

MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW)

ADDENDUM NO. 2
July 2, 2025

PROJECT: GREEN LINE RAIL COMPONENT REPLACEMENT
RPQ NO.: TP-0000027116-R

BID DUE DATE: July 23rd, 2025, 02:00 PM (**REVISED**)

FROM: Miami-Dade County DTPW
Capital Improvements Division
111 NW First Street, 14th Floor
Miami, FL 33128
305.375.2930

TO: Prospective Bidders and Interested Parties

This Addendum forms part of the project solicitation documents and will be incorporated into the Contract Documents, as applicable. Insofar as the Original Contract Documents, Drawings and Specifications are inconsistent, this Addendum shall govern. Please acknowledge receipt of this Addendum, at the time of bid submittal to Miami-Dade County, in the space provided on the "Acknowledgement of Addenda Form" provided with the project solicitation documents. Failure to acknowledge receipt of all addenda may be cause for disqualification.

A. CHANGES TO THE INVITATION TO BID (ITB):

The following information items pertaining to the subject project have been modified:

1. Bid Submittal Due Date (Letter H): The Bid Due Date has been changed from Wednesday, July 9th, 2025, to **Wednesday, July 23rd, 2025**. The time and location remain unchanged.
2. Estimated Value: The new base amount is **\$2,019,800.00** (*Excluding Contingencies & Dedicated Allowances*)
3. Scope of Work: The new description will be written as:
 - a. The Successful Bidder (Contractor) shall be responsible for providing all labor, tools, equipment, and the limited materials necessary to remove and dispose of 10 track miles of existing running rail, and to replace said running rail with new 115LB RE continuous welded rail (CWR). The Department of Transportation and Public Works (DTPW) shall furnish 320-foot lengths of new 115LB RE CWR for installation by the Successful Bidder, and no other materials shall be provided by DTPW. The installation of the CWR shall require the tracks to be de-stressed, thermite welded, and ground. Existing insulated and miter joints shall be replaced, as directed by DTPW, joint kits will be provided by DTPW.

Note: Ten (10) track miles, quantified as 330 units of 320-foot lengths of continuous welded rail (CWR) (2rail *10miles * 5,280 feet) / 320 feet = 330 units)

The Successful Bidder will be responsible for unloading, handling, and disposing of the existing running rail to be replaced. The William Lehman Metrorail Maintenance Center (Palmetto Yard) will not be available for unloading, handling, or staging the existing running rail for disposal.

Daily track availability is not guaranteed. It is the responsibility of the Successful Bidder to coordinate with their DTPW project manager to request work windows during the Track Allocation meetings, held every Tuesday at 1:00 PM. The typical work window is after revenue service, from 12:30 AM to 3:30 AM. Occasionally, a single tracking work window may be available from 9:00 PM to 3:30 AM. Less frequently, a 54-hour single tracking

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weekend work window may be available, running from Friday at 9:00 PM until Monday at 3:30 AM. Additional work windows may be available depending on coordination at the track allocation meeting. After each work window, the Contractor must secure the running rail to the fasteners and ensure the track is left functionally operable, in accordance with DTPW's Safety Standards for Inspection and Maintenance of Tracks, for revenue service. Unless a 54-hour single tracking window occurs, the track must be returned to DTPW by 3:30 AM daily.

A DTPW Track Supervisor will inspect the work area before the tracks are returned to service each morning, prior to 4:00AM. The Contractor shall be responsible for identifying and notifying the DTPW Track Supervisor of any nonconformities with DTPW's Safety Standards for Inspection and Maintenance of Tracks arising during the current work window, with particular emphasis on any rail end mismatch at joints exceeding 1/8 inch during installation. Speed restrictions may be instituted as deemed necessary. Prior to turning over the tracks at the conclusion of each work window, the Contractor shall submit the daily work tally sheet to the DTPW Track Supervisor. This daily work tally sheet, which will be provided by DTPW, shall record production during that work window and may be utilized to verify quantities invoiced during the applicable invoicing period.

If the Contractor is unable to complete the thermite welding of the running rail before the end of the work window, temporary joint bars shall be used to bolt the rail together until thermite welding can be performed in a future work window. To ensure the ability to thermite weld the abutting running rail later, use only the two outer bolt holes on each side of a six-bolt joint bar.

All bidders are responsible for reviewing the provided documents to ensure that any equipment used on the Metrorail system meets the minimum clearance criteria and complies with the system's dynamic envelope. The Contractor will be held accountable for any damage to the system caused by equipment that does not meet these requirements. Additionally, the Contractor will bear full responsibility for the costs associated with transporting, maintaining, and fueling their tools and equipment.

The Contractor shall provide all its employees with the required Personal Protective Equipment (PPE). All personnel of the Contractor shall comply with DTPW's Construction Safety Manual; along with completing Track and Guideway training, and Power Safety training, before beginning work on the project.

The Contractor shall obtain all required permits for the work, ensuring compliance with local, state, and federal regulations, and cover all related expenses.

4. Project Completion (Calendar Days): The new Project Duration time is **250 Calendar Days**.

B. CHANGES TO THE BID FORM:

Bid Form have been changed – See Revised Bid Form Below: (**See attachment below**)

C. CHANGES TO THE SPECIAL PROVISIONS:

The following sections, as part of the "Special Provisions" – *General Requirements* will change as follows:

1. Point 1.0 Scope of Work:

- a. The Successful Bidder (Contractor) shall be responsible for providing all labor, tools, equipment, and the limited materials necessary to remove and dispose of 10 track miles of existing running rail, and to replace said running rail with new 115LB RE continuous welded rail (CWR). The Department of Transportation and Public Works (DTPW) shall furnish 320-

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foot lengths of new 115LB RE CWR for installation by the Successful Bidder, and no other materials shall be provided by DTPW. The installation of the CWR shall require the tracks to be de-stressed, thermite welded, and ground. Existing insulated and miter joints shall be replaced, as directed by DTPW, joint kits will be provided by DTPW.

Note: Ten (10) track miles, quantified as 330 units of 320-foot lengths of continuous welded rail (CWR) (2rail *10miles * 5,280 feet) / 320 feet = 330 units)

The Successful Bidder will be responsible for unloading, handling, and disposing of the existing running rail to be replaced. The William Lehman Metrorail Maintenance Center (Palmetto Yard) will not be available for unloading, handling, or staging the existing running rail for disposal.

Daily track availability is not guaranteed. It is the responsibility of the Successful Bidder to coordinate with their DTPW project manager to request work windows during the Track Allocation meetings, held every Tuesday at 1:00 PM. The typical work window is after revenue service, from 12:30 AM to 3:30 AM. Occasionally, a single tracking work window may be available from 9:00 PM to 3:30 AM. Less frequently, a 54-hour single tracking weekend work window may be available, running from Friday at 9:00 PM until Monday at 3:30 AM. Additional work windows may be available depending on coordination at the track allocation meeting. After each work window, the Contractor must secure the running rail to the fasteners and ensure the track is left functionally operable, in accordance with DTPW's Safety Standards for Inspection and Maintenance of Tracks, for revenue service. Unless a 54-hour single tracking window occurs, the track must be returned to DTPW by 3:30 AM daily.

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If the Contractor is unable to complete the thermite welding of the running rail before the end of the work window, temporary joint bars shall be used to bolt the rail together until thermite welding can be performed in a future work window. To ensure the ability to thermite weld the abutting running rail later, use only the two outer bolt holes on each side of a six-bolt joint bar.

All bidders are responsible for reviewing the provided documents to ensure that any equipment used on the Metrorail system meets the minimum clearance criteria and complies with the system's dynamic envelope. The Contractor will be held accountable for any damage to the system caused by equipment that does not meet these requirements. Additionally, the Contractor will bear full responsibility for the costs associated with transporting, maintaining, and fueling their tools and equipment.

The Contractor shall provide all its employees with the required Personal Protective Equipment (PPE). All personnel of the Contractor shall comply with DTPW's Construction Safety Manual; along with completing Track and Guideway training, and Power Safety training, before beginning work on the project.

The Contractor shall obtain all required permits for the work, ensuring compliance with local, state, and federal regulations, and cover all related expenses.

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2. Point 12.0 Commencement, Prosecution and Completion of Work:

- a) TIME IS OF THE ESSENCE. The work to be performed under this Contract shall commence on the effective date of the Notice-to-Proceed and be completed and released to MDC upon completion of all punch list items within the time specified.
- b) Completion of All Work: The Work must be *Substantially Completed within 220 calendar days* after the date when the Contract Time commences to run, and all requirements of the Contract Documents completed to the Engineer's satisfaction, including the completion of all punch list items, delivery to the Engineer of all required deliverable, and completion of any remaining Site restoration; and *be ready for final payment no later than 250 calendar days after NTP*.

D. CHANGES TO PRIOR REQUEST FOR INFORMATION (RFI's):

- 1. *Request for Information No.2 (RFI)*. Question asked by: Mr. Dionisio De La Rosa, from Gonzalez & Sons Equipment, Inc; on June 11, 2025, at 11:10 AM.
 - a. *Question No.1*: Therefore, we would like to ask if there is any possibility to extend the project duration?
 - b. *(Revised) Answer No.1*: Through the use of this *Addendum No.2*; it is registered that the County, through its DTPW, has re-evaluated the conditions and characteristics of the project, and as such, DTPW has come out with a *new project duration of 250 Calendar Days*.
- 2. *Request for Information No.3 (RFI)*. Question asked by: Mr. Dionisio De La Rosa, from Gonzalez & Sons Equipment, Inc; on June 18, 2025, at 05:55 PM.
 - a. *Question No.7*: In the original ITB, we were provided with a list of available Working Hours.
 - i. Therefore, we would also like to ask if we could please be provided with an official, written out version of the available Working Hours that we might have for this ITB?
 - ii. See attached files at the end of this package.
 - b. *(Revised) Answer No.7*: It has been stated already (*See text above, regarding revised Scope of Work-ITB*) through the new and revised SOW, a paragraph describing in-detailed what DTPW and Track Supervisors expect as far as *Operation-hours* for the subject Project.
 - i. Recap-text:
 - 1. Daily track availability is not guaranteed. It is the responsibility of the *Successful Bidder to coordinate with their DTPW project manager to request work windows during the Track Allocation meetings, held every Tuesday at 1:00 PM. The typical work window is after revenue service, from 12:30 AM to 3:30 AM. Occasionally, a single tracking work window may be available from 9:00 PM to 3:30 AM. Less frequently, a 54-hour single tracking weekend work window may be available, running from Friday at 9:00 PM until Monday at 3:30 AM.* Additional work windows may be available depending on coordination at the track allocation meeting. After each work window, the Contractor must secure the running rail to the fasteners and ensure the track is left functionally operable, in accordance with DTPW's Safety Standards for Inspection and Maintenance of Tracks,

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for revenue service. Unless a 54-hour single tracking window occurs, *the track must be returned to DTPW by 3:30 AM daily.*

2. A DTPW Track Supervisor will inspect the work area before the tracks are returned to service each morning, prior to 4:00 AM.

END OF ADDENDUM NO. 2



Orlando Martinez
Manager, Project Control Section, Capital Improvements
On behalf of Tiondra Wright, 07/01/2025

Tiondra Wright
Chief, Capital Improvement Division.
Department of Transportation and Public Works (DTPW)

TW:mm

c:

Marco Movilla, DTPW

Katherine Fernandez, DTPW

Alvin Lee, DTPW

Eric Walker, DTPW

Laurie Johnson, SPD

Eric Perez, SPD

Caesar Suarez, SPD

Orlando Martinez, DTPW

Agdanamai Luis, DTPW

Clerk of the Board

Katrina Hernandez, DTPW

Project File

Green Line Rail Component Replacement

RPQ NO. TP-0000027116-R

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ATTACHMENTS

REVISED BID FORM

REVISED BID FORM - ADDENDUM NO.2

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

BID DOCUMENTS

GREEN LINE RAIL COMPONENT REPLACEMENT

PROJECT NO. CIP148

RPQ NO. TP-0000027116-R

To: Miami-Dade County
Department of Transportation and Public Works
Miami, Florida

Bid Opening Date: _____

Bid Opening Time: _____

Local Time: _____

Gentlemen:

We _____

Bidder's Name

have received, have examined and are familiar with the Contract Documents bearing the title **GREEN LINE RAIL COMPONENT REPLACEMENT- RPQ NO. TP-0000027116-R**, the forms for the Submittal of Bids and have included the cost of their provisions, in our Bid. We have examined, are familiar with, and do accept the conditions of the Work site and other conditions affecting the Work.

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Addendum No. _____ Dated _____

Failure to acknowledge receipt of all addenda may cause the bid to be considered not responsive to the invitation, which would require rejection of the bid.

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REVISED BID FORM - ADDENDUM NO.2

GREEN LINE RAIL COMPONENT REPLACEMENT

PROJECT No.: CIP148

BID FORM

IF THIS CONTRACT IS ACCEPTED, THE BIDDER AGREES TO COMPLETE ALL WORK UNDER THIS CONTRACT **WITHIN 250 CALENDAR DAYS** AFTER THE EFFECTIVE DATE OF NOTICE TO PROCEED. **PRICING SHALL BE INCLUSIVE OF ALL REQUIREMENTS TO COMPLETE THE SCOPE OF WORK AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.**

***** TO BE COMPLETED BY BIDDER AT BID SUBMISSION *****

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	General Conditions (Mobilization, Project Management) <i>Paid out incrementally as percentage of work completed.</i>	LS	1		
2	Removal and Replacement of 10 Track Miles of running rail. <i>Each length of rail is 320 feet long. New rail must be de-stressed, thermite welded and ground.</i>	EA	330		
3	Disposal of 10 Track Miles of 115LB RE existing running rail. <i>Each length of rail is 320 feet long. Disposal covers hauling the removed rail away from Miami-Dade County property.</i>	EA	330		
4	Transportation of new rail from Palmetto Yard to the guideway, if required, as determined by DTPW Calculated as 8 lengths of 320'CWR per trip, per mile.	GM	1		

TOTAL BASE BID \$ _____

REVISED BID FORM - ADDENDUM NO.2

(Instructions: The spaces provided in the Total Price Column(s) for the Bid Line Item(s) must be filled in and no spaces left blank. The sum of the Bid Line Items must represent your Base Bid Total. Failure to submit a complete and accurate Bid Form may result in your bid found non-responsive.)

A TEN PERCENT (10%) CONTINGENCY ALLOWANCE AND OTHER DEDICATED ALLOWANCES AS REQUIRED WILL BE ADDED TO THE BASE BID TOTAL AS STIPULATED IN THE SPECIAL PROVISIONS.

LICENSE NO. _____ BIDDER'S NAME _____

BIDDER'S TELEPHONE NUMBER _____ BIDDER'S ADDRESS _____

BIDDER'S FEIN NUMBER _____ BIDDER'S SIGNATURE _____

THE BIDDER UNDERSTANDS AND AGREES THAT THE BASE BID TOTAL AND ALL APPLICABLE ALLOWANCES ARE INCLUSIVE OF ALL WORK NECESSARY TO COMPLETE THE SCOPE OF WORK AS DESCRIBED IN THE CONTRACT DOCUMENTS, AND IF THIS PROPOSAL IS ACCEPTED, THE BIDDER AGREES TO ENTER INTO AND EXECUTE THE CONTRACT WITH THE NECESSARY BOND AND ACCEPT THE ABOVE BASE BID, INCLUSIVE OF ALL ALLOWANCES, AS FULL COMPENSATION FOR THE WORK PERFORMED UNDER THIS CONTRACT.

***YOU ARE REQUIRED TO TRANSFER TOTALS TO FORM APPENDIX 5A. FAILURE TO COMPLY WITH THIS REQUEST MAY RENDER THE PROPOSAL NON-RESPONSIVE.**

LOCAL PREFERENCE CERTIFICATION: For the purpose of this certification, a “local business” is a business located within the limits of Miami-Dade County that conforms with the provisions of Section 3.0 of the Special Provisions of this solicitation and contributes to the economic development of the community in a verifiable and measurable way. This may include, but not be limited to, the retention and expansion of employment opportunities and the support and increase to the County’s tax base.

☐ Place a check mark here only if affirming bidder meets requirements for Local Preference. Failure to complete this certification at this time (by checking the box above) may render the vendor ineligible for Local Preference.

LOCALLY-HEADQUARTERED BUSINESS CERTIFICATION: For the purpose of this certification, a “locally headquartered business” is a Local business whose “principal place of business” is in Miami-Dade County as defined in Section 3.0 of the Special Provisions of this solicitation.

REVISED BID FORM - ADDENDUM NO.2

☐ Place a check mark here only if the affirming bidder meets requirements for the Locally Headquartered Preference (LHP). Failure to complete this certification at this time (by checking the box above) may render the vendor ineligible for the LHP. The address of the local headquarters office is _____

LOCAL CERTIFIED WARTIME VETERAN BUSINESS ENTERPRISE CERTIFICATION: A Local Certified Service-Warime Veteran Business Enterprise is a firm that is (a) a local business pursuant to Section 2-8.5 of the Code of Miami-Dade County and (b) prior to bid submission is certified by the State of Florida Department of Management Services as a service-warime veteran business enterprise pursuant to Section 295.187 of the Florida Statutes.

☐ Place a check mark here only if affirming bidder is a Local Certified Service-Warime Veteran Business Enterprise. A copy of the certification must be submitted with this proposal.

A. WAIVER OF CONFIDENTIALITY AND TRADE SECRET TREATMENT OF BID:

The Bidder acknowledges and agrees that the submittal of the Bid is governed by Florida's Government in the Sunshine Laws and Public Records Laws, as set forth in Florida Statutes Section 286.011 and Florida Statutes Chapter 119. As such, all material submitted as part of, or in support of, the Bid will be available for public inspection after opening of bids and may be considered by the County in public.

By submitting a bid pursuant to this solicitation, Bidder agrees that all such materials may be considered to be public records. The Bidder shall not submit any information in response to this solicitation which the Bidder considers to be a trade secret, proprietary or confidential. In the event that the Bid contains a claim that all or a portion of the Bid submitted contains confidential, proprietary or trade secret information, the Bidder, **by signing below**, knowingly and expressly **waives** all claims made that the Bid, or any part thereof no matter how indicated, is confidential, proprietary or a trade secret and authorizes the County to release such information to the public for any reason.

B. CONVICTION DISCLOSURE:

Pursuant to Section 2-8.6 of the Code of Miami-Dade County, any individual, corporation, partnership, joint venture or other legal entity having an officer, director, or executive who has been convicted of a felony during the past ten (10) years shall disclose this information at the time of bid submittal.

☐ Place a check mark here only if the Bidder has such conviction to disclose to comply with this requirement.

D. C. CERTIFICATE OF COMPETENCY NO _____ BIDDER'S NAME _____

BIDDER'S TELEPHONE NUMBER _____ BIDDER'S ADDRESS _____

BIDDER'S SIGNATURE: _____ DATE: _____