



City of Miami

ADDENDUM No. 1

March 20, 2020

INVITATION TO BID No. 19-20-017

WATSON ISLAND MOORING FIELD – D2

TO: ALL PROSPECTIVE PROPOSERS:

The following changes, additions, clarifications, and/or deletions amend the above-captioned Invitation to Bid (ITB) and shall become an integral part of the bids submitted and the Contract to be executed for **Watson Island Mooring Field – D2, ITB No. 19-20-017** (the “Project”). Please note the contents herein and affix it to the documents you have on hand.

All attachments (if any) are available on the Office of Capital Improvements (OCI) website and are part of this Addendum.

A. MODIFICATIONS:

1. Wherever applicable throughout the ITB document, Bidders are hereby advised that the Bid Due Date has been changed to **April 2, 2020, by 2:00 p.m.** (local time). The location for delivery of Bids remains the same.
2. Section 3 – ITB Supplemental Terms and Conditions, Article 3. Liquidated Damages is hereby deleted in its entirety, and replaced by the following:

3. Liquidated Damages

The Contractor is obligated and guarantees to complete the Project in the time set forth in the Contract Documents or any approved extension of time the Contractor shall pay to the City liquidated damages as follows. In the event of a delay in completion beyond the timeframe set forth in the Contract Documents for Substantial Completion, the Contractor shall pay to the City for each and every calendar day of unexcused delay, the sum of **one thousand six hundred sixty-five dollars (\$1,665.00) per calendar day**, which is hereby agreed upon not as a penalty but as liquidated damages. In the event of a delay in completion beyond the timeframe set forth in the Contract Documents for Final Completion the Contractor shall pay to the City for each and every calendar day of unexcused delay, **the additional sum of eight hundred thirty-two dollars (\$832.00) per calendar day**, which is hereby agreed upon not as a penalty but as liquidated damages. The Contractor will be notified of any approved exceptions or extensions. The total amount of liquidated damages shall not exceed the value of the applicable Contract Documents.

The City shall have the right to deduct liquidated damages assessments from any payment due or which may thereafter become due to the Contractor under any Contract the Contractor has with the City. In case the amount, which may become due hereunder, shall be less than the amount of liquidated damages due the City, the Contractor shall pay the difference upon demand by the City. Should the Contractor fail to compensate the City for any liquidated damages,



the City shall consider this as a form of indebtedness and may deny any future Work under the Contract or any other City Contract until such indebtedness is paid in full to the City. The City shall notify the Contractor in writing that it is incurring liquidated damages.

B. REQUESTS FOR INFORMATION:

Q1. Is there any debris removal required for the mooring field construction that would need to be added to this lump sum bid?

A1. Yes, debris removal, as required, is included within the scope of work for the Project.

Q2. Are there any other PRICE forms to be submitted beside the one on page 79 which asks for a lump sum total base price?

A2. No, the Bid form on page 79 requesting the LUMP SUM TOTAL BASE BID CONSTRUCTION COST is the only required form that must reflect the amount, cost or price of the bid being submitted.

Q3. Do you require with the bid any breakout pricing for the Bid, i.e. mobilization, demobilization, etc.?

A3. No. Please refer to response to Q2, above. The bid price shall include all labor, materials, and services required to construct and turn over to the City a fully operational, turnkey mooring field in accordance with the plans and specifications for the Project.

Q4. Is the contractor required to utilize a Certified Helical Anchor installer as was required in the recent City of Miami Dinner Key Mooring Field North RFQ? If so, is the certificate to be included with the bidding documents?

A4. Yes. The successful contractor shall be required to utilize a Certified Helical Anchor installer. A certificate verifying the installer's accreditation must be included with the proffered bid.

Q5. Will you be providing a DERM permit or is it not required on this project?

A5. Department of Regulatory and Economic Resources Class I Construction Permit is attached hereto.

Q6. On the drawings, page S-4 and S-5, the drawing shows a Helmken mooring anchor terminator head and a 1 3/4" anchor shaft. It identifies the material as stainless steel screw down mooring anchor. We received a preliminary materials quote from Harbor Diving & Salvage, LLC, who are a StormSoft and Helmken anchor dealer in Annapolis. They've informed us that the Helmken anchors are heavy duty hot dipped galvanized and that no stainless-steel anchors are produced for this application. In the written specification on page S-6, it correctly identifies the Helmken anchor as hot dipped galvanized per ASTM A153. Can you confirm that we are to use the hot dipped galvanized anchor as per the written specification?

A6. Confirmed. The successful contractor shall be required to use the hot-dipped galvanized heavy-duty anchor per ASTM A153 as stated in the written specification on page S-6.



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- Q7.** Please confirm the lowest bidder needs to acquire Professional Liability Insurance after the bid due date but prior to execution of the contract.
- A7. Confirmed. Prior to execution of the contract, the successful Contractor must acquire Commercial Marine Liability Insurance and all other insurance coverages specified in Section 2 – ITB GENERAL TERMS AND CONDITIONS, Paragraph 7, “Insurance,” on page 24 of the ITB Contract Document.**
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- Q8.** Could you please clarify whether or not this job requires the installation of 100 or 224 moorings? The plan notes on S-6 indicate 224 moorings to be installed, but plan sheets S-3, S-7A and S-7B only indicate 100 mooring locations. This will change the bid estimate quite a bit in either direction.
- A8. The Watson Island Mooring Field Project requires the installation of a total of one hundred (100) moorings as reflected in the ITB Contract document and on Sheets S-3, S-7A, and S-7B.**

C. ADDITIONAL PROJECT INFORMATION

Department of Regulatory and Economic Resources, Class I Construction Permit, dated January 30, 2020, is hereby attached.

THIS ADDENDUM IS AN ESSENTIAL PORTION OF THE CONTRACT DOCUMENT AND SHALL BE MADE A PART THEREOF.

**Annie Perez, CPPO, Director
Department of Procurement, City of Miami**