

**INVITATION TO BID**

**ITB #19-01-376**  
**CANAL BANK REPAIR**

**MANDATORY PRE-BID MEETING MINUTES**  
**JANUARY 23, 2019**

A mandatory pre-bid meeting for ITB #19-01-376 for Canal Bank Repair was held at the property location 719 SW 79 Avenue, North Lauderdale, FL on Wednesday, January 23, 2019.

**ATTENDING:**

**City Staff:**

George Krawczyk, Public Works Director  
Ann-Marie Fraser, Accounting and Purchasing Coordinator  
Raj Verma, Total Municipal Solutions, Engineering Consultant  
Kazim Khan, Public Works/Canal Maintenance Supervisor  
Patricia Vancheri, City Clerk

**Potential Bidders:**

- 1) Eliot Eicher, Weekley Asphalt
- 2) Andy Salcedo, Ferreira Construction
- 3) Charlie Diehl, Custom Built Marine Construction, Inc.
- 4) Joe Stanton, Shoreline Foundation, Inc.
- 5) Lyza Nichols, Brothers Construction
- 6) Buck Thompson, Thompson Contracting Group
- 7) Orlando Lopez, American Empire Builders
- 8) Pedro Laguna and Gary Stoor, Kiewit Infrastructure South
- 10) William Hodges, ATL Diversified
- 11) Alain Pena, Poseidon Dredge & Marine
- 12) Morgan Gautreaux, Intercounty Engineering

*(A copy of the Sign In Sheet is attached to these Minutes)*

**Discussion:**

Ann-Marie Fraser opened the meeting at 10:05 a.m. Introductions were made by staff present. She stated that the purpose of this meeting was to allow interested bidders to have access to view the property relating to the ITB.

George Krawczyk, Public Works Director, indicated that a cavity underneath the bank caused the issues with the canal bank and he commented that Raj Verma, the Engineering Consultant did a

report in 2017. Subsequent to that report, Hurricane Irma knocked down a tree which made it worse, and caused the canal bank to collapse. He further indicated a concrete slab on the property at 721 that would need to be removed; fencing that would have to be restored for all three parcels. Mr. Krawczyk stated that although the fencing is not included in the Scope, he would want it restored along with the bank restoration. Raj Verma will answer any technical questions and Ann-Marie Fraser is the coordinator for questions and answers.

Mr. Verma commented that he was hired to investigate the cause of a crack about 3 to 4 feet wide before the area collapsed. He referenced photographs that were an exhibit in the bid package. He explained the investigation of an underwater diver that resulted in a report showing the presence of a cavity which led to the cantilever-like situation. He further explained that there was a tree with a very large root system that was holding the bank up and when it fell during Hurricane Irma that's when the bank collapsed. Mr. Verma commented that the canal was made of very large rocks which were blasted by the Army Corp of Engineers to create the canal system, the details of which are included in the report as an integral part of the bid document. He stated the water is about 15 to 20 feet deep and all the information is given as a reference but not to be used by the bidders to decide their construction method but that when the job is bid to make sure that all the information has been identified. He reiterated several times that any data or material provided in the reports are strictly for informational purposes only. Methods and means are contractor's responsibility and must be decided based on the bidders own investigation. Mr. Verma stated because of the depth of the canal, seawall will be sheet piling supported by concrete batter piles every ten feet with all the details shown on the plans He emphasized that bidders must select proper methods and means that will protect all the properties. He explained that the work is going to be conducted on the water side and there are two potential locations as points of access and the City will work with the bidder to launch equipment. Khazim Khan, Canal Maintenance Supervisor, corrected that statement and stated that there are three points of access; 1) SW 7<sup>th</sup> Place behind the USA Grocer; 2) 78<sup>th</sup> Avenue at the canal crossing at 9<sup>th</sup> Street and 3). Mr. Krawczyk commented that pictures will be taken before and after so that any damage done could be documented during or after everything was done. Mr. Verma stated that there is a catch-all pay item under "Miscellaneous" for any work not included in the bid schedule where a bidder can include other related costs based on their methods and means, which would vary from firm to firm, but needed to be broken down. Mr. Krawczyk iterated that it is Line Item #7 – Miscellaneous on an electronic bid form which is to be submitted.

### **Questions and Answers:**

**Gary Stoor, Kiewit Infrastructure South Co.:**

**Q.** Are they required to obtain and pay for the permits; has anything been done as far as acquiring the permit from the City.

**George Krawczyk:**

**A.** There are two permits; 1) EDP from Broward County which has delegated authority from DEP in Tallahassee; the City of North Lauderdale Water Control District is the designee for the City and has the documentation that the project does not need a Broward County permit for this job 2) The City will cover any and all permit fees required through the City's permit department and would expedite any permits necessary to start if needed.

**Gary Stoor, Kiewit Infrastructure South Co.:**

**Q.** As far as the sheet piling, are there PZ 40's or equivalent larger section modules and is there

a “buy American” requirement or can they be foreign as there could be a difference in procurement time for getting sheets.

**Raj Verma:**

A. Because it is not a federal bid, from the perspective of the design calculation, as long as all engineering properties are consistent – the section modulus ; the moment capacity; stress allowances, etc. ; and the design engineer concurs with it, we will consider it. However, this will be verified from the design engineer first.

**Lyza Nichols, Brothers Construction:**

Q. Is it required to be a hot rolled sheet or can it be cold rolled.

**Raj Verma:**

A. You have to look at the specifications, and we will also definitely check.

**Gary Stoor, Kiewit Infrastructure South Co.:**

Q. To verify on the concrete pile, it shows an elevation for tip, is that minimum tip elevation but that means it still needs to meet the 35 ton bearing requirement.

**Raj Verma:**

A. Yes; whatever is being specified is all based on calculations.

**Lyza Nichols, Brothers Construction:**

Q. Are there any restrictions on the installation methods, such as can you jet.

**Raj Verma:**

A. The method and means are your responsibility as long as you have enough protection to keep the properties safe because of vibrations and impact to the houses as specified in the bid documents

**Lyza Nichols, Brothers Construction:**

Q. Is the vibration monitoring required as part of the scope.

**Raj Verma:**

A. Yes and we are providing that.

**Gary Stoor, Kiewit Infrastructure South Co.:**

Q. As far as the slough of the earth, is there any requirement for dredging or excavation of what is existing there or is it just the wall itself and then backfilling of the crevice.

**Raj Verma:**

A. No dredging or excavation.

Q. If while driving the sheet piling more happens to slough off could that become an issue?

A. Because the canal is deep, it would take the entire back yard to slough off to be impassable. Right now that is not expected, but we can take a look at it if it happens.

George stated that there is enough volume and capacity in this canal. The only reason this project exists is because this is a rock and the type of rock is described in the investigative study from the underwater diver which is in the bid packet.

Mr. Verma urged the bidders to study the attachments to the bid packet very carefully to determine their method and means as it is critical to the project considering the proximity to the houses and the fact that it is deep water and there will be deeper sheet piles.

**Lyza Nichols, Brothers Construction:**

Q. You mentioned that we are going to remove this slab, but are we pulling out all of this vegetation and then disposing it.

**Raj Verma:**

A. Yes, it is included in one of the bid items.

Q. What is this pipe and s the fence part of this?.

**George Krawczyk:**

A. Yes, the privacy fence will be included and put back on the line. The City will take care of the trees and irrigation pipe. The big piece is getting rid of the concrete slab and the fence will need to be restored. Mr. Verma said to please include all add-on items under "miscellaneous" and that they must be broken down as required in the bid schedule .

**Lyza Nichols, Brothers Construction:**

Q. So we write in what we are including in that item.

A. Mr. Verma said yes, look at it carefully and Mr. Krawczyk said please identify each item with unit costs on Line Item #7.

**Lyza Nichols, Brothers Construction:**

Q. Can you show us the access sites.

**George Krawczyk:**

A. Yes, we can show you and can identify the three spots on a map as an addendum.

Mr. Krawczyk commented that 78<sup>th</sup> Avenue is a good site for staging; an easy road to access; they take the guard rail down and it is a city road that is not too busy and can have one lane closed and a flagman. It is a wide area for equipment and parking. For small boats they can come from the other side by the grocery store on 81<sup>st</sup> if needed.

**Morgan Gautreaux, Intercounty Engineering:**

Q. The posted budget is \$650,000 and if you add the fencing, will the budget be adjusted.

**George Krawczyk:**

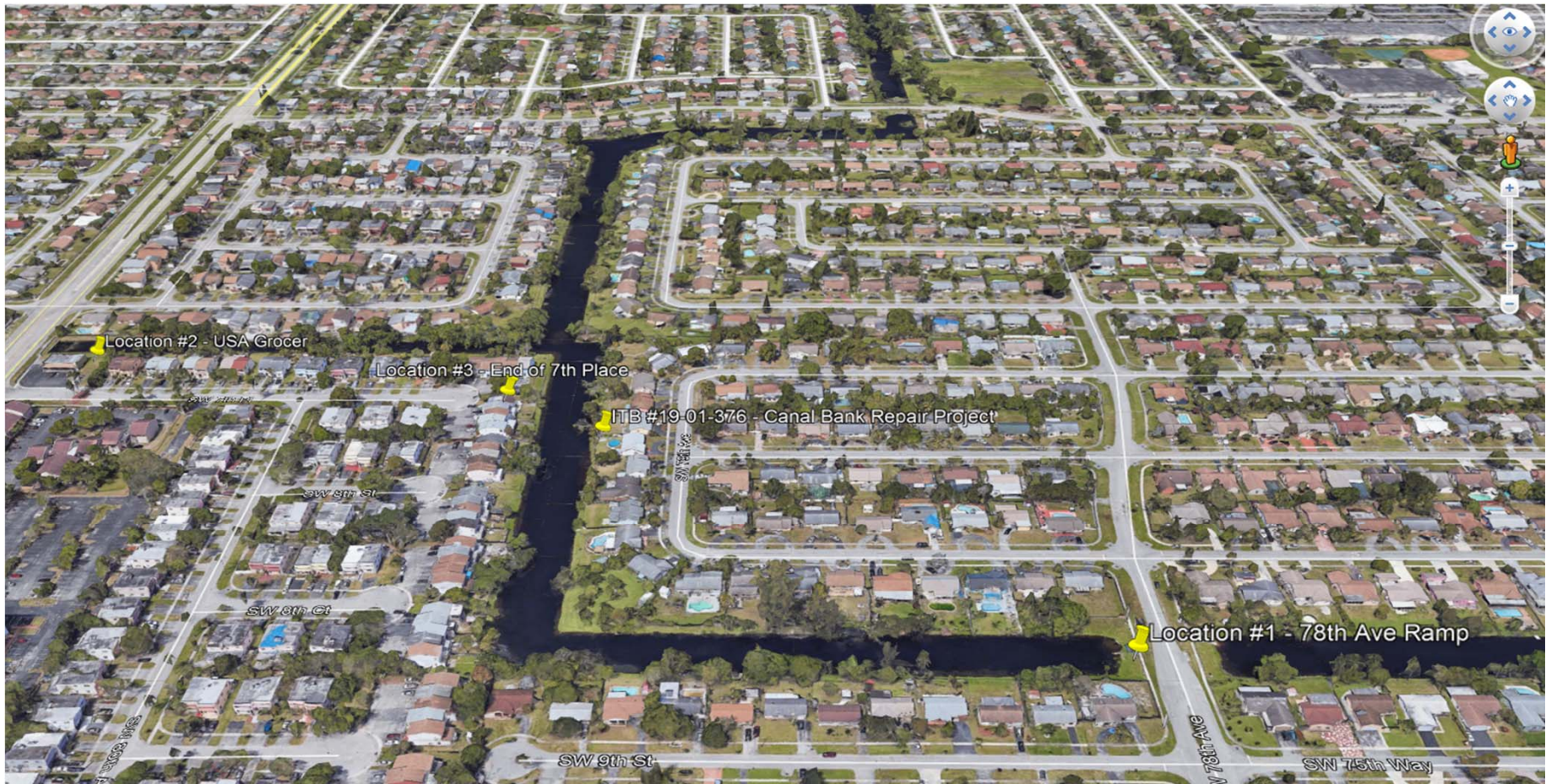
A. The budget will be adjusted for fencing.

There were no additional questions. Ms. Fraser provided all attendees with due dates. The ITB is due on Friday, February 15, 2019 at 10:00 am. All questions are due by Monday, January 28, 2019 by 3:00 pm, and should be submitted to Ann-Marie Fraser at [afraser@nlauderdale.org](mailto:afraser@nlauderdale.org). Responses to those questions will go out Friday, February 1, 2019 by 12:00 pm. Ms. Fraser advised the bidders to adhere to the deadline dates and times for questions and to check DemandStar and the City of North Lauderdale's website for responses to the questions and for the Minutes of today's meeting and any addendums, and thanked all who attended the mandatory pre-bid meeting.

The meeting adjourned at 10:30 am and those who wished to proceed to the boat for a tour of the access sites did so.

Respectfully submitted,  
Patricia Vancheri, City Clerk

# ITB #19-010376 – Canal Bank Repair - Canal Access Locations



ITB #19-01-376  
 CANAL BANK REPAIR  
 SIGN-IN SHEET  
 WEDNESDAY, JANUARY 23, 2019  
 10:00 AM EST

NAME	COMPANY / TITLE	EMAIL ADDRESS	SIGNATURE
George Krawczyk	CNL / Public Works Director	gkrawczyk@nlauderdale.org	
Patti Vancheri	CNL / City Clerk	pvancheri@nlauderdale.org	
Ann-Marie Fraser	CNL / Accounting & Purchasing Coordinator	afraser@nlauderdale.org	
Elliot Eichin	Wreckley Asphalt	elliott@wreckleyse.com	
Andy Solceda	Ferreira Construction	asolceda@ferreiracnstruction.com	
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MARGAN GAUTREAU	INTER COUNTY ENGINEER INC	SMG@ICENGINEERINC.COM	

Raj Verma  
 Total Municipal Solutions, Inc.  
 (Consultant of city)

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