

**CITY OF AVON PARK AIRPORT AUTHORITY
RFP 14-01
PRE-BID MEETING 08-05-14**

MINUTES

9:55 a.m. Carl Cool notifies all attendees that there are a few attendees running a few minutes behind and we will start a little after 10:00 am, when they arrive.

10:05 a.m. Carl Cool welcomes attendees and introduces all City Consultants : Carl Cool, P.E., Mason Cobb, EI, Captain Preston Colby, and Mr. Renfro to arrive shortly. He requests all to sign in and instructed you will not be allowed to bid if not signed in.

Mr. Cool notes that all "Requests for Additional Information" are due by the end of the day on August 8th, 2014.

Mr. Cool also notes that on all Sealed Bids are to be turned in no later than 2:00 p.m. on August 21, 2014 to Cool and Cobb Engineering Company, 203 W. Main Street, Avon Park, FL 33825. Late bids will not be accepted. Contractor is responsible for insuring that their bid is in on-time.

After meeting we will visit the construction site access road Bell Street for the project and visit the job site.

10:10 a.m. Carl describes project:
All Contractors were asked if they received Bid Plans & Specifications. All Contractors confirmed they did receive plans and specifications.

Carl talked about

- Briefly touched on Environmental Issues with Tortoises, Sand Skinks, Indigo Snakes, within the project.
- Clean fill to be place near existing T-hangars, remaining fill to be stored at the on-site stock pile location said on plans.
- Pump Structure, Pipes, Inlet.
- City owning an easement thru groves that allowed this storm water force main to be installed.
- SWFWMD Permit is Complete
- 12" Storm water force main thru grove.
- Warned Contractor of 2" Water Main in grove. Water main is for irrigation. If Contractor happens to cut this line, he is responsible for fixing it. Not a major issue. Directional Bores
- Open Trench with 12" storm water force main pipe.

10:15 a.m. Carl spoke about Environmental

1. Sand Skinks are in grove and they have been mitigated
2. Silt Fence is to be installed at Retention Pond, 3rd party company hired by Avon Park will come inside silt fence and capture and remove gopher tortoises. Contractor to coordinate. Silt fence then creates a fence to keep tortoise out of construction zone.

3. Contractors have to follow FAA rules & Regulations on Airport. FAA has signed off on project, but Contractor still must stay away from taxi and runway.
4. Additional drainage structures to be installed by Aviation Way and ball fields.
5. Contractor to use Florida One Call prior to constructing and shall not rely on Engineering plans for utilities locate during construction.
6. Contractor doesn't have any permits to complete.

10:22 a.m. Preston Colby spoke about different agencies that this project may be governed under: Homeland Security, TSA, and FAA. They all have different issues and rules, so if any issues come up, Contractor is to call Carl Cool (contact person). Mr. Cool will then contact Mr. Colby and they will address any possible issues.

10:24 a.m. Mr. Renfro and Carl Cool address Gate Access – Successful Contractor to be issued a gate code. Only that person comes in. Contractor is to stop at the other side of gate. (Only one car is allowed through the gate at a time.) Gate is automatic on leaving.

10:26 a.m. Carl Cool asked if everyone has signed in, if not, No Bid Allowed for that company. This is a mandatory Pre-Bid Meeting.

Everyone follow Carl to ensure Contractors know access.

10:37 a.m. Everyone left conference room to go on-site.

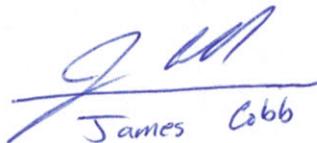
10:43 a.m. On-Site at end of Bell Street

- Carl explains our location and drainage swales and culverts required near Aviation Way, next to City Water Well.
- Mr. Renfro explains the active taxi way is dangerous and Contractors to be cautious with traffic along the roadways within the Airport.
- Carl notes that Contractors are required to perform their own stake outs and utility locates.
- Carl explains Pond and Lift Station Location
- Carl notes Contractors are responsible for their own dewatering if they think it is required.
- Carl notes that there is no Night Work Allowed.

11:01 a.m. Left Airport Site to see Force Main grove exit location and Self Force Main location.

11:07 a.m. Carl explains Hal McRae Blvd. and Self Road Site and Storm Water Force Main

11:15 a.m. Close of Meeting.


James Cobb

08/05/14
Date

PRE-BID MEETING SIGN-IN SHEET

CITY OF AVON PARK ITB No. 14-01

Avon Park Airport Drainage Improvements

Date: January 05th, 2014 @ 10:00 A.M.

Signatures	Print Name & Company Name	Phone Number	Email Address
1 <i>Bob Rousseau</i>	DN HIGGINS, INC BOB ROUSSEAU	305-215-6099	BOBR@DNHIGGINS.COM
2 <i>[Signature]</i>	Rick Forl. Fer Dickerson Fl. Int.	772-429-4444	RickF@DFI.FL.COM
3 <i>[Signature]</i>	CARL COOL COOL AND COBB ENGINEERING CO.	(863) 214-1527	carl@coolandcobb.com
4 <i>Mason Cobb</i>	Mason Cobb Cool and Cobb Engineering Company	(863) 657-2323	Mason@coolandcobb.com
5 <i>Neil Monkman</i>	NEIL MONKMAN WRIGHT CONSTRUCTION	(239) 481-5000	neil.monkman@wrightg.com
6 <i>Dylan Northrup</i>	Dylan Northrup B.R.W. Contracting, Inc	813-996-5882	dylan@brwcontracting.org
7 <i>Herb Hawk</i>	HERB HAWK GIBBS & REGISTER, INC.	407-654-6133	ESTIMATING@GIBBSANDREGISTER.COM
8 <i>[Signature]</i>	David Wirth Dallas I	313 986 1922	David.Wirth@dld.com
9 <i>Tal Rancourt</i>	TAL RANCOURT EXCAVATION POINT, INC	963-471-1997	MIK@EXCAVATIONPOINT.COM
10 <i>Selena Pollard</i>	Go Underground Utilities Selena Pollard	863 699-6699	goUnderground@centurylink.net
11 <i>Jim Renfro</i>	Jim Renfro Highland Aviation	863 462-2600	JimFro4sat@gmail.com
12 <i>[Signature]</i>	PRESBY COBB CITY OF AVON PARK	863-386-3867	phcobb@AVONPARK.FL.GOV

Project Manager
 GEORGE ESCHENBACH C.A.P. ASN (HOPA) 863-257-0259
 E-MAIL GEOFLA@COMCAST.NET

PRE-BID MEETING SIGN-IN SHEET

CITY OF AVON PARK ITB No. 14-01

Avon Park Airport Drainage Improvements

Date: January 05th, 2014 @ 10:00 A.M.

Signatures	Print Name & Company Name	Phone Number	Email Address
13	<i>[Signature]</i> JESUS RENA jesus@stengineering.com	407-910-3335 407-340-6769	
14	<i>[Signature]</i> LUIS SEPULVEDA L&S ENGINEERING CONSULTANTS	407-340-6769 407-910-3335	lase@stengineering.com jesus@stengineering.com
15	<i>[Signature]</i> RICHARD HAYMAN COBB SITE DEVELOPMENT	863-713 3939	MANAGER@ COBBSITEDevelopment .COM
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ADDENDUM NO.1

**CITY OF AVON PARK AIRPORT AUTHORITY
RFP 14-01
PRE-BID MEETING 08-05-14
QUESTIONS & ANSWERS**

1. Is all fill to go in stock pile location and does it all have to stay on site?
Some of the fill will need to be placed on the South side of the existing T-Hangers next to the pond. Fill will need to be leveled to the existing T-hanger elevation. Contractor to insure this fill is clean. All fill excavated from site must stay on site.
2. Are there any special requirements for Airport Access(example: Training, badges, Radios, etc.)?
There is no special training required for contractor and employees. The successful Contractor will need identification, Radios, Badges, etc.)
3. Are there any special requirements disease control steps that contractor should be aware of prior to vehicular or employees access into Groves (Cancer, Greening, Chemicals. Etc.)
Grove Owners to be contacted by Engineers
4. Engineers Estimate?
Engineers Estimate: Attached
5. What is the Funding of this project?
3 Sources – Highlands County, FEMA, & City of Avon Park (May be 4th : Airport Advisory Board)
6. Is there any Geo-tech Reports?
Yes, please see attachments.
7. Are there any Local Preferences?
No, due to Government Funding.
8. Does the Project qualify for American Steel?
Preston Colby to investigate question.
9. Is burning of debris allowed on site?
No
10. Does this project fall into the Davis Bacon Act?
No
11. Is Contractor responsible to haul off and properly dispose of material from demo taxi way?
Yes
12. Does fill at T-hangar Pad need to be clean fill?
Yes, No top soil within this location.
13. Are there any compaction requirements for the T-Hanger fill?
No compaction required for fill located near T-hangar.

Yes

15. Can chain link gate between lift station and groves be opened or does contractor have to work on each side?

Gate by retention may be open, but locked at end of each day.

16. What is the estimated Notice to Proceed Date?

Estimated time is 2 to 3 weeks after bid opening.

17. Is Contractor required to provide his own material testing?

Yes, Contractor is also required to coordinate with County Utility Inspector Debbie Carnihan with all Jack & Bores.

18. Does the plans show the profile of the stormwater force main with all need mechanical connections or is contractor to figure out his/her mechanical joints in force main?

Contractor responsible for his/her own connections to maintain minimum force main depth through grove, swales, and under roadways.

19. Is seed and mulch acceptable or only sod?

Sod is required on County Right of Way. In addition, the contractor is to replace the type of sod, with the type of sod that is disturbed during construction. Therefore, if homeowner has Floritam sod, then contractor is to replace with the exact type and quantity of Floritam that he/she has disturbed.

Seed & Mulch thru Grove is acceptable.

Preliminary Opinion Of City Of Avon Park- Airport Drainage

Probable Cost

By: Cool and Cobb Engineering Company

2/8/2013

General Requirements

Phase 1

Design, Permitting, and Surveying		226,108.00	226,108.00
Professional Fees	64,200.00	35,800.00	100,000.00
Phase 1 Total	64,200.00	261,908.00	326,108.00

Construction:	<u>Material</u>	<u>Labor</u>	<u>Total</u>
Phase 2			
Project Management		63,500.00	63,500.00
City Project Management		36,500.00	36,500.00
Mobilization 1LS	3,640.00		3,640.00
Survey 1LS	260.00	1,200.00	1,460.00
Geo-Testing 1LS	2,800.00		2,800.00
Supervision 1LS		1,400.00	1,400.00
As-builts 1LS	1,270.00		1,270.00
MOT 1LS	780.00	910.00	1,690.00
NPDES 1LS	2,200.00	1,500.00	3,700.00
Clear & Grub 1LS	1,700.00	3,680.00	5,380.00
Silt Fence 6200LF	7,400.00	2,760.00	10,160.00
Fine Grade 1LS	1,600.00	2,760.00	4,360.00
Seed & Mulch 47,700SY	13,905.00	15,250.00	29,155.00
12" PVC 3820 LF	37,000.00	7,700.00	44,700.00
12" HDPE Bore 4EA	10,000.00	10,400.00	20,400.00
36" RCP 40LF	2,700.00	1,200.00	3,900.00
24" RCP 230LF	7,600.00	5,000.00	12,600.00
18" RCP 265LF	8,000.00	6,300.00	14,300.00
24" MES 6EA	1,900.00	1,450.00	3,350.00
18" MES 10EA	3,125.00	2,250.00	5,375.00
Type H Inlet	2,500.00	1,060.00	3,560.00
Existing CB Connection	400.00	1,300.00	1,700.00
Testing 1LS	700.00	780.00	1,480.00
Pump Station Break Down:			
Electric 1LS	12,500.00	5,500.00	18,000.00
Pumps 3EA	21,500.00		21,500.00
Wetwell/Valve Box 1LS	21,000.00		21,000.00
Labor 1LS		12,500.00	12,500.00
Chainlink Fence 228LF	1,700.00	1,600.00	3,300.00
57 #6" deep 18 tons	1,040.00	1,140.00	2,180.00
1-100 KW Generator	26,700.00		26,700.00
Labor & Equipment to move 75,000 CY Fill	238,032.00		238,032.00
Haul Route Construction		32,000.00	32,000.00
Outfall Easement (0.7 Acres)	10,000.00		10,000.00
1 1/2 Asphalt 400 SY	2,400.00	1,600.00	4,000.00
6" Baserock 400SY	2,500.00	5,800.00	8,300.00
Phase 2 Total	446,852.00	227,040.00	673,892.00

Grand Total:

511,052.00

488,948.00

1,000,000.00



August 16, 2007

Mr. Ron Cauthan, P.E.
Chastain Skillman, Inc.
363 U.S. Highway 27 South
Sebring, FL 33870 - 2140

**RE: Avon Park Airport Drainage Project Addendum
Soils Evaluation Report
Highlands County, Florida**

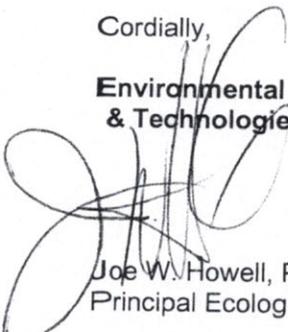
Dear Ron:

Environmental Sciences & Technologies, Inc. (EST) has completed the soils evaluation activities for the above referenced site. This report includes all procedures and findings from the evaluation.

EST appreciates the opportunity to be of service to you on this project. Please do not hesitate to contact our office if you have any questions.

Cordially,

**Environmental Sciences
& Technologies, Inc.**



Joe W. Howell, PWS, CPSS
Principal Ecologist/Soil Scientist

JWH/ CSI/ Avon Park Airport Drainage Project Soils Eval/ CSI-2246

Attachment

SOILS EVALUATION REPORT

Avon Park Airport Drainage Project

INTRODUCTION

Environmental Sciences & Technologies, Inc. (EST) completed a revised site specific soils evaluation of the above referenced site. The purpose of the site inspection was to determine seasonal high water table (SHWT) depths and soil profile conditions within proposed stormwater treatment area(s) within the project site. The location(s) of the soil boring(s) was defined for EST by the project engineer.

SURVEY METHODOLOGIES

The soil boring(s) was conducted to a depth of 10.0 ft. below land surface (BLS), unless indicated differently on Table 1, to confirm the uniformity of soil texture and type classification throughout the site as mapped by the NRCS. The soil type, texture, depth of SHWT, and if present, spodic (organic/metal accumulation zone) depth were determined and recorded. All soil classification methodologies were conducted in accordance with USDA Natural Resource Conservation Service Soil taxonomic (USDA, 1975) and survey criteria (USDA, 1993).

Special Note: *The seasonal high water table (SHWT) is defined as that wetted soil zone (capillary fringe), which occurs above the surficial aquifer, at its highest average elevation during the wettest part of the year. This wetted soil zone is typically characterized as 4 to 7 inches in thickness; but it may be thicker due to soil textural conditions affecting capillary action. A soil's SHWT zone occurs above the static water table and at the defined depth for durations of more than a few weeks. The determination of SHWT is a field estimate conducted by a soil scientist and is based upon a variety of soil properties. The soil properties, which defined SHWT, are predictable over a long period of time, but are not predictable from year to year. This means that the SHWT typically occurs within the estimated depth range for the major portion of wet seasons over a long period of time under historically normal climatic and unaltered hydrologic conditions, i.e. 7 to 8 normal rainfall years out of 10 normal rainfall years. Variation in climatic and hydrologic conditions may affect water table fluctuations from year to year. Therefore, SHWT determinations are an estimation of soil water conditions that have historically occurred at a site under normal climatic conditions. Engineering designs based upon SHWT estimations should be developed in such a way to account for possible environmental and biological variations, which may affect SHWT fluctuations in abnormal years. Special attention should be given to those projects that occur within closed drainage basins, as abnormal or excessive rainfall conditions can reduce the historical SHWT depths.*

One horizontal and vertical falling head hydraulic conductivity test was conducted at each boring location. The hydraulic conductivity test was performed on soil material collected above the SHWT depth. The permeability test procedure was conducted in accordance with the methodology outlined in Jammal & Associates, Inc. /Southwest Florida Water Management District (SWFWMD) Stormwater Retention Pond Infiltration Analyses Report (Jammal, 1989).

At each test location(s), two undisturbed soil cores were collected. One core sample was collected horizontally and the second vertically through the soil profile. The sample cores were then tested to determine horizontal and vertical permeability. Four test runs were conducted per core sample. The mean permeability rates were calculated and reported.

SURVEY RESULTS

A summary of the soil profile descriptions and profile hydrologic characteristics are provided on the attached soil profile log(s). The permeability values determined at the soil boring location(s) is also provided on the attached log sheet.

REFERENCES

1. Jammal & Associates, Inc. 1989. Stormwater Retention Pond Infiltration Analysis in Unconfined Aquifers. 95 pp.
2. United States Department of Agriculture. 1993. Soil Survey Manual. U.S. Dep. Agric. Handb. 18, 437 pp., illus.
3. United States Department of Agriculture. 1975. Soil Taxonomy: A Basic System of Soil Classification for Making and Interpreting Soil Surveys. Natural Resource Conserv. Serv., U.S. Dep. Agric. Handb. 436, 754 pp., illus.
4. United States Department of Agriculture. 1989. Soil Survey of Highlands County, Florida. Natural Resource Conserv. Serv. 240 pp., illus.

ENVIRONMENTAL SCIENCE AND TECHNOLOGIES
ECOLOGICAL REPORT