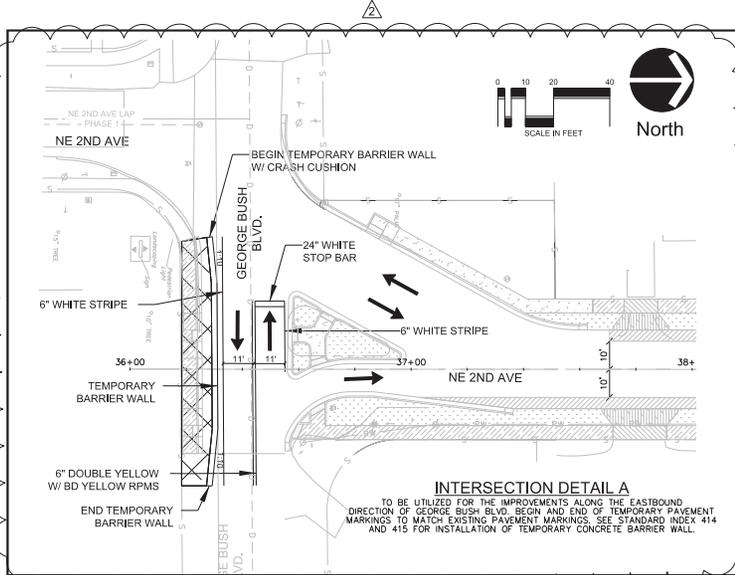
REVISIONS: CAJ

WV: CAJ
 W: B/5/17
 W: B/5/17

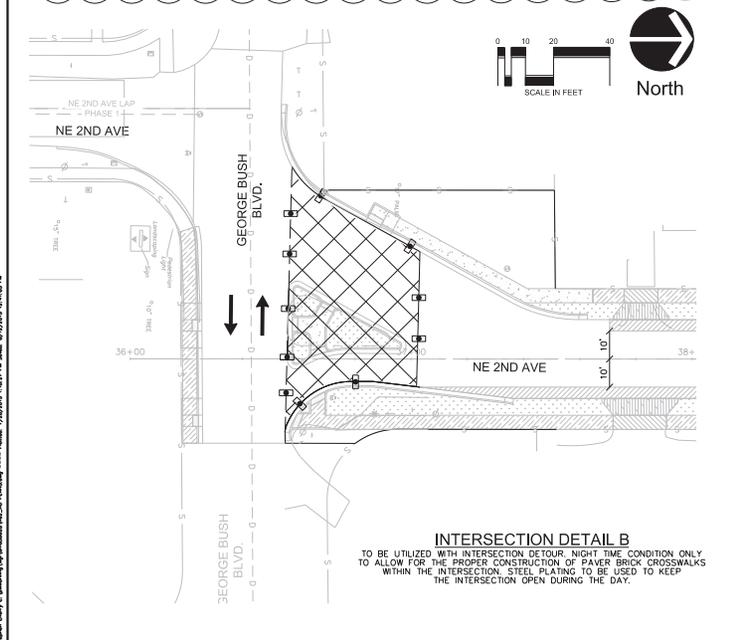
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 West Palm Beach, FL 33411
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 E-Mail: info@wvengi.com
 G-10001-118 No. 1005

WV ENGI

ENGINEERING / SURVEYING / ENVIRONMENTAL PLANNING



INTERSECTION DETAIL A
 TO BE UTILIZED FOR THE IMPROVEMENTS ALONG THE EASTBOUND DIRECTION OF GEORGE BUSH BLVD. BEGIN AND END OF TEMPORARY PAVEMENT MARKINGS TO MATCH EXISTING PAVEMENT MARKINGS. SEE STANDARD INDEX 414 AND 415 FOR INSTALLATION OF TEMPORARY CONCRETE BARRIER WALL.



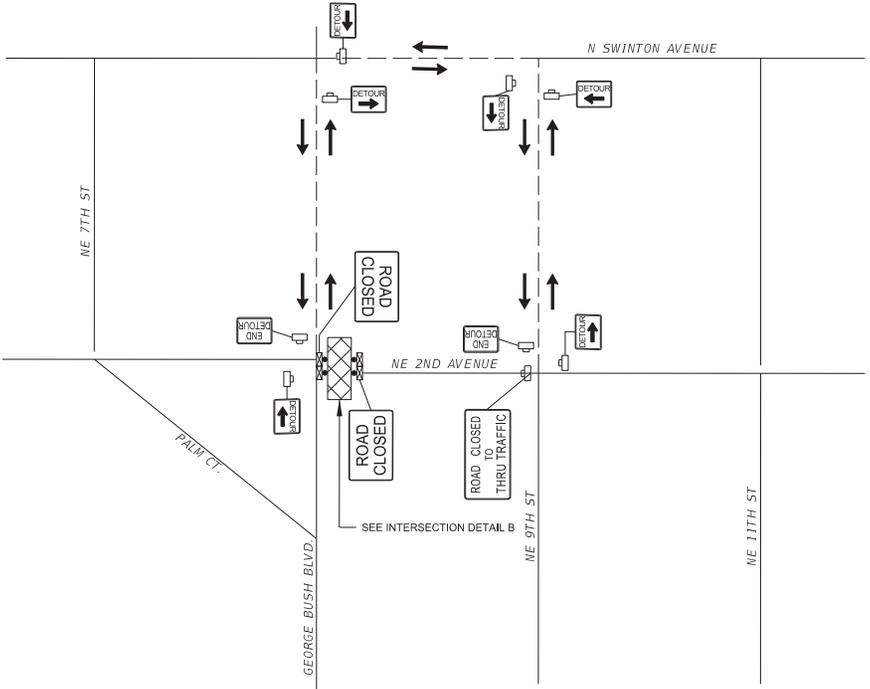
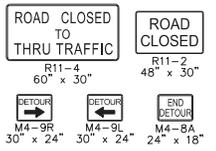
INTERSECTION DETAIL B
 TO BE UTILIZED WITH INTERSECTION DETOUR, NIGHT TIME CONDITION ONLY TO ALLOW FOR THE PROPER CONSTRUCTION OF PAVER BRICK CROSSWALKS WITHIN THE INTERSECTION. STEEL PLATING TO BE USED TO KEEP THE INTERSECTION OPEN DURING THE DAY.

- NOTES:**
1. ALL STRIPING AND DELINEATION TO CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) LATEST EDITION.
 2. ALL CROSSWALK SIGNS AND ADVANCED PAVEMENT MESSAGES TO BE DESIGNED AND INSTALLED PER FDOT STANDARD (INDEX NO. 17346).
 3. SEE LANDSCAPE PLANS FOR REMOVAL/RELOCATION OF TREES, SHRUBS, AND ALL OTHER LANDSCAPING CONFLICTS.
 4. REFERENCE AND CONFORM TO THE 2016 FDOT 600 SERIES FOR ALL REQUIRED AND APPLICABLE MOT PLANS.
 5. SPACING OF CHANNELIZING DEVICES SHOWN IN TRAFFIC CONTROL PLAN SHALL CONFORM TO STANDARD INDEX 600 UNLESS OTHERWISE NOTED.
 6. ALL DETECTABLE BRICK PAVERS SHALL BE COLOR "BRICK RED".
 7. CONTRACTOR SHALL BE RESPONSIBLE TO ADJUST VALVE RINGS AND COVERS TO MATCH PROPOSED GRADE.
 8. REFER TO "MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS" ALSO KNOWN AS THE "FLORIDA GREEN BOOK", FOR CLEAR ZONES, CHAPTER 3, TABLE 3-12.
 9. CONTRACTOR RESPONSIBLE TO REPLACE AND ITS TRAFFIC LOOPS.
 10. UTILIZE ROAD CLOSURES TO MINOR SIDESTREETS TO PROVIDE PROPER CONSTRUCTION OF PAVER BRICK CROSSWALKS INCLUDING CURE TIME. INSTALL TEMPORARY STEEL PLATING TO CROSSWALKS WITHIN NE 2ND AVE AND GEORGE BUSH BLVD. INTERSECTION TO PREVENT FOR-GOING TRAFFIC WHILE KEEPING THE TRAVEL LANES OPEN DURING THE DAY.
 11. COORDINATE WITH PALM BEACH COUNTY TRAFFIC OPERATIONS AS NEEDED IF A FLAGGING OPERATION IS PERFORMED WITHIN THE SIGNALIZED INTERSECTION.

LEGEND

- DIRECTION OF TRAFFIC
- TYPE I, TYPE II, OR TYPE III BARRICADE (WITH WARNING LIGHT AT NIGHT ONLY)
- WORK ZONE SIGN
- ⊗ WORK ZONE
- - - DETOUR ROUTE
- TYPE I OR TYPE II BARRICADE OR VERTICAL PANEL OR DRUM (WITH STEADY BURNING LIGHT AT NIGHT ONLY)

SIGN PANELS



NIGHT TIME DETOUR
 UTILIZE NIGHT TIME DETOUR TO POUR 6" CONCRETE REQUIRED FOR BRICK PAVER CROSSWALKS WITHIN GEORGE BUSH BLVD. NE 2ND AVE. INTERSECTION. UTILIZE STEEL PLATING TO ALLOW THE TRAVEL LANES TO REMAIN OPEN DURING THE CURE TIME.

2003 Vista Parkway Delray Beach, FL 33441 Phone No. 561.982.2229 Fax No. 561.987.1110 E-mail: info@wgi.com WGI ENGINEERING / SURVEYING / ENVIRONMENTAL / PLANNING	
REVISIONS NO. DATE DESCRIPTION 1 8/7/2015 ADDITIONAL NO. 2	CAD NOT PLANS/DC JARNO, 10/04/11 TOTAL SHEETS 28 DATE 8/7/2015 SCALE 1" = 20'
ENGINEER OF RECORD BRETT OULFORD, P.E. PE#17153	DRAWN CAH DESIGNED CAH CHECKED BRD KAL
PROJECT NE 2ND AVE SEACREST BEAUTIFICATION PHASE II TRAFFIC CONTROL PLAN INTERSECTION DETAIL	SHEET: C-23

Delray Beach City Engineer's Office: 2017-065-2, Phase 1 of Seacrest Beautification, Project No. 17-008, Sheet C-23 of 23, 8/7/2015, 2:41:42 PM

SECTION 01025 MEASUREMENT AND PAYMENT

PART 1 - GENERAL

1.01 EXPLANATION AND DEFINITIONS

- A. The following explanation of the Measurement and Payment for the bid form items is made for information and guidance. The omission of reference to any item in this description shall not, however, alter the intent of the bid form or relieve the Contractor of the necessity of furnishing such as part of the Contract.

1.02 PAYMENT

- A. Payment shall be made for the items listed on the Bid Form on the basis of the work actually performed and completed, such work including but not limited to, the furnishing of all necessary labor, materials, equipment, transportation, clean up, and all other appurtenances to complete the construction and installation of the work to the configuration and extent as shown on the drawings and described in the specifications.
The City does not pay for items ordered and/or stored on site. Payment for pay items are paid once the item is installed, measured in place, completed and accepted.
- B. It is intended that all mobilization, insurance, bond, license and other miscellaneous administrative costs, and all other costs to the Contractor not specifically identified in the following item description be distributed among and included in the unit prices stated. No additional payment shall be made for transportation, communications, office maintenance, project signs, and other incidental work or services, and no further payment shall be made for remobilization unless all of the work is suspended by the Engineer for a period in excess of three months and through no fault to the Contractor.
- C. The CONTRACTOR's attention is called to the fact that the quotations for the various items of work are intended to establish a total price for completing the work in its entirety. No separate payment will be made for any item that is not specifically set forth in the Bid Schedule, and all costs therefore shall be included in the prices named in Bid Schedule for various appurtenant items of work.
- D. All required manufacturer testing and certification shall be included in the unit prices shown in the Proposal and Contract. **Density testing required for compacted backfilling, and concrete strength and materials testing required at the time of construction shall be arranged for and paid for by the Contractor.**

1.03 MEASUREMENT

- A. The quantities for payment under this Contract shall be determined by actual measurement of the completed items, in place, ready for service and accepted by the City.

PART 2 - MATERIALS

Not used.

PART 3 - EXECUTION

BASE BID

General Conditions

3.01 SITE MOBILIZATION – Bid Item No. 1

- A. Payment for mobilization/demobilization, permits, bonds, insurance, scheduling and temporary facilities and utilities will be made at the contract Lump Sum (LS) price bid for the item, which price shall be full compensation for all materials, labor, equipment, tools, excavation, masonry and all other incidentals necessary to complete this item.
- B. Payment item for mobilization shall **not exceed five percent (5%) of the base bid contract price** and shall be paid in increments in proportion to the total work completed. Should the price for Site Mobilization exceed 5% of the Contract amount, any amount over the 5% will be paid with the Contractor's final payment application.

3.02 MAINTENANCE OF TRAFFIC – Bid Item No. 2

- A. The quantity of traffic control to be considered for payment shall be equivalent to the percentage of the project determined by the Engineer to be complete as of the date of the pay request submitted. The percent completion of the project shall be based on the percent of the total project actually constructed and not on the percent of the Contract price completed.
- B. Payment for traffic control shall be made on the basis of a percentage (as determined in 'A' above) of the Lump Sum (LS) Price. The contract unit price shall include compensation for required labor, materials, and equipment necessary to keep roadways and property accesses in service during construction activities in accordance with the Contract Documents.
- C. This item includes maintenance of traffic plan, traffic control, flagman, portable changeable (variable) message signs, detour signs, barricades, advance warning arrow panels, construction and removal of temporary access driveways to businesses and/or residential properties, etc. in order to provide safety and traffic access in accordance

with local and state requirements.

- D. Contractor will need to have their detailed MOT Plan for City Roads approved by the City of Delray Beach. The MOT Plan(s) shall be approved prior to mobilizing on-site.
- E. Refer to Specification Section 01570.

3.03 AS-BUILT RECORD DRAWINGS – Bid Item No. 3

- A. Payment for this item shall be on a Lump Sum (LS) Basis. One set of full size design drawings on reproducible material and an electronic file of the design drawings on compact disk will be furnished to the Contractor by the City. The Contractor shall maintain full size (22" x 34") field drawings to reflect the "as-built" items of work as the work progresses. Upon completion of the work, the contractor shall prepare a record set of "as-built" drawings on full size, reproducible material and an electronic file in AutoCAD 2012 or latest version. **The As-built data shall be in State Plane Coordinates and NGVD 29.** No final payment will be made for "as-built" drawings until both the reproducible and electronic files are received and accepted by the City.
- B. This item does not include surveying work required for layout and alignment of utility improvements.
- C. The signed and sealed As-Built drawings prepared by professional surveyor are required to be submitted with each pay request. Measurement for payment for providing and furnishing As-Built drawings shall be based upon percent of project complete.
- D. All survey work shall be performed by an independent third party surveyor, licensed to practice in the State of Florida. The surveyor shall be retained by the Contractor and approved by the City.

3.04 NPDES PERMIT/EROSION CONTROL – Bid Item No. 4 & 5

- A. Payment for Contractor required NPDES Permit application (Notice of Intent and Notice of Termination), reporting and associated erosion protection measures including turbidity abatement for dewatering procedures will be made at the Contract Lump Sum (LS) Price Bid for this item. The percent completion of the project shall be based on the percent of the total project actually constructed and not on the percent of the Contract price completed.
- B. Payment for NPDES Permit/Erosion Protection Measures shall be made on the basis of a percentage (as determined in 'A' above) of the Lump Sum Price. The contract lump sum price shall include compensation for required labor, materials, and equipment necessary for complying with the NPDES Permit and providing Erosion Protection Measures during construction activities in accordance with the Contract Documents.
- C. Pay item includes NPDES Inspections per the permit conditions and all inlet protection

and all silt fencing required.

3.05 INDEMNIFICATION – Bid Item No. 6

- A. Payment under this item is included in accordance with Article 6.30 of the General Conditions as a Lump Sum (LS) Basis.

3.06 PROJECT IDENTIFICATION SIGN – Bid Item No. 7

- A. Payment for project identification sign shall be made at the contract unit price per each (EA) unit where located by the City prior to construction and shall include furnishing and maintaining the sign throughout the project duration.
- B. The contractor shall schedule a field review with the City Engineer to determine the location of the Project Identification Signs.

3.07 PHOTO DOCUMENTATION/HISTORIC PHOTO INVENTORY – Bid Item No. 8

- A. Payment for photographing, developing and printing of initial site conditions shall be made at the Contractor's unit price of Lump Sum (LS) and shall include all necessary labor and materials for the photographing, processing, printing and developing photographs. The photos will be prepared in accordance with the Florida Department of Transportation requirements for Local Agency Program (LAP) and associated procedures. Photos will include any properties along the project and will include property addresses, descriptions of the conditions of the historic structures and signage along the right-of-way.
- B. This lump sum price shall also include all necessary labor, materials, and equipment to provide the photographs and to assemble and deliver one paper copy and one CD of the all the photographs.
- C. Prior to the commencement of work the contractor shall take detailed photo documentation of any Historical Locations (fabric) and write a brief summary of their current conditions.
- The Contractor shall take all necessary measures to ensure that the historical sites remain undisturbed throughout the entirety of the project.
 - Demolition of materials immediately adjacent to the Historical Site Locations shall be undertaken using non-evasive hand tools and demolition methods.
 - Contractor to provide method of demolition to be approved by the City and the Florida Department of Transportation.

- Vibratory construction methods shall not be utilized for compaction and grading of sidewalks, swales, and pavement directly adjacent to any Historical Site Locations.
- Contractor to take detailed photo documentation and provide a descriptive summary of any Historical Site Locations (fabric) prior to the final inspection.

If during the construction phase of this project any Historical Site Locations (fabric) are damaged, construction shall be halted and the contractor shall notify the Florida Department of State – Division of Historical Resources and the City of Delray Beach, immediately.

3.08 UNFORESEEN CONDITIONS ALLOWANCE – Bid Item No. 9

- A. Payment under this item shall be made as stipulated in Specifications Section 01020 - Allowances.

3.09 VIDEO ALLOWANCE – Bid Item No. 10

- A. Payment under this item shall be made on a lump sum (LS) basis.

Demolition

3.10 CLEARING AND GRUBBING – Bid Item No. 11

- A. Payment for this item shall be made on a Lump Sum (LS) basis. The Contractor's unit price shall include full compensation for all excavation necessary within the road right of way including debris removal, grading, and any other required clearing and grubbing in accordance with the plans and specifications, except for any areas designated to be paid for separately or to be specifically included in the costs of other work under the Contract.
- B. The Contractor shall remove and dispose of all bushes, trees, stumps, roots, fill material, debris, and other such protruding objects, appurtenances, fences, or any other facilities to prepare the area within the Right-of Way for construction of the proposed improvements. This item shall include the relocation of all mailboxes, signs, removal and reinstallation of all irrigation piping, irrigation heads, walls, fencing, trees, and other such appurtenances that conflict with the proposed improvements or is shown to be relocated.

3.11 REMOVE EXISTING CONCRETE SIDEWALK (VARYING WIDTH) – Bid Item Nos. 32.1 & 32.2

- A. Payment for this item shall be on a Linear Foot (LF) Basis. The Contractor's unit price shall include full compensation for labor, materials and equipment required to remove concrete sidewalks (varying width) as indicated on the plans.

- B. The Contractor shall cut, remove and legally dispose of all concrete sidewalks as indicated on the plans.

3.12 REMOVE EXISTING DRIVEWAY (VARYING TYPES) – Bid Item No. 12

- A. Payment for this item shall be on a Square Yard (SY) Basis. The Contractor's unit price shall include full compensation for labor, materials and equipment required to remove driveways (varying types) as indicated on the plans.
- B. The Contractor shall cut, remove and legally dispose of all asphalt, concrete, gravel or any other type of driveway as indicated on the plans.

3.13 REMOVE EXISTING PAVEMENT SECTION (ASPHALT AND ROADBASE) – Bid Item No. 13 & 31.3

- A. Payment for this item shall be made on a Square Yard (SY) Basis. The Contractor's unit price shall include full compensation for labor, materials and equipment required for all pavement section (asphalt pavement and base material– varying thickness) removal necessary within the road right of way as indicated on the plans, except for any areas designated to be paid for separately or to be specifically included in the costs of other work under the Contract.
- B. The Contractor shall cut, remove and legally dispose of existing roadway pavement and concrete curbing (this includes removing shellrock and limestone where applicable), or any other facilities to prepare the area within the easements and rights-of-way for construction of the proposed improvements as indicated on the plans. This includes saw cuts and joints at connections to existing pavement and saw cutting the pavement at each driveway location.
- C. Also included in this item is all restoration work (sod, driveways, sidewalk, etc.) that is required due to removing pavement section.

Roadway

3.14 MILL 1" ASPHALT & OVERLAY 1" TYPE SP 9.5 ASPHALT - Bid Item No. 14, 31.4, 33.4

- A. Payment for 1-inch milling and installing new 1" Type SP 9.5 – 1 lift asphalt overlay, where indicated on the plans shall be made at the Contractor's unit price per Square Yard (SY) for 1-inch milling, removal and disposal, and Type SP 9.5 asphalt overlay and shall include all labor, material, and equipment required to mill 1-inch of existing asphalt and construct 1" Type SP 9.5 asphaltic concrete overlay as shown on the plan view and detail drawings. The unit price shall include compensation for multiple mobilizations, labor, materials, and equipment required to mill existing pavement and to construct the new Type SP 9.5 asphaltic surface overlay with tack coat.

- B. This unit price shall also include all necessary labor, materials, and equipment to adjust the valve boxes, manholes, rims, inlets, or other fixtures to final grade, transitions to existing pavement, tack coating, compaction, rolling, brooming, asphalt testing, and any other work required to complete the work.

3.15 VARIABLE DEPTH MILLING - Bid Item No. 15

- A. Payment for variable depth milling where required in addition to Bid Item No. 14, to restore City minimum cross slopes shall be made at the Contractor's unit price per Square Yard (SY). This pay item shall include all labor, material, and equipment required to mill additional existing asphalt as required to restore City minimum slopes in accordance with detail drawings. The unit price shall include compensation for multiple mobilizations, labor, materials, and equipment required to mill, remove and dispose existing pavement.
- B. This unit price shall also include all necessary labor, materials, and equipment to adjust the valve boxes, manholes, rims, inlets, or other fixtures to final grade, transitions to existing pavement, tack coating, compaction, rolling, brooming, asphalt testing, and any other work required to complete the work.

3.16 8" COMPACTED LIMEROCK BASE – Bid Item No. 16 & 31.5

- A. Payment for installing new 8-inch compacted limerock base including primer and tack coats where indicated on the plans shall be made at the Contractor's unit price per Square Yard (SY) for limerock base installed and accepted.
- B. The Contract Unit Price shall include compensation for labor, materials, equipment and testing required to construct the new limerock base, including primer and tack coats in accordance with the plans and specifications.

3.17 ASPHALT PAVEMENT – 1-1/2" TYPE SP-9.5 ASPHALT (2 LIFTS) – Bid Item No. 17, 31.6, 33.3

- A. Payment for installing new 1-1/2" Type SP-9.5 asphalt pavement (two 00.75" lifts), including tack coat, where indicated on the plans shall be made at the Contractor's unit price per Square Yard (SY) for Type S-9.5 asphalt pavement and shall include all labor, material, and equipment required to construct 2-1/2" asphaltic concrete as required due to construction activities. The unit price shall include compensation for labor, materials, and equipment required to construct the new asphaltic surface.
- B. This unit price shall also include all necessary labor, materials, and equipment to adjust the valve boxes, manholes, rims, inlets, or other fixtures to final grade, transitions to existing pavement, tack coating, compaction, rolling, brooming, asphalt testing and any other work required to complete the work.

- C. This item also includes installing an asphalt taper around all structures in roadway, if both ¾” lifts are not installed within 24 hours.

3.18 12” STABILIZED SUBGRADE – Bid Item No. 18 & 31.7

- A. The unit price bid per Square Yard (SY) for the stabilized subgrade (12" thick, LBR 40) shall include all labor, material, and equipment required to construct the subgrade as shown on the detail drawings. The unit price shall include all excavation, line cutting of existing pavement, preparation of subgrade, fine grading, placement of subgrade material, compaction, rolling, brooming, and other miscellaneous work required to complete the work in accordance with Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition and City of Delray Beach specifications.

3.19 COLORED ASPHALT COATING – Bid Item No. 19

- A. Payment for installing new Colored asphalt coating – bike lane where indicated on the plans shall be made at the Contractor’s square yard (SY) Basis for colored asphalt coating applied a minimum of 36 dry mills, installed and accepted.
- B. The Contract lump sum price shall include compensation for labor, materials, and equipment required to apply new colored asphalt coating in accordance with the manufactures surface preparation installation and clean-up. No deduction will be made for area(s) occupied by manholes, inlets, drainage structures, bollards or by any public appurtenances within the area.
- C. Contractor to use approved materials stated in the FDOT Section 523 and the FDOT Qualified Products List **AND** have FHWA Approval.
- D. The Contractor shall match the existing bike lane color used in FM 431650-1-58-01

3.20 CONCRETE CURBS & GUTTER – Bid Items No. 20, 21, 31.2

- A. The quantity of curbs and/or gutter shall be determined by measurement of the units Linear Foot (LF) installed and accepted.
- B. Payment for furnishing and installing concrete curbs and gutters shall be made at the contract unit price per linear foot of each type concrete curb and/or gutter, including flared ends and transitions, rebar (as applicable) installed and accepted. The contract unit price shall include all labor, materials, and equipment necessary to prepare and test the sub-base and install the concrete curbs and/or gutter in accordance with the plans and specifications.

C. Refer to “CURB AND GUTTER SECTIONS” detail on sheet C-22.

3.21 5' WIDE (4" & 6" THICK) CONCRETE SIDEWALK – Bid Item No. 22, 23, 32.3 & 32.4

- A. Payment for sidewalks where indicated on the plans and specifications per City Detail – RT 5.1, shall be made at the Contractor's unit price per Linear Foot (LF) of sidewalk installed and accepted. The Contract Unit Price shall include full compensation for labor, material, equipment and testing required to install the sub-base and sidewalk in accordance with the plans and specifications.
- B. Payment shall be made for sidewalks constructed or replaced by authorization of the Engineer. Any sidewalk that is broken incidental to construction shall be replaced at the Contractor's expense.

3.22 CONCRETE DRIVEWAY APRON – Bid Item No. 24

- A. The quantity of concrete drive aprons shall be determined by measurement of the units per Square Foot (SF) installed and accepted.
- B. Payment for furnishing and installing 6-inch thick concrete drive aprons shall be made at the contract unit price per square foot of apron installed and accepted. The contract unit price shall include full compensation for all labor, materials, equipment and testing necessary to install the sub-base and concrete drive aprons in accordance with the plans and specifications.
- C. Concrete driveway apron replacement beyond the limits established by the project construction drawings will not be considered for payment.

3.23 PAVER BRICK AT CURB RAMPS INCLUDING TACTILE SURFACE PAVERS – Bid Items No. 25

- A. Payment for this item shall be made at the Contractor's unit price per Square Yard (SY) of curb ramp installed and accepted. The Contractor's unit price shall include full compensation for furnishing and installing the curb ramps including the provision of “brick red” truncated dome paver brick located at tactile surface locations. Ramp slopes and dimensions shall be constructed per FDOT Index 304 at the locations shown on the Drawings. The curb ramps shall be in accordance with the plans, details, and specifications.
- B. The paver brick color selection shall be “brick red” as indicated on the plans and as approved by the City during the shop drawing process.
- C. The Contract Unit Price shall also include adjustment of existing paver bricks to proposed grades including provision of additional sand or adjustments to the subgrade in order to

match proposed back of curb elevations or in order to relocate curb ramps, and any sub-base or concrete testing.

- D. Refer to “DETECTABLE WARNING RAMP IN PAVER SIDEWALK TYPICAL DETAIL” on sheet C-22.

3.24 SWALE GRADING AND SODDING – Bid Item No. 26

- A. Payment for this item shall be made on a Square Yard (SY) basis. The Contractor's unit price shall include full compensation for all swale grading and sodding within the road right of way as indicated on the plans.
- B. The Contractor's unit price shall constitute full compensation for all labor, materials, and equipment required for excavation, grading, hauling, placing, compacting, and dressing of the surface of the swales in preparation for sodding, placement, and maintenance of the Bahia sod or St. Augustine sod.

3.25 PEDESTRIAN SIGNAL, LED, COUNTDOWN, 1 DIRECTION “Complete” – Bid Item No. 27

- A. Payment shall be made on a unit price per each (EA) pedestrian signal installed and accepted by the City. Payment shall include the design and installation of a complete and operable system, including the furnishing of all labor, equipment, material and supervision necessary to construct the irrigation system. Contractor will be responsible for installing a complete and operational system including but not limited to control wire, connection to existing controllers, modifying existing pedestrian signals, pedestals, foundations, transformer bases, signs, connection to existing poles, modifying existing control boxes, traffic loops, pull boxes, etc. and signal testing.
- B. A professional Signal Contractor with proper licenses will be required to do the work.
- C. Signal materials and design specifications shall be in accordance with the local and/or state agencies. Refer to the FDOT Standard Specifications for Road and Bridge Construction for Traffic Control and Signal Devices. See *Appendix B*

3.26 SIGNING AND PAVEMENT MARKINGS – Bid Item No. 28

- A. The Lump Sum (LS) bid price shall include all labor, material, and equipment required for all thermoplastic pavement markings, pedestrian and traffic control signs, and symbols and reflective markers that are to be replaced in areas of roadway resurfacing. This includes all stop conditions. All pavement marking shall be thermoplastic. The lump sum prices shall include all materials, equipment, preparation, and other miscellaneous work required to complete the work in accordance with Florida Department of Transportation Section 711, the MUTCD, Palm Beach County requirements and City of Delray Beach specification.

- B. The unit price includes all temporary (traffic paint) pavement markings required until the permanent thermoplastic pavement markings are installed.

3.27 IRRIGATION MODIFICATION - Bid Item No. 29

- A. Payment for modifying existing irrigation where indicated on the plans shall be made at the Contractor's unit price per LUMP SUM (LS) of irrigation modifications installed and accepted. The Contract Unit Price shall include compensation for labor, material, connection to irrigation mains, valves, sleeves, lateral zone piping, bubblers, spray heads equipment and testing required to furnish and install irrigation modifications. The design shall be field coordinated by the Contractor.
- B. A professional Irrigation Company with proper licenses will be required to do the work.

3.28 FULL DEPTH PAVEMENT CRACK REMOVAL/RESTORATION – Bid Item No. 30, 33.5

- A. Measurement of this item shall be in Square Yards (SY) of existing pavement removed and disposed encompassing the full depth pavement crack. Consideration for payment shall be limited to the width in the restoration detail and length of crack identified in the plan. Excessive pavement removal, as determined by the City, shall not be considered for payment and shall be the responsibility of the Contractor.
- B. Payment shall be made at the contract unit price, per Square Yard (SY), and shall include all labor, materials, and equipment required to reconstruct the pavement removed for pavement restoration in accordance with the plans and specifications. This pay item also includes providing a temporary asphalt concrete patch and temporary markings until replaced with permanent overlay.
- C. The contract unit price shall include all labor, material, and equipment required for permanent thermoplastic pavement markings, symbols, signs and reflective markers that are to be replaced in areas of roadway resurfacing. This includes all stop conditions, traffic control devices, conduit, signal loops in order to maintain a complete and working signalized intersection, as applicable. The unit price shall include all materials, equipment, preparation, and other miscellaneous work required to complete the work in accordance with FDOT Specifications For Road and Bridge Construction, FDOT Design Standards, MUTCD, Palm Beach County requirements and City of Delray Beach specifications.

3.29 PAVER CROSS-WALK @ INTERSECTIONS - Bid Item No. 31.1

- A. Payment for installing new paver brick crosswalks where indicated on the plans shall be made at the Contractor's unit price per Square Foot (SF) of crosswalk installed and accepted. The Contract Unit Price shall include compensation for labor, material, equipment and testing required to furnish and install the new paver brick surface course, including 6 inches 3,000 psi Portland cement concrete base and sand leveling courses, in accordance with the plans and specifications
- B. Paver brick color, laying pattern and manufacturer selection shall be as specified on the plans and as approved by the City during the shop drawing process.
- C. Refer to "PAVER CROSSWALK" on sheet C-23.

3.30 2.5" MILLING - Bid Item No. 33.1

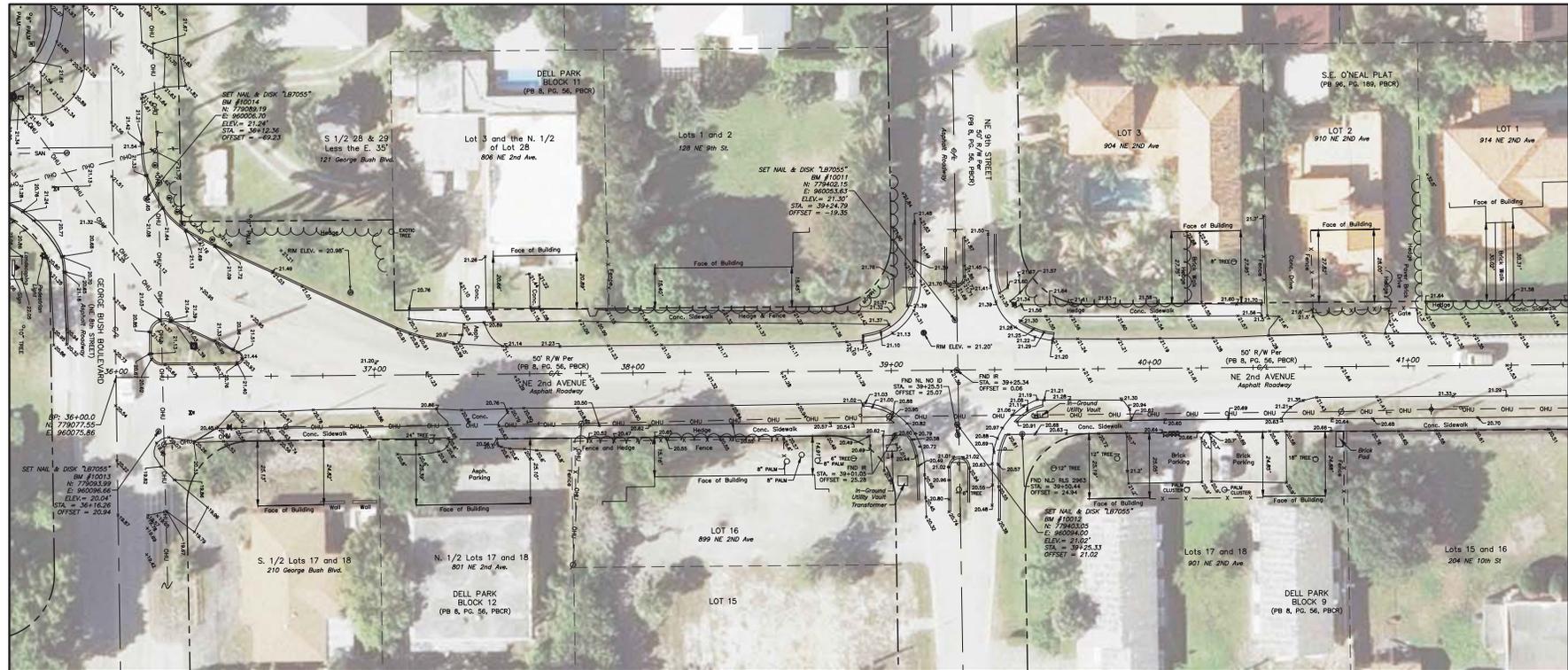
- A. Payment for 2.5-inch milling, where indicated on the plans shall be made at the Contractor's unit price per Square Yard (SY) for 2.5-inch milling and shall include all labor, material, and equipment required to mill 2.5-inch of existing asphalt as shown on the plan view and detail drawings. The unit price shall include compensation for multiple mobilizations, labor, materials, and equipment required to mill existing pavement and any other work required to complete the work.

3.31 ASPHALT RUBBER MEMBRANE INTERLAYER (ARMI) INCLUDES No. 6 AGGREGATE - Bid Item Nos. 33.2 & 33.3

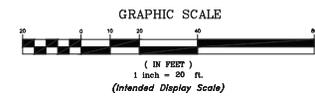
- A. Payment for installing ARMI layer where indicated on the plans shall be made at the Contractor's unit price per Square Yard (SY) of ARMI installed and accepted. The Contract Unit Price shall include compensation for labor, material, equipment and testing required to furnish and install the ARMI Layer in accordance with the plans and FDOT Specification 341.
- B. Payment shall also include clean No. 6 aggregate in accordance with the FDOT Flexible Pavement Design Manual.

END OF SECTION

SKETCH OF SURVEY



ELEVATIONS SHOWN HEREON
 ARE ON NATIONAL VERTICAL DATUM 1929.



For Continuation See Sheet 3

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REF	C:\pwworking\wgi\lms\36832\100411M021.dwg	DWG	100411M021
FLD	ES	DATE	7/21/2015
OFF	PBT	SHEET	2 OF 4
CKO	DJZ	DATE	
		REVISIONS:	
		BY:	

TOPOGRAPHIC SURVEY
 SECTION 9, TOWNSHIP 46 S., RANGE 43 E
 AS PREPARED FOR
 CITY OF RIVIERA BEACH, FLORIDA

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