

SEMINOLE TRIBE OF FLORIDA

Tristan Evertz
Purchasing Department
Director

6300 STIRLING ROAD
HOLLYWOOD, FLORIDA 33024
PHONE: (954) 966-6300 x11193
E-MAIL: tristanevertz@seminoletribe.com
WEBSITE: <http://www.seminoletribe.com>



Tribal Officers:

MARCELLUS W. OSCEOLA, JR.
Chairman

HOLLY TIGER
Vice-Chairwoman

NAOMI WILSON
Secretary

PETER HAHN
Treasurer

RFP 37-2025 WEST BOUNDARY ROAD (384023) (BIG CYPRESS)

Addendum No. 3, Date issued August 5, 2025

This Addendum No. 3 is hereby made a part of RFP 37-2025 and has been issued by the Seminole Tribe of Florida (hereinafter the "TRIBE") to revise an attachment, revise an exhibit, revise a section of the RFP, answer questions submitted by prospective bidders, and revise RFP date(s).

RFP 37-2025 is amended as follows:

1. Revision of Attachment A:

Attachment A – Plans has been revised.

Bidders shall replace all previous versions of *Attachment A* with the revised version attached to this Addendum No. 3 as *Attachment A – Plans REV001*. All previous mentions of *Attachment A* in RFP 37-2025 shall now refer to the attached *Attachment A – Plans REV001*.

2. Revision of Exhibit A:

Exhibit A – Proposal Form has been revised.

Bidders shall replace all previous versions of *Exhibit A* with the revised version attached to this Addendum No. 3 as *Exhibit A – Proposal Form REV001*. All previous mentions of *Exhibit A* in RFP 37-2025 shall now refer to the attached *Exhibit A – Proposal Form REV001*.

3. Revision of Section IV:

The following paragraph within *Section IV* has been revised.

- Paragraph 5 "Price"

Bidders shall replace all previous versions of *Section IV* with the revised version attached to this Addendum No. 3 as *RFP 37-2025 Section IV REV001*. All previous mentions of *Section IV* in RFP 37-2025 shall now refer to the attached *RFP 37-2025 Section IV REV001*.

4. Answers to Prospective Bidders' Questions:

The following questions are being addressed through this Addendum No. 3:

| BUDGET | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|--|-----------------------|-------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--|--|--|------------------------------------|--|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|----------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-----------------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-------------------|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-------------------|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | <p>Q: Please provide the approved budget details for the Request for Proposal (RFP), as well as the designated contract time for its completion. This information will be helpful in ensuring CONTRACTOR’s planning and execution align with the established parameters.</p> <p>A: Budget information shall not be disclosed, as it is confidential. Substantial completion of the work will be within six hundred (600) calendar days from the commencement date stated in the Notice to Proceed. Final completion of the work will be within six hundred and fifty (650) calendar days from the commencement date stated in the Notice to Proceed.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. | <p>Q: Section I, Paragraph 8 “Budget” of the RFP indicates: <i>Should the highest scoring respondent have submitted a pricing proposal that is in excess of the allocated and approved budget, as defined by the TRIBE, the TRIBE reserves the right to enter into negotiations with the highest scoring respondent.</i></p> <p>What is the budget amount which BIDDER(s) are not to exceed?</p> <p>A: Please refer to the TRIBE’s response to Question #1.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ATTACHMENT A - PLANS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. | <p>Q: In <i>Attachment A – Plans</i>, “Summary of Quantities” page, the Maintenance of Traffic and Mobilization items have a “(5%)” next to them but shows a quantity of “1 LS” on every page. Please elaborate as to what the “(5%)” next to the pay item description (highlighted below) means?</p> <table><tr><th colspan="2"></th><th colspan="16">SUMMARY OF QUANTITIES</th></tr><tr><th colspan="2">WEST BOUNDARY ROAD - ROADWAY PLANS</th><th>FROM STA</th><th>19+65</th><th>15+00</th><th>22+00</th><th>29+00</th><th>36+00</th><th>43+00</th><th>50+00</th><th>57+00</th><th>64+00</th><th>71+00</th><th>78+00</th><th>85+00</th><th>92+00</th><th>99+00</th></tr><tr><th rowspan="2">PAY ITEM NO.</th><th rowspan="2">PAY ITEM DESCRIPTION</th><th>TO STA</th><th>15+00</th><th>22+00</th><th>29+00</th><th>36+00</th><th>43+00</th><th>50+00</th><th>57+00</th><th>64+00</th><th>71+00</th><th>78+00</th><th>85+00</th><th>92+00</th><th>99+00</th><th>106+00</th></tr><tr><th>SHT #</th><th>R-9</th><th>R-10</th><th>R-11</th><th>R-12</th><th>R-13</th><th>R-14</th><th>R-15</th><th>R-16</th><th>R-17</th><th>R-18</th><th>R-19</th><th>R-20</th><th>R-21</th><th>R-22</th></tr><tr><td>102.1</td><td>MAINTENANCE OF TRAFFIC (5%)</td><td>UNIT</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td><td>QTY</td></tr><tr><td>102.2</td><td>MOBILIZATION (5%)</td><td>LS</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td></tr><tr><td>102.3</td><td>CONCRETE PAVEMENT</td><td>LS</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td></tr></table> <p>A: The “(5%)” shown for these items under the <i>Attachment A – Plans</i>, “Summary of Quantities” page has been removed. Please see the revised <i>Attachment A – Plans REV001</i> released through this Addendum No. 3. BIDDER shall provide a lump sum cost for these activities.</p> | | | SUMMARY OF QUANTITIES | | | | | | | | | | | | | | | | WEST BOUNDARY ROAD - ROADWAY PLANS | | FROM STA | 19+65 | 15+00 | 22+00 | 29+00 | 36+00 | 43+00 | 50+00 | 57+00 | 64+00 | 71+00 | 78+00 | 85+00 | 92+00 | 99+00 | PAY ITEM NO. | PAY ITEM DESCRIPTION | TO STA | 15+00 | 22+00 | 29+00 | 36+00 | 43+00 | 50+00 | 57+00 | 64+00 | 71+00 | 78+00 | 85+00 | 92+00 | 99+00 | 106+00 | SHT # | R-9 | R-10 | R-11 | R-12 | R-13 | R-14 | R-15 | R-16 | R-17 | R-18 | R-19 | R-20 | R-21 | R-22 | 102.1 | MAINTENANCE OF TRAFFIC (5%) | UNIT | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | 102.2 | MOBILIZATION (5%) | LS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 102.3 | CONCRETE PAVEMENT | LS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | | SUMMARY OF QUANTITIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WEST BOUNDARY ROAD - ROADWAY PLANS | | FROM STA | 19+65 | 15+00 | 22+00 | 29+00 | 36+00 | 43+00 | 50+00 | 57+00 | 64+00 | 71+00 | 78+00 | 85+00 | 92+00 | 99+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PAY ITEM NO. | PAY ITEM DESCRIPTION | TO STA | 15+00 | 22+00 | 29+00 | 36+00 | 43+00 | 50+00 | 57+00 | 64+00 | 71+00 | 78+00 | 85+00 | 92+00 | 99+00 | 106+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | SHT # | R-9 | R-10 | R-11 | R-12 | R-13 | R-14 | R-15 | R-16 | R-17 | R-18 | R-19 | R-20 | R-21 | R-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.1 | MAINTENANCE OF TRAFFIC (5%) | UNIT | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | QTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.2 | MOBILIZATION (5%) | LS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102.3 | CONCRETE PAVEMENT | LS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. | <p>Q: Current plans do not scale correctly. Please reissue correct size plans.</p> <p>A: <i>Attachment A</i> has been revised to reflect the 11 x 17 size and scale. Please see the revised <i>Attachment A – Plans REV001</i> released through this Addendum No. 3.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. | <p>Q: <i>Attachment A – Plans</i> are loaded as the wrong size online. Please provide either 11x17 or 24x36 plans.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|---|--|--|
| | | |
| <p>6. Q: The roadway plans appear to be an incorrect scale, which impacts potential bidder(s) takeoffs. Please re-upload with the correct scale applied.</p> | <p>A: Please refer to the TRIBE's response to Question #4.</p> | |
| <p>7. Q: Are the utility installations and cross drains meant to be open cut or jack and bore?</p> | <p>A: Please refer to the TRIBE's response to Question #4.</p> | |
| <p>8. Q: The drills cannot be accomplished within the lengths as shown on Attachment A – Plans. Please consider extending the drill lengths to match the length of the entire vertical deflection shown on the Attachment A – Plans or switch these to jack and bore.</p> | <p>A: All utility installations and cross drains are to be installed using open cut methods or as indicated in the project scope and Attachment A – Plans REV001 as released through this Addendum No. 3. Requirements to maintain traffic and obtain approval of Maintenance of Traffic (MOT) and Detour plans are required.</p> <p>Any potential utility conflict for the watermain and forcemain might require trenchless construction utilizing High-Density Polyethylene (HDPE) material.</p> | |
| <p>9. Q: Casings shown to be installed via directional drilling are almost all too short and flat to be installed via directional drilling. Is jack and bore an acceptable method to install these casings?</p> | | |

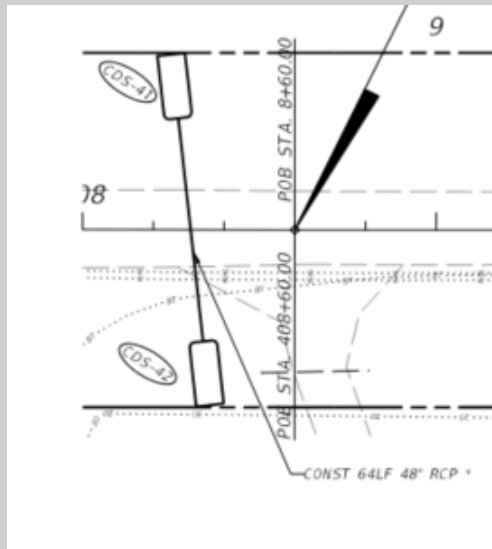
| | |
|-----|---|
| | <u>A:</u> Please refer to the TRIBE’s response to Question #8. |
| 10. | <p><u>Q:</u> Given that there is no trenchless installation shown for storm drain lines crossing existing pavements, why is this a requirement for water/wastewater? Can these other crossings/casings be installed via open cut methods? Given how many trenchless installs there, how short they are, and how most, if not all cannot be installed via directional drilling but by more expensive jack and bore, open cut installation will be cheaper even when accounting for additional pavement repair.</p> <p><u>A:</u> Please refer to the TRIBE’s response to Question #8.</p> |
| 11. | <p><u>Q:</u> <i>Attachment A – Plans</i>, Typical Sections specify: Type SP-12.5 Structural Course (Traffic C) under Widening and Milling, Resurfacing, and Friction Course FC-9.5 for the asphalt trail without binder. The Summary of Quantities indicate asphalt binder PG 76-22 for all asphalt tonnage. Please confirm which is correct.</p> <p><u>A:</u> PG 76-22 is required per FDOT specifications as stated, the Summary of Quantities (SOQ) qualifies this requirement through its footnote. The typical sections have been revised to include this reference for consistency. Please see the revised <i>Attachment A – Plans REV001</i> released through this Addendum No. 3.</p> |
| 12. | <p><u>Q:</u> Besides the scaling issue, the 316 SS fittings are not specified in the <i>Attachment A – Plans</i> or specs. A different project located at the Big Cypress Reservation requires the use of 316 SS fittings. Will this project require 316 SS fittings as well?</p> <p><u>A:</u> Please see the revised <i>Attachment A – Plans REV001</i> and <i>Exhibit A – Proposal Form REV001</i> released through this Addendum No. 3. CONTRACTOR shall follow the requirements for contract documents.</p> |
| 13. | <p><u>Q:</u> In <i>Attachment A – Plans</i>, “Bid Schedule Alternate #1 (WEST END PAVING SECTION)” on sheet R-3C and “WEST END PAVING DETAILS (ALIGNMENT & TYPICAL SECTIONS)” on sheet R-8 indicate a substantial amount of milling and resurfacing and roadway widening work in additional to the base bid.</p> <p>These quantities are not accounted for on <i>Exhibit A – Proposal Form</i> nor are there any other cross sections or roadway plans depicting what is to be constructed in this section. Please advise if this additional West End Paving section referenced above is part of this contract and how it is to be priced. If the west end paving section is a part of this contract, we request that additional plans including roadway plans and cross sections be provided in order to accurately price and the bid date be extended to accommodate.</p> |

| BID SCHEDULE ALTERNATE #1 (WEST END PAVING SECTION) | | | |
|--|---|------|----------|
| LIMITS OF ASPHALT OVERLAY STA. 316+00 TO STA. 380+00 (6400 LF, 1.21 MILES) | | | |
| LIMITS OF MILLING & RESURF. STA. 380+00 TO STA. 408+60 (2860 LF, 0.54 MILES) | | | |
| ROADWAY | | | |
| PAY ITEM NO. | PAY ITEM DESCRIPTION | UNIT | QUANTITY |
| 102 1 | MAINTENANCE OF TRAFFIC | LS | 1 |
| 102 2 | MOBILIZATION | LS | 1 |
| 104 10 3 | SEDIMENT BARRIER (based on project length, both sides) | LF | 18520 |
| 110 1 1 | CLEARING & GRUBBING (based on 25 feet each side of centerline) | AC | 10.6 |
| 120 1 | REGULAR EXCAVATION (CONTINGENCY) | CY | 4000 |
| 120 6 | EMBANKMENT (CONTINGENCY) | CY | 1000 |
| 160 4 | TYPE "B" STABILIZATION (UNPAVED ROAD & PROP. SHOULDER WIDTH) | SY | 17000 |
| 210 1 1 | REWORK EXIST. SURFACE BASE MATERIAL | SY | 22700 |
| 327 70 4 | MILLING EXISTING ASPHALT PAVEMENT, 3.0" AVG DEPTH | SY | 7000 |
| 334 1 53 | SUPERPAVE SP-12.5 ASPHALTIC CONCRETE, TRAFFIC C. PG76-22 (1.5") | TN | 1900 |
| 337 7 82 | ASPHALT CONC FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 (1.5") | TN | 1900 |
| 0570 1 2 | PERFORMANCE TURF, SOD (SHLDR & GRADE TO EXIST, EST. 9 FT EACH SIDE) | SY | 29000 |
| SIGNING AND PAVEMENT MARKINGS | | | |
| PAY ITEM NO. | PAY ITEM DESCRIPTION | UNIT | QUANTITY |
| 0700 1 111 | SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF (CONTINGENCY) | AS | 10 |
| 0706 1 3 | RAISED PAVT MARKER, TYPE B | EA | 500 |
| 0710 11101 | PAINTED PAVT MARKINGS, STANDARD, WHITE, SOLID, 6" | GM | 3.5 |
| 0710 11201 | PAINTED PAVT MARKINGS, STANDARD, YELLOW, SOLID, 6" | GM | 3.5 |
| 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | 3.5 |
| 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | 3.5 |

NOTE:
SEE WEST END PAVING DETAILS SHEET R-8 FOR ALIGNMENT, TYPICAL SECTIONS AND LIMITS OF ASPHALT OVERLAY AND MILLING & RESURFACING LIMITS.

A: Please see the revised *Attachment A – Plans REV001* and *Exhibit A – Proposal Form REV001* released through this Addendum No. 3 which include these items as Alternate #4.

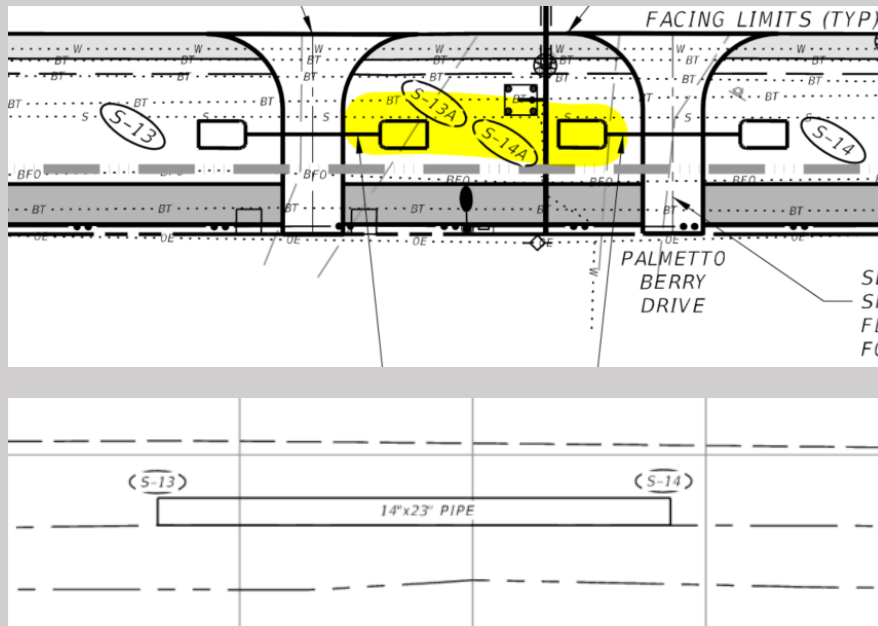
14. Q: In *Attachment A – Plans*, on Sheet No. R-9, (image below) CDS-41 and CDS-42 and the 64LF of 48" RCP connecting them are not shown on the profile view of Sheet No. R-9 nor are they shown on the Drainage Structure plans (Sheets No. R-61 to R-63). It is requested this information be added for potential bidders to know the elevations for excavation/backfill and installation purposes. Also, potential bidders need to know how the road and ground above this drainage run is to be restored and paid.



A: The above referenced image shows a replacement of an existing cross-drain to be installed at the same horizontal and vertical locations as the existing pipe. Bidders may visit the project site to confirm existing conditions.

Please see the revised *Attachment A – Plans REV001* and *Exhibit A – Proposal Form REV001* released through this Addendum No. 3 which include the work associated with this item as Alternate #4.

15. **Q:** In *Attachment A – Plans*, on Roadway Sheet No. R-13, S-13A and S-14A are shown in the roadway plan view connecting to S-13 and S-14, but the profile view depicts one run of pipe connecting S-13 and S-14, contradicting the roadway view. The drainage structure plan set (R-61 to R-63) do not depict S-13A and S-14A either. Please advise.



A: The plan view is correct; there should be two (2) different drainage structures. Profile was updated to reflect this. Please see the revised *Attachment A – Plans REV001* released through this Addendum No. 3.

16. **Q:** The driveways will require earthwork, drainage installation (which includes excavation and backfilling in compacted lifts with densities) and base work/paving which will require cure time. *Attachment A – Plans*, Sheet No. T-2, Note 7 of the Temporary Traffic Control General Notes indicates:

The CONTRACTOR shall maintain access to all side streets/properties and coordinate timing of any closures with CEI Engineer, in conjunction with the STOF PWD.

Please advise on method to maintain access to properties while performing the driveway cross drain install and reconstruction work and how it is to be paid.

A: Work may be performed on one half of each driveway at a time to maintain property access. Alternatively, CONTRACTOR may propose a different method for construction, subject to review and approval by the TRIBE's project team and in coordination with the resident/property owner. Coordination with residents should be done at least three (3) business days in advance of the work. All access maintenance is considered incidental to the drainage and driveway reconstruction work and will not be paid as a separate item.

17. **Q:** *Attachment A – Plans*, Sheet No. T-2, Note 7 of the Temporary Traffic Control General Notes indicates:

Lane closure distances are limited to a maximum of ½ mile increments.

| | |
|----------------------------------|--|
| | Is this limit for all work scopes? |
| | <p><u>A:</u> The ½ mile lane closure limit referenced in Note #10 on Sheet T-2 is a general statement that was reviewed by the STOF Transportation department, provided that MOT follows Florida of Transportation (FDOT) Specs and Standard Index plans.</p> <p>CONTRACTOR can propose a different MOT approach, which should also follow FDOT specs and Standard Index Plans. Note that CONTRACTOR shall not proceed with any work until STOF Transportation Department provides written approval of the proposed MOT for that specific work.</p> |
| 18. | <p><u>Q:</u> The Specifications within <i>Attachment A – Plans</i>, reference FDOT price adjustments (e.g., for fuel, asphalt thickness, and bituminous materials). Does the Seminole Tribe of Florida (STOF) intend to allow all price adjustments as detailed in the FDOT specifications?</p> <p><u>A:</u> Price escalation for key materials such as asphalt and fuel will be considered in accordance with FDOT indexing practices, unless otherwise noted in the contract documents. All deviations from FDOT standards will be clearly outlined in the project specifications or special provisions.</p> |
| EXHIBIT A – PROPOSAL FORM | |
| 19. | <p><u>Q:</u> In <i>Exhibit A – Proposal Form</i>, Item No. 1: Maintenance of Traffic is a lumpsum item, it is assumed that the cost of all individual MOT devices (channelizing devices, work zone signs, type III barricades, etc.) are to be included in the lumpsum MOT price. Please confirm if that is correct. Does the designer have a summary of quantities for individual MOT devices (broken out similar to the FDOT pay items 0102-74-xx) that can be provided?</p> <p><u>A:</u> CONTRACTOR is responsible for the preparation, implementation, and maintenance of the MOT Plan in accordance with all applicable standards and project requirements.</p> |
| 20. | <p><u>Q:</u> <i>Exhibit A – Proposal Form</i>, Item No. 127: Allowance (at direction of OWNER) - Unforeseen Conditions, is written out as Two Hundred Thousand Dollars and Zero Cents but numerically as \$500,000.00. Please confirm the correct amount for the allowance.</p> <p><u>A:</u> The correct amount is five hundred thousand dollars (\$500,000.00). Please see the revised <i>Exhibit A – Proposal Form REV001</i> released through this Addendum No. 3 showing the correct written out amount.</p> |
| 21. | <p><u>Q:</u> Will bituminous adjustments be paid for asphalt items?</p> <p><u>A:</u> The TRIBE will follow the FDOT Bituminous Index for asphalt material escalation and de-escalation. BIDDER shall base their bid on current market pricing, but any cost adjustments due to fluctuations in asphalt binder prices will be indexed using FDOT's established specifications. BIDDER does not need to include speculative adjustments in their base bid.</p> |
| 22. | <p><u>Q:</u> Where are the details/specs/scope for <i>Exhibit A – Proposal Form</i>, Item 132: ALT -2 “Fiber Installation” located?</p> |

| ALTERNATES | | | | | | |
|--|--|----|---|---|----|------|
| 131 | ALT-1 | LS | 1 | Museum Sidewalk | | \$ - |
| | | | | Dollars and ____/100 cents (Write out total cost of Item) | | |
| 132 | ALT-2 | LS | 1 | Fiber Installation | | \$ - |
| | | | | Dollars and ____/100 cents (Write out total cost of Item) | | |
| 133 | ALT-3 | LS | 1 | Owner's Field Office | | \$ - |
| | | | | Dollars and ____/100 cents (Write out total cost of Item) | | |
| Subtotal Alternates (Items #131 - #132) | | | | | \$ | - |
| <p><u>A:</u> Scope for ALT-2 Fiber Installation includes the installation of fiber optic cable as shown on the Telecommunications-OSP drawings and details within <i>Attachment A – Plans</i>.</p> | | | | | | |
| 23. | <p><u>Q:</u> In <i>Exhibit A – Proposal Form</i>, please confirm the quantity of FDOT Pay Item: 334 1 53, “SUPERPAVE SP-12.5 ASPHALTIC CONCRETE, TRAFFIC C, PG76-22 (1.5”)” and confirm if the mill and resurface tonnage was quantified.</p> | | | | | |
| | <p><u>A:</u> The quantity for FDOT Pay Item: 334-1-53 has been revised. Please see the revised <i>Exhibit A – Proposal Form REV001</i> released through this Addendum No. 3.</p> | | | | | |
| 24. | <p><u>Q:</u> For the asphalt items in <i>Exhibit A – Proposal Form</i>, will CONTRACTOR only be paid for the tonnage placed or be paid the whole contract quantity regardless of how much is placed?</p> | | | | | |
| | <p><u>A:</u> Payment for the asphalt items will be based on the actual tonnage placed. This is a unit price bid contract, and CONTRACTOR will be compensated accordingly for the quantities installed in the field.</p> | | | | | |
| 25. | <p><u>Q:</u> <i>Exhibit A – Proposal Form</i>, FDOT Pay Item No. 0654 2 11, suggests the Rectangular Rapid Flashing Beacon (RRFB) to be AC, however notes within <i>Attachment A – Plans</i>, Sheet No. S-3, RRFB Pay Item Footnotes, it mentions this pay item includes solar panel etc. Please confirm if it is AC or Solar?</p> | | | | | |
| | <p><u>A:</u> The pay item for the RRFB is solar. Please see the revised <i>Attachment A – Plans REV001</i> and <i>Exhibit A – Proposal Form REV001</i> released through this Addendum No. 3</p> | | | | | |
| 26. | <p><u>Q:</u> <i>Exhibit A – Proposal Form</i>, Item No. 37 under SIGNAGE AND PAVEMENT MARKINGS it shows 19600 LF for Conduit, Furnish & Install, Open Trench (STOF 4" SPARE), and Item No. 110 under LIGHTING, we have 19096 LF for Conduit, Furnish & Install, Open Trench.</p> <p>Will the TRIBE allow having both conduit in the same hole/trench?</p> | | | | | |
| | <p><u>A:</u> As a general rule, conduits can be placed in the same trench, however, please see the revised <i>Attachment A – Plans REV001</i> and <i>Exhibit A – Proposal Form REV001</i> released through this Addendum No. 3.</p> | | | | | |
| 27. | <p><u>Q:</u> The <i>Exhibit A – Proposal Form</i>, FDOT Pay Item No. 286 2 - Turnout Const, Asphalt/Driveway Base- Asphalt Material (1.5"), only includes the one and a half inch (1.5”) layer of asphalt on top. The cross sections indicate that these are to be driveway reconstructions. Please confirm if the driveways require base material and if so, which base group? How is the base to be paid if the tonnage is not included in the pay item?</p> | | | | | |
| | <p><u>A:</u> The plans and quantities have been updated to reflect the appropriate scope of work. FDOT Pay Item 286-1 has been added for the base material and FDOT Pay Item 286-2 remains for the asphalt.</p> | | | | | |

| | |
|------------------|--|
| | Please see the revised <i>Attachment A – Plans REV001</i> and <i>Exhibit A – Proposal Form REV001</i> released through this Addendum No. 3. |
| 28. | <p>Q: There are several items depicted in <i>Attachment A – Plans</i> on the “Proposed Fiber Optic Cable Installation West Boundary Road” drawings that are not included on the <i>Exhibit A – Proposal Form</i> “Communications” category.</p> <p>The following items currently appear to be omitted from <i>Exhibit A</i>:</p> <p>Materials:</p> <ul style="list-style-type: none"> • Procurement of 288ct Fiber Optic Cable (Approx. 26,000’) • Procurement of 48ct Fiber Optic Cable (Approx. 4,290’) • Procurement of Splice Cases & Trays (Approx. 12 splice enclosures) <p>Labor:</p> <ul style="list-style-type: none"> • Install splice case with fibers expressed in tray at Station 210+20 (W. Boundary tie-in to Josie Billie Hwy project) • Ring-cut 288ct Fiber and prep 48ct Fiber (not spliced) at 11 locations • OTDR Testing of both 288ct mainline Fiber and 48ct lateral fibers <p>Will the TRIBE be issuing a revised <i>Exhibit A</i> to all bidders to incorporate these omitted items, or should bidders include the associated material and labor costs as a lump sum under “Alternates – Item No. 132, Pay Item ALT-2, Fiber Installation”?</p> <p>A: Please see the revised <i>Exhibit A – Proposal Form REV001</i> released through this Addendum No. 3. An “Alternate 2 – Fiber Installation” worksheet was added.</p> |
| MATERIALS | |
| 29. | <p>Q: Please indicate whether the materials (mainly pertaining to the lighting and communications pay items) are to be provided by the TRIBE or CONTRACTOR for this contract.</p> <p>A: CONTRACTOR is responsible for both furnishing and installing all materials, including those related to the lighting and communications pay items. Please ensure that all material procurement aligns with the project specifications and schedule.</p> |
| 30. | <p>Q: Will a substitute light fixture be accepted provided signed and sealed photometric drawings and load calculations are submitted?</p> <p>A: No substitute will be accepted.</p> |
| 31. | <p>Q: For the optional base groups, there is no material specified, just a thickness. Can the material to be used for each optional base group be confirmed?</p> <p>A: The material selection for each optional base group is to be made in accordance with FDOT’s Optional Base Group (OBG) Table, as outlined in Standard Specifications Table 285-1. Please refer to that table for the list of approved materials corresponding to each specified thickness.</p> |
| 32. | <p>Q: Regarding the Tribal Rock Mine Pit; Is there a way for potential bidders to receive their contact information to inquire about material procurement?</p> <p>A: Big Cypress Rock Mine Office: 863-902-3289</p> |

LICENSING REQUIREMENTS

| | |
|-----|---|
| 33. | <p>Q: Please clarify licensing requirements for the project. A State-Certified Underground Utility Contractor is authorized to perform all work associated and consistent with the scope outlined in this project. A contractor certified by FDOT should also qualify further.</p> <p>Per Florida House Bill 735 and Senate Bill 1142 local jurisdictions are prohibited from imposing additional contractor licensing requirements for trades preemption over local specialty licensing effective July 1, 2025, and prohibit municipalities from excluding qualified contractors holding state licenses for the same scope of work.</p> <p>A: The TRIBE is a federally recognized Indian tribe and is not subject to Florida State laws, unless expressly stated therein. The TRIBE has sovereignty; it is not a “local government” as defined in House Bill 735 nor does Senate Bill 1142 expressly include tribal lands as subject to the requirements contained therein. Thus, the TRIBE may establish its own licensing requirements, which may deviate in whole or in part from Florida state requirements and/or restrictions for any projects situated on its tribal reservations and trust lands.</p> <p>General Contractor License is required.</p> |
|-----|---|

GENERAL

| | |
|-----|---|
| 34. | <p>Q: In the Pre-Proposal conference, it was mentioned that working hours are from 8:00 AM (ET) to 4:00 PM (ET) or potentially 7:00 AM (ET) to 5:00 PM (ET). Are any night-time work operations to be allowed or are all operations to be performed only in daytime hours?</p> <p>A: Generally, no night-time work operations are allowed and they should not be considered as part of the schedule. However, CONTRACTOR may request an exception to this for specific situations on a case-by-case basis. The TRIBE, at its own discretion, may approve or deny the request.</p> |
| 35. | <p>Q: When is the exact anticipated construction start date?</p> <p>A: Potential start date of construction is expected for January 2026, or as otherwise determined by the TRIBE.</p> |
| 36. | <p>Q: Does the schedule days of six hundred and fifty (650) shown in the RFP include weather days or will weather days be added?</p> <p>A: Weather days are not included and will not be added.</p> |
| 37. | <p>Q: How many days will we be required to reach substantial completion and final completion?</p> <p>A: Substantial completion of the work will be within six hundred (600) calendar days from the commencement date stated in the Notice to Proceed. Final completion of the work will be within six hundred and fifty (650) calendar days from the commencement date stated in the Notice to Proceed.</p> |
| 38. | <p>Q: Are there Liquidated Damages, if so, how much?</p> <p>A: Yes, there are Liquidated Damages of two thousand dollars (\$2,000.00) per day.</p> |
| 39. | <p>Q: Can the TRIBE please clarify the requirement for CONTRACTOR to hold prices for three hundred and sixty-five (365) days?</p> |

| | |
|----------------|--|
| | <u>A:</u> The requirement has been revised to hold the bid price for one hundred and eighty (180) calendar days from the date of submission. This means that all pricing submitted must remain valid and unchanged during this period to allow the TRIBE adequate time for review, funding coordination, and project award. If any portion of the submission is subject to fluctuation due to market volatility (e.g., materials), BIDDER should clearly identify those components and provide appropriate documentation for consideration. |
| 40. | <u>Q:</u> Can the TRIBE provide a plan holders list for the subject project? |
| | <u>A:</u> Please refer to Addendum No. 1, attendance list for the mandatory Pre-Proposal Conference. |
| BONDING | |
| 41. | <p><u>Q:</u> Please see the following question from our bond company, they also requested clarification on the bid bond percentage if it is five percent (5%) or twenty percent (20%) as the form in the Request for Proposal (RFP) to be used for the bid bond is generally for a twenty percent (20%) bid bond.</p> <p>The sample contract is between the TRIBE and CONTRACTOR. However, the RFP language (as shown below) asks for the TRIBE to be added as an additional obligee. Can the TRIBE confirm if they require a federal final bond form? To CONTRACTOR's knowledge, the federal bond forms cannot be modified to add an additional obligee.</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: center;">3.2. PAYMENT AND PERFORMANCE BONDS:</p> <p>Performance and payment bonds with penal amounts equal to 100% and 50% respectively of the amount of the contract are required by law when the bid exceeds \$25,000." Payment and performance bonds shall:</p> <ul style="list-style-type: none"> Name as additional obligees: the TRIBE, any designee of TRIBE and affiliates or any construction lender(s) of the TRIBE Be in a form and be issued by as licensed surety satisfactory to TRIBE Be in an amount equal to 100% of their contract price as applicable Be automatically increased in the amount of any additive Change Orders issued by the TRIBE to CONTRACTOR </div> <p><u>A:</u> A Bid Bond of five percent (5%) is required. Bond and Insurance requirements and forms are included in <i>Exhibit B-1 – Bid Bond Forms</i>. For the Bid Bond, form OMB 9000-0001 should be used. Obligees shall name the United States Department of Interior, Bureau of Indian Affairs, and the TRIBE.</p> |
| 42. | <p><u>Q:</u> Please confirm the provided bid security bond form is the correct form to be used or if a standard AIA from the surety is acceptable.</p> <p><u>A:</u> Bond and Insurance requirements and forms are included in <i>Exhibit B-1 – Bid Bond Forms</i>.</p> |
| 43. | <u>Q:</u> A letter from Surety is required with this RFP. The United States of America (USA) bid form requires a twenty percent (20%), minimum three thousand (\$3,000) bid amount. Please advise. |

3.1. BID BOND:

A bid bond of 5% is required.

A bid bond guarantees compensation to the bond owner if CONTRACTOR fails to begin a project. Bid bonds are often used for construction jobs or other projects with similar bid-based selection processes. The function of the bid bond is to provide a guarantee to the project owner that RESPONDENT will complete the work if selected. The existence of a bid bond gives the owner assurance that RESPONDENT has the financial means to accept the job for the price quoted in the bid.

3.2. PAYMENT AND PERFORMANCE BONDS:

Performance and payment bonds with penal amounts equal to 100% and 50% respectively of the amount of the contract are required by law when the bid exceeds \$25,000. Payment and performance bonds shall:

- Name as additional obligees: the TRIBE, any designee of TRIBE and affiliates or any construction lender(s) of the TRIBE
- Be in a form and be issued by as licensed surety satisfactory to TRIBE
- Be in an amount equal to 100% of their contract price as applicable
- Be automatically increased in the amount of any additive Change Orders issued by the TRIBE to CONTRACTOR

A payment bond is issued to one party of a contract as a guarantee against the failure of the other party to meet payment obligations specified in the contract. A payment bond is usually provided by a bank or an insurance company to make sure a firm pays for all materials, supplies, and all subcontracted work (if any).

A performance bond is issued to one party of the contract as a guarantee against the failure of the other party to meet obligations specified in the contract. A performance bond is usually provided by a bank or an insurance company to make sure a firm completes designated projects.

DOC002 Compliance Documents

TO be submitted by RESPONDENT as described below:

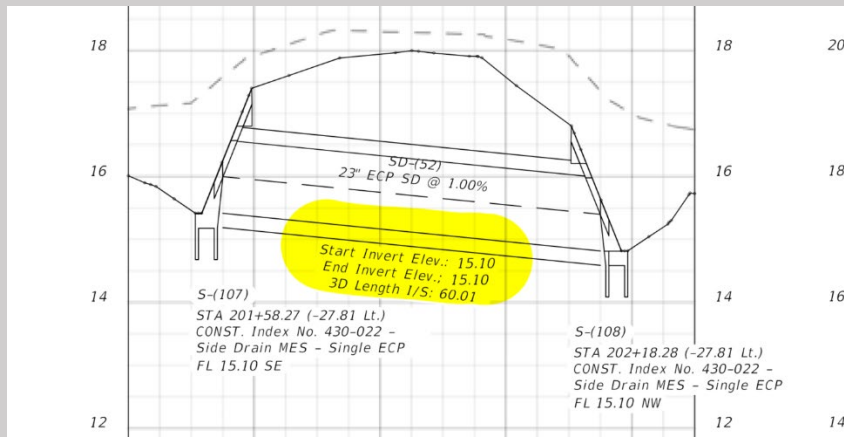
1. A copy of licenses, certificates, or registrations, as defined in this solicitation; and
2. A copy of letter from Surety indicating ability to obtain payment and performance bonds
3. A copy of insurance certificate

This file must be clearly labeled as the appropriate DOC# in RESPONDENT's submission

A: A letter from Surety indicating ability to obtain payment and performance bonds is required to be submitted in CONTRACTORS submission. See the TRIBE's response to Question #41 for additional requirements.

ATTACHMENT D – STORMWATER REPORT

44. Q: A few of the drainage structures on the drainage structure drawings in *Attachment D - Stormwater Report* depict a change in invert elevation from one structure to the next on the cross-section view but the text below them indicates the invert the elevation not changing (for example: S-107 & S-108). Please advise.



| | |
|---|---|
| | <p><u>A:</u> Drainage structure section sheets were removed from the plan package. Refer to the plan and profile sheets for all information on drainage structures.</p> |
| 45. | <p><u>Q:</u> <i>Attachment D - Stormwater</i> Report, CD-(7) is shown per plan to be installed open cut across W. Boundary Rd. The excavation, installation, and backfill in lifts of this arch structure will most likely be an operation that takes multiple days. Is CONTRACTOR allowed to detour or shut down traffic for this operation? If not, please advise on the intended traffic control sequence for the installation of CD-(7).</p> <div data-bbox="274 449 1398 945" data-label="Figure"> </div> <p><u>A:</u> A detour along E Cowbone Island Road and W Cowbone Island Road can be used to construct this work. CONTRACTOR shall submit this as part of their MOT plan to be reviewed by the TRIBE's Transportation Department. CONTRACTOR shall not proceed with any work, including this one, without written acceptance of the proposed MOT for that specific work.</p> |
| ATTACHMENT H-1 – (ALT-1) MUSEUM SIDEWALK EXTENSION | |
| 46. | <p><u>Q:</u> In reference to <i>Attachment H-1 – (ALT-1) Museum Sidewalk Extension</i> plan set, which manufacturer is the provider of the pedestrian flashers?</p> <p><u>A:</u> The pedestrian flashers shall be selected from the FDOT Approved Product List (APL). Please ensure the proposed system meets all applicable specifications and project requirements.</p> |
| ATTACHMENT H-2 – (ALT-2) OWNER'S FIELD OFFICE | |
| 47. | <p><u>Q:</u> Please provide the location where the owner's field office in ALT-2 in <i>Attachment H-2 – (ALT-2) Owner's Field Office</i> is to be located?</p> <p><u>A:</u> A designated laydown area will be provided and the owner's field office should be located in this laydown area. The TRIBE will work collaboratively to identify a suitable location within the project vicinity and final determination will be made during the pre-construction kickoff meeting with the selected CONTRACTOR.</p> |
| 48. | <p><u>Q:</u> What size electrical service is required for the owner's field office and how far away from the owner's field office will hookups for water, sewer, and electrical be located? These answers will be crucial for accurate pricing of ALT 2 – Owner's Field Office in <i>Attachment H-2 – (ALT-2) Owner's Field Office</i>.</p> |

| | |
|--|---|
| | <u>A</u> : The Owner's field office will be located in the designated laydown area. Electrical service should be sufficient to satisfy the requirements listed on the special provision for the Owner's Field Office. |
| <i>ATTACHMENT F - SAMPLE CONTRACT</i> | |
| 49. | <p><u>Q</u>: The sureties are requesting confirmation that there will be a limited waiver of Sovereign Immunity. If so, please confirm specification in <i>Attachment F – Sample Contract</i>, sections 15.12 and 15.13.2 will need to be amended.</p> <p><u>A</u>: No rider, addendum, or additional exhibit to the contract will be forthcoming as the provisions in Article 15, Section 15.13.2 fully address the mechanism for a waiver of sovereign immunity. Once the parties reach an agreement, the same along with a limited waiver of sovereign immunity shall be presented to the Tribal Council of the Seminole Tribe of Florida for consideration. If enacted, a redacted resolution may be provided to a surety, upon demand, evidencing the authorization of such waiver for the named agreement and/or project.</p> |

5. Revision of RFP Date(s)

To allow additional time for prospective bidders to review answers provided by the TRIBE, the following milestones have been revised:

The additional **Deadline for Questions** is Monday, August 11th, 2025 @ 3:00 PM (ET).

The new **Proposal Due Date** is Monday, August 18th, 2025 @ 3:00 PM (ET).

All other content for RFP 37-2025 remains the same.

END OF ADDENDUM NO. 1