



ADDENDUM NO. 3

DATE: March 13, 2026
TO: ALL PROSPECTIVE VENDORS
SUBJECT: Bid No. W125A
TITLE: TMB TAXIWAY C EAST EXTENSION

This Addendum becomes a part of the subject Solicitation.

REVISION(S)

1. Volumes I, II and III (*revised in this addendum*), “Contact for This Solicitation” is hereby revised to read Samuel Marti, Telephone: (305) 869-4492, E-mail: smart@flyMIA.com .
2. 20-20 Bid Checklist, Item (a) – Bid Form, Table A – Schedule of Bid Price (*revised in this addendum*) is hereby replaced in its entirety with the revised version attached hereto as Item (a) – Bid Form, Table A – Schedule of Bid Price – Revised.
3. Volume I of III (*revised in this addendum*), “Section 011200, Multiple Contract Summary”, **is hereby deleted.**
4. Volume I of III (*revised in this addendum*), “Section 015060, Contractor Overhead”, **is hereby deleted.**
5. Volume I of III (*revised in this addendum*), “Section 015710, Maintenance of Airport Landside Traffic”, Part 4-Method of Measurement, has been updated as follows:

“PART 4 - METHOD OF MEASUREMENT

4.01 Measurement of Maintenance of Airport Landside Traffic – CCTV Camera for Payment shall be all the work completed and accepted in accordance with the Plans and Specifications.”

6. Volume I of III (*revised in this addendum*), “Section 015710, Maintenance of Airport Landside Traffic”, Part 5-Basis of Payment, has been updated as follows:

“PART 5 - BASIS OF PAYMENT

5.01 Payment for the quantity determined as provided in Article 4.01 above shall be made at the Lump Sum Bid for Maintenance of Airport Landside Traffic – CCTV Camera. This price and payment shall constitute full compensation for furnishing all labor, materials, equipment and incidentals required to complete the work under this Section.

Payment shall be made under:



Item No. 015710-5.1 Maintenance of Airport Landside Traffic – CCTV Camera – per Lump Sum.”

7. Volume I of III (*revised in this addendum*), “Section 015710, Maintenance of Airport Landside Traffic”, Part 6.01-Partial Payment, has been updated as follows:

“PART 6 - METHOD OF MEASUREMENT

6.01 Item No. 015710-5.1 Maintenance of Airport Landside Traffic – CCTV Camera – per Lump Sum.

The Maintenance of Aircraft Operating Area Traffic – CCTV Camera will be paid as a lump sum with the following schedule of partial payments:

- A. Upon completion and acceptance of the Safety Plan Compliance document, 20 percent of the overall lump sum value.
 - B. The remaining lump sum amount shall be divided into 12 phases and payment for each phase can be billed at the completion of the work as specified in this Section.”
8. Volume III of III (*revised in this addendum*), “Sheet G-005”, “Sheet E-001”, and “Sheet E-500” are hereby replaced in its entirety.
 9. Volume II of III (*revised in this addendum*), “Specification L-125” is hereby replaced in its entirety.

QUESTIONS AND ANSWERS:

Question No. 25: Fiber Splicing: Are there specific OTDR testing standards or certification levels required for technicians?

Answer No. 25: Yes. Specific OTDR and testing requirements are provided in Section 633-3.1.8: Installation Testing of the FDOT Standard Specifications for Road and Bridge Construction. Technicians should be trained and certified through recognized industry organizations. Refer to Section 105 – Contractor Quality Control General Requirements of the FDOT Standard Specifications for Road and Bridge Construction.

Question No. 30: Can bid item #80 – L-125-5.1H “Modifications of Existing ALCMS” be changed into an allowance item? This allows for a competitive bid environment for the AGL materials and is in compliance with the FAA AIP Funding Handbook regarding separating non-competitive and competitive procurements.

Source: https://www.faa.gov/airports/aip/aip_handbook/appendix#PU18.

(10) Separating Noncompetitive and Competitive Procurement. Per FAA policy, sponsors must separate noncompetitive and competitive procurement because it may limit the free and open competition of the



competitive procurement. Four examples where sponsors must separate procurement include changes to existing Airfield Lighting Control and Monitoring Systems (ALCMS), certified airfield lighting equipment with only one manufacturer, sponsor preferred airfield lighting equipment, and certified airfield lighting equipment that is prohibited from AIP funding

Answer No. 30: Item No. 80 of Table A, Bid Price Form is hereby deleted; respective work will be completed by MDAD. Refer to Item (a) – Bid Form, Table A – Schedule of Bid Price (*revised in this addendum*), Volume II of III (*revised in this addendum*), and Volume III of III (*revised in this addendum*).

Question No. 31: Miami-Dade Aviation Department projects typically include bid items under the P-160 Specification for Suspect and Contaminated Materials to address handling, testing, stockpiling, disposal, and replacement of potential contaminated materials encountered onsite. The current bid documents for the referenced project does not include any P-160 items or other items addressing suspect or contaminated materials.

Please confirm the following:

1. The Department does not anticipate encountering contaminated or suspect materials within the limits of the work.
2. Bidders are not expected to include costs for handling, testing, stockpiling, transportation, disposal, or replacement of contaminated or suspect materials in their bids.
3. In the event contaminated materials are encountered, such work would be addressed separately by the Owner and compensated outside the base bid scope.

This clarification is requested to ensure all bidders are pricing the project consistently and in accordance with the Department's expectations regarding environmental conditions.

Answer No. 31:

1. Yes, MDAD does not anticipate encountering contaminated or suspect materials within the limits of the work.
2. Yes. Refer to Volume II of III, Specification P-160 ("Contaminated Soil/Groundwater") for guidelines if contaminated soil/groundwater is encountered and Environmental notes on Sheet G-006 in Volume III of III.
3. Yes. In the event contaminated materials are encountered, such work would be addressed separately by the Owner and compensated through allowance account.

Question No. 32: May you please provide us with the Geotechnical Report, including the soil boring logs, for the project site?

Answer No. 32: Yes. Refer to Appendix B in Volume II of III for the geotechnical report.

Question No. 33: Could you please confirm the acceptable means and methods for the dewatering, such as wellpoints, dewatering pumps, or any other approved systems?

Answer No. 33: Dewatering of groundwater at the project site is prohibited per the Contract Documents (see General Notes on Sheets G-006, S-102, and S-103 in Volume III of III). Construction of underground structures shall follow Specification P-710, Underwater Construction in Volume II of III. Means and methods remain the Contractor's responsibility within these constraints.



Question No. 34: With regards to the oil/water separator, are we permitted to utilize wellpoints for the dewatering? If not, could you please advise where the discharge water should be directed, such as to the existing swales or another designated location?

Answer No. 34: No. Refer to Answer No. 33.

Question No. 35: The plans indicate that the oil/water separator is to be installed at a depth of approximately 18 feet, which may require the use of sheet piles approaching 40 feet in length. Given that this is an active airport, could you please confirm whether this approach, the installation of 40-foot long sheet piles, would be acceptable, or if there are any restrictions or preferred methods for excavation support in this area?

Answer No. 35: No. The Contractor is responsible for determining appropriate means and methods. Refer to Volume II of III, Specification P-701, Trenching, Backfilling, and Jacking for excavation support requirements.

Question No. 36: Division One Specification 011200 – “MULTIPLE CONTRACT SUMMARY” lists many scope items (foundations footings, and walls; roofing, stairs, HVAC CONTRACT, PLUMBING CONTRACT, ELECTRICAL CONTRACT, etc.) that are not depicted in the Drawings. Please clarify the intent of this specification section as it seems to relate to other work not part of this solicitation.

Answer No. 36: No. Refer to Revision 3 of this Addendum, “Volume I of III (*revised in this addendum*), “Section 011200, Multiple Contract Summary”.

Question No. 37: Please confirm a field office for MDAD/Architect/Construction Manager is not required.

Answer No. 37: No. A field office is not required. Refer to Volume I of III, Section 015000 and Volume II of III, Specification C-105.

Question No. 38: Division One Specification Section 015060 – CONTRACTOR OVERHEAD references the Basis of Payment being a unit price “Item No. 1 – Contractor Overhead – Per Calander Day”. This conflicts with the pay item list provided. Please confirm this specification and referenced pay item do not apply to this solicitation.

Answer No. 38: No. There is no separate pay item for Contractor Overhead. Refer to Revision 4 of this Addendum, “Volume I of III (*revised in this addendum*), “Section 015060, Contractor Overhead” is **hereby deleted**.

Question No. 39: Division One Specification Section 015600 – BARRIERS AND ENCLOSURES Section 3.01-B states, “8 foot high construction fence enclosing the Project Site”. Please confirm fencing is only required where depicted in the Construction Phasing Plans.

Answer No. 39: Yes. Fencing is only required where shown in the Construction Phasing Plans.

Question No. 40: Division One Specification Section 015600 – BARRIERS AND ENCLOSURES Section 3.05-A states, “Maintain during progress of work. Repaint painted surfaces annually or more often as directed by the Field Representative.”. Please confirm this does not apply to either temporary fencing/barricades or existing facilities or adjacent properties.



Answer No. 40: Yes. This requirement does not apply to temporary fencing/barricades, nor does it apply to existing facilities or adjacent properties that are not affected by the Contractor's operations for this project.

Question No. 42: Division One Specification Section 015640 – SOIL EXCAVATION PROCEDURES Section 3.01-A states, "The Contractor shall as directed haul the excavated soil to the off-site....", AND, "The Contractor shall, as directed by the Field Representative, haul and dispose of the material off the airport site in accordance with the provisions of MDAD Specifications Section P-160 or to remain in place for later remediation by MDAD."

- a. Please confirm all Bidders are to include hauling and temporary stockpiling of all excavated material at a staging area on TMB property but outside of project limits.
- b. Please confirm this stockpiling is to be handled as all material is "Suspect" including impervious liners, coverings, stockpile labeling, and all other requirements as required by P-160.
- c. Please provide pay items for the P-160 related activities which will be required (temporary stockpiling, disposal of non-hazardous, incineration, disposal of hazardous, and replacement"

Answer No. 42:

- a. Yes. All Bidders are to include hauling and temporary stockpiling of excavated material at the staging area shown on Volume III of III, Sheet G-201.
- b. No. Stockpiled material is assumed clean unless contamination indicators (e.g., visible staining, free product, sheen, or odors) are observed during construction. If contaminated soil/groundwater is encountered, follow Volume II of III, Spec P-160 for required actions.
- c. No. In the event contaminated materials are encountered, such work will be addressed separately by the Owner through allowance account.

Question No. 43: The staging area shown in the plans is approximately 120' x 140'. Due to the large amounts of soil to be stockpiled if required by P-160 we anticipate needing additional space to allow time for stockpiles to be tested and removed. Please advise if additional stockpile areas are available on TMB property.

Answer No. 43: No. The staging area limits shown on the plans are intentionally not dimensioned. The awarded Contractor may adjust the limits of the designated staging area in accordance with the General Notes on Volume III of III, Sheet G-201.

Question No. 44: Please advise if there are any known Gopher Tortoise or Burrowing Owl Burrows within the project limits.

Answer No. 44: No. Gopher Tortoise or Burrowing Owl Burrows survey was not officially conducted by the County. There is a potential presence of Gopher Tortoises and Burrowing Owls within the project limits. Refer to Volume I of III, specification section 015700, Section 2.07 for detailed requirements on wildlife burrow survey, permitting, scoping and collapse requirements. The awarded Contractor is responsible for conducting a pre-construction wildlife survey to within the mobilization period as outlined in Volume I of III, specification section 015700 and Volume III of III, sheet G-402.

Question No. 45: Please advise the quantity of "CONSTRUCTION IDENTIFICATION SIGNS" required for this project.

Answer No. 45: One (1).

Question No. 46: Please provide Warranty Period duration.



Answer No. 46: As stated in Volume 0 of III, Section 90-10, except where longer periods of warranty are indicated for certain items, the Contractor warrants the Work under the Contract to be free from faulty materials and workmanship for a period of not less than one (1) year from the date of Substantial Completion.

Question No. 47: Can the engineer please provide an explanation of how they came up with the cut/fill quantities in the cross sections? It is understood the overall process by which quantities were formulated per Specification P-152, however, it is unclear as to the specific parameters used (i.e. which surface lines were used in the digital terrain model and how was the cubic yardage calculated from there).

Answer No. 47: As noted in the X-100 series general notes in Volume III of III, the cross-section cut/fill quantities are provided for reference only; measurement and payment for earthwork will be made in accordance with Specification P-152 in Volume II of III. The reference quantities were developed by comparing digital terrain model (DTM) surfaces. An Existing Ground (EG) surface was compiled from the project survey/topography data, and Proposed surfaces were derived from the profiles, typical sections, and details in the Contract Drawings. Volumes were computed using standard surface-to-surface (end-area/3D DTM) methods within the plan limits shown on the drawings, and areas requiring stripping or pavement removal were modeled and accounted for per Volume III of III, Sheet C-310.

Question No. 48: Collapsing of burrows and the relocation of any wildlife can be costly per incident and cannot be accurately estimated this with the current information provided. How will this be paid if wildlife burrows are encountered? Have any surveys been done recently to establish an estimate of the amount of owl burrows and gopher tortoises to anticipate for estimating purposes?

Answer No. 48: No, wildlife survey was not performed during design. The Contract includes a Lump Sum bid item for the Contractor to conduct the required pre-construction wildlife survey, identify any active burrows and species requiring mitigation, and prepare and submit permit applications to the appropriate agencies for burrow collapse and/or other authorized mitigation. All labor, equipment, materials, qualified biologist services, coordination, monitoring, documentation, and implementation of permit conditions, including burrow collapse and any agency-authorized mitigation actions, shall be incidental to this Lump Sum item as stipulated in Volume II of III, section 015700. The County will be responsible for paying the agency permit fees associated with the approved wildlife permits. All other costs to perform the survey and implement the permitted mitigation are to be included in the Bidder's Lump Sum price. No separate per-incident pay items will be issued for burrow collapse or wildlife mitigation.

Question No. 49: The Contract Documents state the Contractor Quality Control – Program Administrator (CQCPA) must be a full-time on-site employee of or consultant to the Contractor. Due to the highly specialized qualifications for this position, there is a limited pool of qualified personnel and a high cost to have this person onsite for the entire duration of construction.

Given that the focus of experience for this position is paving, please clarify the following:

1. Is it the intent to have this person on-site for the duration of all construction?
2. Would MDAD consider allowing the CQCPA to be onsite during all paving operations while maintaining availability during non-pavement related work within a two-hour window?

This clarification will assist bidders in accurately evaluating staffing requirements and associated costs for the CQCP implementation



Answer No. 49:

1. The focus of the Program Administrator is not restricted to paving, it encompasses all of the Quality Control (QC) aspects of the project that are required per the Volume I, II, and III. Per Specification C-100 in Volume II of III, the awarded Contractor must maintain continuous QC coverage with qualified technicians to monitor each work activity, while the awarded Contractor Quality Control Program Administrator (CQCPA) serves as a full-time employee of or consultant to the awarded Contractor with the authority to stop production and implement corrective actions. C-100-3(a) expressly allows the CQCPA to supervise more than one project provided the person can be at the job site within two (2) hours of being notified of a problem, which means the CQCPA is not required to be physically on site for the full duration of all construction so long as continuous QC coverage is maintained by qualified technicians and the CQCPA meets the two-hour response requirement.

2. MDAD can allow the CQCPA to be on site during all paving operations and available within two hours during non-pavement work, which is consistent with Item C-100-3(a) in Volume II of III, provided the awarded Contractor (i) maintains continuous QC staffing at the plant(s), (ii) submits and adheres to the approved CQCP covering organization, QC testing plans, inspection requirements, documentation, and corrective-action procedures, (iii) identifies critical operations that require mandatory CQCPA presence beyond paving (e.g., control strips, first production lots, plant restarts after changes, and when directed by the RPR/Engineer), (iv) furnishes daily QC documentation signed by the CQCPA, and (v) ensures the CQCPA retains immediate authority to stop production when necessary.

Question No. 50: Do we have to submit a BIM schedule for this project? those are normally intended for a building just wanted to get some clarification because I came across it on addendum 1.

Answer to No. 50: No, BIM schedule is not required to be submitted for this project.

Question No. 51: I want to clarify something on the plan set. The drawings are calling out for 2-2” conduits however, in the details for the boring work they note an outer duct or ‘casing’ for the 2-2” & a single 1” conduits when the boring is to be done under pavement, which most of this is.

Is the outer duct being required on these bores and if so, what size outer duct will they be requiring? Additionally, is the bundle 2-2” conduits or 2-2” & 1-1” conduits?

The details I am referring are detail 1 and detail A on sheet T-409.

Answer No. 51: Refer to the legend on Sheet T-101 in Volume III of III, which directs the Contractor to install all directionally bored HDPE per Detail 1 on Sheet T-409. Detail 1/T-409 depicts the bored conduit bundle as 2–2” conduits plus 1–1” conduit installed within an outer duct/casing when boring under pavement. Per Section A on Sheet T-409, the outer-duct/casing size is not prescribed and is at the Contractor’s discretion (means and methods), provided it accommodates the specified inner conduits.

Question No. 52: Temporary Access Road Construction

The phasing plans appear to show the construction of a temporary access road during various stages of the project. Could you please confirm under which bid item the cost associated with this work should be included in?

a. For your reference, we have highlighted and provided screenshots illustrating what we are referring to as the “Temporary Access Road Construction”, as shown below. Additionally, we have attached the following plan sheets:

- i. Sheet Number G-202 - Staging and Access Plan
- ii. Sheet Number G-403 - Construction Phase 1 Plan



Answer No. 52: Temporary access road construction and restoration to original condition shall be incidental to Mobilization (C-105) bid item. Refer to detail 3, note 3 on Sheet G-502 in Volume III of III and Specification C-105 in Volume II of III.

All other information remains the same.

Miami-Dade County,

Samuel Marti

Aviation Senior Procurement Contracting Officer

c: Clerk of the Board