

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

ADDENDUM NO. 3
September 2, 2026

PROJECT: South Transitway Fiber Repairs & Maintenance.

RPQ No: TP-0000041722.
MCC 7360 Plan - CICC 7360-0/08

BID DUE DATE: September 16, 2026; 02:00 P.M.(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 with the Original Contract Documents, if Bid Documents 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:

1. *Scope of Work & Background: Solicitation Documents, Volume I, Bid Documents, Invitation to Bid*; the following is being replaced in its entirety with the language listed below:

a) Purpose:

This Contract is established for routine preventative maintenance, testing, documentation, and emergency readiness for the South Dade Transitway fiber optic cable system. As of the date of this Solicitation, no repair, restoration, or relocation work has been identified or is included as a guaranteed requirement under this Contract. Any repairs, restoration, relocation, or corrective work that may become necessary during the Contract term will be performed only on an as-needed basis upon the County's written request and authorization. Such work will be separately compensated on a Time and Materials (T&M) basis in accordance with this Scope of Work (SOW).

The County makes no guarantee, minimum commitment, or promise that any repair, restoration, relocation, or corrective work will be issued during the Contract term. The Contractor shall maintain the personnel, equipment, materials, and operational readiness necessary to perform such services immediately upon request by the County.

b) Definitions:

- 1) Emergency: A condition requiring immediate action to protect life, safety, property, essential transit operations, or prevent significant additional damage.
- 2) Priority: A condition requiring expedited response but not meeting the criteria of an Emergency.
- 3) Routine: Work that can be scheduled through normal planning and does not require expedited response.
- 4) Actual Cost: The Contractor's documented acquisition cost after discounts, rebates, credits, allowances, and other reductions, supported by acceptable commercial records.

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- 5) Material Markup: The percentage added to verified Actual Cost of authorized reimbursable materials, not to exceed the percentage established in the Bid Form.
- 6) Work Order: A written authorization issued by the County describing a specific assignment, schedule, deliverables, and establishing its Not-to-Exceed (NTE) amount.
- 7) T&M (Time and Materials): Compensation consisting of approved labor hours at fixed bid rates plus authorized reimbursable material and equipment costs.

c) Project Background:

The Miami-Dade South Dade Transitway is a 20-mile Bus Rapid Transit (BRT) system serving as a core component of the County's Strategic Miami Area Rapid Transit (SMART) Plan. The corridor runs from the Dadeland South Metrorail station in the north to the SW 344th Street Park-and-Ride/Transit Terminal in Florida City.

This system operates within a dedicated busway along the U.S. Route 1 corridor parallel to US-1, providing a high-efficiency transit line designed for a rail-like experience. Key features include:

- a. Dedicated Right-of-Way: Exclusive lanes along US-1 reducing congestion and ensuring reliable travel times. Designed for future convertibility to heavy rail transit (Metrorail).
- b. Advanced Priority & Safety Technology: Rail-style gate arms and Transit Signal Priority (TSP) at 46 signalized intersections to ensure uninterrupted passage for transit vehicles.
- c. Modern Signature Stations: 14 signature BRT stations equipped with climate-controlled waiting areas, level-boarding platforms, 24-hour security cameras (CCTV), real-time passenger information displays, and public Wi-Fi.
- d. All-Electric Fleet: Nation's longest battery-electric BRT system operating on a dedicated corridor.

d) Fiber Optic Digital Backbone Architecture:

The single-mode fiber optic cable infrastructure serves as the digital backbone enabling vital real-time communications across all wayside stations, intersections, and central command centers:

- 1) Corridor Backbone: A continuous single-mode fiber optic backbone (OS2, 9/125 μm) installed underground within a dedicated raceway conduit system (four-conduit configuration) along the entire 20-mile Transitway right-of-way.
- 2) Lateral Drops & Splice Enclosures: Each of the 46 signalized intersections and 14 stations connects into the backbone via lateral drop cables, Corning LC pre-terminated splice cassettes, and ruggedized wayside patch panels housed inside traffic controller/gate control cabinets.
- 3) System Integration: The optical network integrates wayside signal controllers, gate actuators, TSP sensors, CCTV surveillance, and station systems directly into:
 - a. Traffic Management Center (TMC): For adaptive signal coordination, centralized fault monitoring, and emergency overrides.
 - b. DTPW Transit Operations Control Center: For real-time automated vehicle location (AVL), schedule adherence, and priority verification.

e) Scope of Work:

The Contractor shall furnish all supervision, certified labor, materials, tools, equipment (including bucket trucks, backhoes, trenchers, fusion splicers, OTDRs, optical power meters, locating equipment), safety

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equipment, insurance, transportation, and permits necessary to perform comprehensive maintenance, non-emergency repairs, emergency restoration, testing, and documentation for County-owned fiber optic infrastructure along the South Dade Transitway.

f) Core Work Classification:

- 1) Bi-Annual Preventative Maintenance: Routine scheduled inspections, cleaning, environmental audit, locating wire continuity testing, and bi-directional OTDR/power meter testing across all fiber assets.
- 2) Non-Emergency Repair & Relocation: Scheduled repairs, structural remediations, and relocations of aerial/underground fiber optic cables, conduits, innerducts, handholes, pull boxes, and splice enclosures as directed by the County's Project Manager.
- 3) 24/7/365 Emergency Restoration: Continuous emergency readiness and rapid on-site deployment to restore fiber optic connectivity resulting from cable cuts, physical damage, equipment failure, or environmental impacts.
- 4) Installation and Removal: Underground single-mode fiber cable pulling, blowing, splicing, patching, and hardware removal utilizing existing conduits and raceway infrastructure.
- 5) Site Restoration: Complete physical restoration of excavated ground, concrete, asphalt, sod, and sidewalk surfaces to pre-existing conditions following subterranean repairs.
- 6) Documentation & GIS Integration: Submission of as-built drawings, geo-tagged photographic logs, and timestamped OTDR traces in industry-standard .sor electronic formats.

B. CHANGES TO SPECIAL PROVISION:

1. *Scope of Work & Background: Solicitation Documents, Volume I, Bid Documents, Special Provisions, 1.0 General Requirements, point 1.0 Scope of Work*; the following is being replaced in its entirety with the language listed below:

a) Purpose:

This Contract is established for routine preventative maintenance, testing, documentation, and emergency readiness for the South Dade Transitway fiber optic cable system. As of the date of this Solicitation, no repair, restoration, or relocation work has been identified or is included as a guaranteed requirement under this Contract. Any repairs, restoration, relocation, or corrective work that may become necessary during the Contract term will be performed only on an as-needed basis upon the County's written request and authorization. Such work will be separately compensated on a Time and Materials (T&M) basis in accordance with this Scope of Work (SOW).

The County makes no guarantee, minimum commitment, or promise that any repair, restoration, relocation, or corrective work will be issued during the Contract term. The Contractor shall maintain the personnel, equipment, materials, and operational readiness necessary to perform such services immediately upon request by the County.

b) Definitions:

- 1) Emergency: A condition requiring immediate action to protect life, safety, property, essential transit operations, or prevent significant additional damage.
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- 4) Actual Cost: The Contractor's documented acquisition cost after discounts, rebates, credits, allowances, and other reductions, supported by acceptable commercial records.
- 5) Material Markup: The percentage added to verified Actual Cost of authorized reimbursable materials, not to exceed the percentage established in the Bid Form.
- 6) Work Order: A written authorization issued by the County describing a specific assignment, schedule, deliverables, and establishing its Not-to-Exceed (NTE) amount.
- 7) T&M (Time and Materials): Compensation consisting of approved labor hours at fixed bid rates plus authorized reimbursable material and equipment costs.

c) Project Background:

The Miami-Dade South Dade Transitway is a 20-mile Bus Rapid Transit (BRT) system serving as a core component of the County's Strategic Miami Area Rapid Transit (SMART) Plan. The corridor runs from the Dadeland South Metrorail station in the north to the SW 344th Street Park-and-Ride/Transit Terminal in Florida City.

This system operates within a dedicated busway along the U.S. Route 1 corridor parallel to US-1, providing a high-efficiency transit line designed for a rail-like experience. Key features include:

- a. Dedicated Right-of-Way: Exclusive lanes along US-1 reducing congestion and ensuring reliable travel times. Designed for future convertibility to heavy rail transit (Metrorail).
- b. Advanced Priority & Safety Technology: Rail-style gate arms and Transit Signal Priority (TSP) at 46 signalized intersections to ensure uninterrupted passage for transit vehicles.
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- d. All-Electric Fleet: Nation's longest battery-electric BRT system operating on a dedicated corridor.

d) Fiber Optic Digital Backbone Architecture:

The single-mode fiber optic cable infrastructure serves as the digital backbone enabling vital real-time communications across all wayside stations, intersections, and central command centers:

- 1) Corridor Backbone: A continuous single-mode fiber optic backbone (OS2, 9/125 μm) installed underground within a dedicated raceway conduit system (four-conduit configuration) along the entire 20-mile Transitway right-of-way.
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- 3) System Integration: The optical network integrates wayside signal controllers, gate actuators, TSP sensors, CCTV surveillance, and station systems directly into:
 - c. Traffic Management Center (TMC): For adaptive signal coordination, centralized fault monitoring, and emergency overrides.
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e) Scope of Work:

The Contractor shall furnish all supervision, certified labor, materials, tools, equipment (including bucket trucks, backhoes, trenchers, fusion splicers, OTDRs, optical power meters, locating equipment), safety equipment, insurance, transportation, and permits necessary to perform comprehensive maintenance, non-emergency repairs, emergency restoration, testing, and documentation for County-owned fiber optic infrastructure along the South Dade Transitway.

f) Core Work Classification:

- 1) Bi-Annual Preventative Maintenance: Routine scheduled inspections, cleaning, environmental audit, locating wire continuity testing, and bi-directional OTDR/power meter testing across all fiber assets.
- 2) Non-Emergency Repair & Relocation: Scheduled repairs, structural remediations, and relocations of aerial/underground fiber optic cables, conduits, innerducts, handholes, pull boxes, and splice enclosures as directed by the County's Project Manager.
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- 4) Installation and Removal: Underground single-mode fiber cable pulling, blowing, splicing, patching, and hardware removal utilizing existing conduits and raceway infrastructure.
- 5) Site Restoration: Complete physical restoration of excavated ground, concrete, asphalt, sod, and sidewalk surfaces to pre-existing conditions following subterranean repairs.
- 6) Documentation & GIS Integration: Submission of as-built drawings, geo-tagged photographic logs, and timestamped OTDR traces in industry-standard .sor electronic formats.

C. CHANGES TO TECHNICAL SPECIFICATIONS:

1. Section No.1 & 7 Technical Specifications and Standards: *Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions*; the following is being replaced in its entirety with the language listed below:

All materials and workmanship shall adhere strictly to Florida Department of Transportation (FDOT) standards, Miami-Dade County Public Works Manual, ANSI/TIA standards, and OSHA safety regulations.

- 1) Cable Specifications: The network utilizes single-mode fiber optic cable (ITU-T G.652.D/OS2, 9/125 µm). All replacement cables and pigtails must match existing specifications.
- 2) Fusion Splicing: All splicing must be performed using core-alignment fusion splicers. Mechanical splices are strictly prohibited. Splice attenuation must not exceed 0.1 dB per splice. Splices must be housed in sealed, gel-filled or mechanical splice closures.
- 3) Terminations & Patch Panels: Terminations shall utilize factory-terminated Corning LC pre-terminated splice cassettes and LC-UPC or LC-APC connectors as designated.
- 4) Labeling Standards: All cables, buffer tubes, individual fibers, patch panels, splice trays, and conduits must be permanently labeled in accordance with ANSI/TIA-606-C standards.
- 5) Safety & Utility Coordination: The Contractor is responsible for obtaining all municipal and state permits, maintaining Sunshine State One-Call (811) tickets prior to excavation, and adhering to confined space entry protocols.

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2. Section No.2 & 8 Contractor Qualifications & Personnel & Service Level Agreement (SLA), plus Response Time: Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions; the following is being replaced in its entirety with the language listed below:

The Contractor shall maintain continuous emergency response capabilities 24 hours per day, 7 days per week, 365 days per year (24/7/365).

Service Classification	Required Response / Arrival Window	Documentation & Resolution Deliverable
Emergency Service Callback	Within 1 hour of County dispatch call	Direct phone acknowledgement to DTPW dispatch/Project Manager.
Emergency On-Site Arrival	Within 4 hours of initial notification	Field arrival with fully equipped bucket truck, fusion splicers, and OTDRs.
Priority Requests	Within 12 hours of County notification	Mobilization of crew and material staging for non-critical disruptions.
Routine / Scheduled Requests	Within 48 hours / Next Business Day	Formal work plan and schedule submission to County Project Manager.
Emergency Test Results	Within 24 hours of repair completion	Electronic .sor OTDR traces and power meter loss sheets submitted.
Scheduled PM Test Results	Within 5 business days of PM completion	Full GIS asset database upload, report binder, and trace logs.
Site Restoration	Within 48 hours of fiber restoration	Pavement, concrete, or landscape restored to original condition.

1) **Remediation & Liquidated Damages:**

Repeated failure to meet the mandatory 1-hour callback or 4-hour on-site emergency arrival times may result in contractual default penalties or contract termination. Substandard repairs failing the OTDR Testing Parameters & Acceptance Limits will require cable re-installation at the Contractor's expense.

2) **Contractor Licensing & Personnel Qualifications:**

To ensure technical competence and compliance with Florida statutes, the Contractor and its personnel must meet all mandatory licensing requirements throughout the contract term.

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3) **Licensing & Corporate Registration:**

- a) Florida State Electrical Contractor License: Certified Electrical Contractor (EC) or Registered Electrical Contractor issued by the Florida Construction Industry Licensing Board pursuant to F.S. Chapter 489; OR
- b) Limited Energy Systems Specialty (ES) License: Certified Low Voltage / Limited Energy Specialty contractor license; OR
- c) Miami-Dade County Certificate of Competency: Issued by the Dade County Construction Trades Qualifying Board pursuant to Section 10-3(a) of the County Code, with matching State registration under F.S. 489.115 / 489.117.
- d) Proof of Licensing: Current licenses must be submitted with bid documents and maintained active. Failure to furnish proof of renewal within five (5) working days of County request shall result in disqualification.

4) **Corporate Experience & Project History:**

- a) Prime Contractor Experience: Minimum of five (5) consecutive years of demonstrated experience as a prime contractor managing fiber optic outside plant (OSP) infrastructure, testing, and emergency restoration.
- b) Reference Projects: Verifiable documentation of at least three (3) successfully completed fiber infrastructure maintenance/installation contracts within the past ten (10) years, including owner contact details and scope descriptions.

5) **Key Personnel & Supervision:**

- a) Supervising Journeyman: All fiber optic installation, splicing, modification, and restoration work must be executed under the direct on-site supervision of a licensed Journeyman Electrician who holds an active IMSA (International Municipal Signal Association) Traffic Signal Technician Level II or Level III certification, or equivalent County-approved credential.
- b) Fiber Technicians: Splicing technicians must hold recognized industry certifications, such as Fiber Optic Association Certified Fiber Optic Technician (FOA CFOT) or equivalent.
- c) Dedicated Project Manager: The Contractor must designate a single dedicated Project Manager as the primary operational contact for County coordination, emergency dispatch, work order management, and invoicing.

3. Section No.3 Maintenance of Traffic (MOT): *Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions*; the following is being replaced in its entirety with the language listed below:

The Contractor shall prepare, implement, and maintain a site-specific Maintenance of Traffic (MOT) / Temporary Traffic Control (TTC) plan for all work performed within or adjacent to the South Dade Transitway right-of-way and intersecting roadways. All MOT operations must comply with FDOT Standard Plans (Index 102 series) and the Manual on Uniform Traffic Control Devices (MUTCD) to ensure minimal disruption to transit operations, dedicated busway lanes, and general public traffic.

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4. [Section No.4, 5 & 6 OTDR Testing Parameters, Test Acceptance Limits & Test Failures Post Repair: Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions.](#) the following is being replaced in its entirety with the language listed below:

To ensure high-resolution fault identification and baseline verification, all optical testing must adhere to the parameters defined below.

Parameter	Recommended Setting / Range	Testing Rationale
Wavelength(s)	1310 nm and 1550 nm	Dual-wavelength testing: 1310 nm detects connection and splice losses; 1550 nm identifies macro-bends, micro-bends, and physical fiber stress points.
Distance Range	1.5 to 2.0 times actual fiber length	Ensures entire link and backscatter tail are visible without display distortion.
Pulse Width	Auto / Short (10 ns to 30 ns)	Optimizes spatial resolution to distinguish closely spaced splice events and connectors.
Averaging Time	15 seconds to 3 minutes per wavelength	Suppresses random noise floor to achieve clean trace dynamics per manufacturer guidance.
Fiber Type	Single mode (OS2, 9/125 μ m)	Standardized for outdoor low-water-peak single-mode infrastructure.
Index of Refraction (IOR)	Manufacturer specified (~1.465 – 1.470)	Mandatory setting for accurate optical-to-physical length distance calculations.
Backscatter Coefficient	Manufacturer specified value	Calibrates Rayleigh backscatter power level for precise reflectance measurements.
Measurement Mode	Bi-directional testing required	Measures links from both directions (A-to-B and B-to-A) to average out Mode Field Diameter (MFD) mismatch variations.

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Launch & Receive Cables	Appropriate fiber length matched to span	Mandatory launch and receive fiber rings eliminate OTDR dead zones at near-end and far-end connectors.
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1) OTDR Acceptance Thresholds (TIA/EIA-568 Compliant):

Event Type	Parameter	Acceptance Limit	Notes
Fusion Splice	Event Loss (Attenuation)	≤ 0.10 dB	Bi-directionally averaged. Precision fusion splices must meet this requirement.
Connector Pair	Event Loss (Insertion Loss)	≤ 0.30 dB	Maximum allowable insertion loss per mated pair (LC-UPC / LC-APC)
Reflective Events	Optical Return Loss (Reflectance)	≤ -50 dB	≤ -55 dB for UPC polished connectors. ≤ -65 dB for APC angle-polished connectors.
Fiber Segment Attenuation	Attenuation Coefficient	≤ 0.40 dB/km @ 1310 nm ≤ 0.30 dB/km @ 1550 nm	OS2 outdoor single-mode fiber standard attenuation rate limits.
Total Link Loss	End-to-End Attenuation	$\leq$ Calculated Optical Budget	Calculated from link distance multiplied by fiber attenuation plus cumulative component losses.

2) Post-Repair Acceptance & Failed Splice Policy:

- 1) Zero-Loss Events ("Gainers"): Apparent gainers caused by MFD differences must be resolved via true bi-directional averaging.
- 2) Ghost Reflections: Traces displaying ghost echoes caused by reflective connector saturation must be eliminated through proper pulse width and index matching.
- 3) Failed Repair Sections: If any repaired cable segment fails to meet the acceptance limits above, the Contractor shall propose the full replacement cost for the entire cable section between contiguous termination points. The County will evaluate the proposal and issue a directive for complete cable re-pulling and re-termination.

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5. Section No.9 Jurisdictional Exclusions & Ownership: Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions. the following is being replaced in its entirety with the language listed below:

The South Dade Transitway corridor accommodates fiber optic cables owned by multiple public entities:

- 1) Miami-Dade County Department of Transportation and Public Works (DTPW)
- 2) Miami-Dade County Communications, Information and Technology Department (CITD)
- 3) Florida Department of Transportation (FDOT)

Work Limitations and Exclusions:

- 1) County-Owned Limitation: All work performed by the Contractor shall be strictly performed on Miami-Dade County DTPW-owned fiber optic cables and associated hardware.
 - 2) FDOT Infrastructure Exclusion: FDOT-owned fiber optic cables and conduits located in proximity to County assets along US-1 are strictly excluded from this scope.
 - 3) CITD Jurisdictional Exclusion: CITD is responsible for underground communications facilities installed along SW 211th Street between the Busway/SW 117th Avenue and the South Miami-Dade Government Center. Facilities within this specific segment are excluded from the Contractor's maintenance responsibilities.
6. Section No.10 Scheduled Preventative Maintenance (PM) Program & Cadence: Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions; the following is hereby incorporated into the solicitation.

The Contractor shall execute comprehensive preventative maintenance across the entire 20-mile fiber infrastructure twice per calendar year (bi-annually), specifically during January and July.

1) **Coordination and Track Allocation:**

- a) Advance Notice: The Contractor shall provide proposed PM inspection schedules in writing a minimum of two (2) weeks prior to commencing field work.
- b) Track Allocation Meeting: The Contractor's Project Manager and lead technician shall attend DTPW Track Allocation Meetings to coordinate right-of-way access with Transit Operations. Days and Meeting Schedules will be provided.
- c) County Notice of Conflict: Any County transit activities that impact scheduled bi-annual inspections will be communicated to the Contractor at least two (2) weeks prior.

2) **Safety, Logging, and Damage Reporting:**

- a) Confined Space Safety: Atmospheric testing for combustible, toxic, or oxygen-deficient gases must be conducted before personnel enter vaults or deep manholes.
- b) As-Built / GIS Trace Uploads: All OTDR trace files (.sor format) must be logged, timestamped, and submitted into the central GIS database within 24 hours of field testing.

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- c) Damage Notification: Structural defects, unauthorized encroachments, or physical hazards must be reported immediately with geo-tagged photographs.

3) Bi-Annual Preventative Maintenance Task Matrix:

Category	Preventative Maintenance Activity Description
Visual Route Patrols	Walk or drive the entire 20-mile underground cable path. Inspect for unauthorized digging, heavy machinery operations, erosion, or construction conflicts along the Transitway right-of-way.
Marker & Signage Audit	Verify all above-ground warning posts, route markers, and utility flags are upright, visible, and structurally secure. Replace damaged or faded decals.
Surface & Ground Integrity	Examine the surface grade above buried conduits for sinkholes, soil settling, washouts, or structural shifting that may compromise duct integrity.
OTDR Signal Testing	Perform Optical Time-Domain Reflectometer traces on dark and active designated fibers to identify localized loss points, micro-bends, macro-bends, or splice degradation.
Optical Power Budget	Measure overall end-to-end light attenuation using optical power meters and calibrated laser light sources; compare findings with baseline records to track signal degradation.
Tracer Wire Continuity	Apply locating signals to underground tracer/locate wires and verify continuous tone across all checkpoints to ensure accurate sub-surface asset locating.
Vault & Handhole Audit	Open all underground vaults, handholes, and pull boxes. Inspect for structural cracking, shifted lids, sediment accumulation, and hazardous conditions.
Moisture & Seal Check	Verify that all innerduct conduit seals, mechanical plugs, and waterproof splice enclosures are watertight and sealed. Replace worn or defective gaskets.
Pest & Vandalism Control	Clear out insect infestations, rodent nesting, or root intrusion inside enclosures and wayside pedestals. Install deterrent barriers and verify security hardware/locks.

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Vegetation Mitigation	Trim overhanging brush, heavy weeds, and invasive deep-root vegetation along the optical path right-of-way to protect buried conduit lines.
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7. Section No.11 Work Order Process & Contract Administration: Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions; the following is hereby incorporated into the solicitation.

Each assignment shall be formally authorized through a written Work Order identifying location, scope of services, response priority, estimated labor hours, estimated materials/equipment, schedule milestones, and a Not-to-Exceed (NTE) amount.

- 1) Work Authorization: Except for authorized emergency stabilization, the Contractor shall not commence billable work without an executed County Work Order.
- 2) Emergency Stabilization Authority: When responding to an emergency, the Contractor is authorized to immediately stabilize the hazard and temporarily restore priority lines. The Contractor must notify the County Project Manager immediately and submit time logs, photos, and records within 24 hours.

8. Section No.12 Pricing, Compensation & Reimbursement Methodology: Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions; the following is hereby incorporated into the solicitation.

A. **Labor Compensation:**

Labor shall be compensated at the fixed hourly rates submitted in the Bid Form. Rates are fully inclusive of base wages, fringe benefits, payroll taxes, worker's compensation, general liability insurance, project supervision, overhead, profit, ordinary hand tools, standard service vehicles, and administrative overhead. No separate travel time, portal-to-portal fees, trip charges, or truck charges are permitted.

B. **Material Reimbursement:**

All materials, splice closures, cassettes, patch cables, and replacement fiber cables shall be reimbursed on a verifiable Time and Materials basis.

1. Formula: Material Reimbursement = Verified Actual Acquisition Cost × (1 + Bid Material Markup %).
2. Rebate Pass-Through: All trade discounts, volume rebates, credits, and allowances accrue to the County.
3. Invoicing Substantiation: Contractor must provide copies of original supplier/distributor paid invoices. Catalog list prices are strictly unallowable.

C. **Specialized Equipment Reimbursement:**

Specialized heavy equipment (e.g., directional drills, heavy backhoes, hydro-excavators) specifically required by an authorized Work Order and not considered part of a standard fiber technician's service truck shall be reimbursed at verified acquisition/rental invoice cost plus the bid Equipment Markup Percentage.

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D. Site Restoration Allowance:

Civil restorations of concrete sidewalks, asphalt roadways, pavers, and landscaped surfaces shall be billed against the dedicated site restoration allowance account or reimbursed at verifiable subcontractor pass-through cost upon prior County Project Manager approval.

9. Section No.13 Work Locations & Corridor Intersections (1st Terminal Station, 46 Locations & 14 Stations): Solicitation Documents, Volume I, Bid Documents, Technical Specifications; Special Terms & Conditions. the following is hereby incorporated into the solicitation.

The Contractor shall provide services across the entire 20-mile South Dade Transitway alignment, encompassing all 46 signalized intersection cross-streets and 14 BRT stations.

No.	Intersection / Location	Common Name / Cross Details	Municipality / Area	Corridor Phase	BRT Station
—	Dadeland South Metrorail Station	9090 South Dixie Highway	Unincorporated Miami-Dade	Demarcation Point	Terminal Station
1	US-1 & SW 98th Street	SW 98th Street	Pinecrest / Kendall	Phase 1 (North)	No
2	US-1 & SW 104th Street	Killian Parkway	Pinecrest	Phase 1 (North)	Yes (SW 104th St)
3	US-1 & SW 106th Street	SW 106th Street	Pinecrest	Phase 1 (North)	No
4	US-1 & SW 110th Street	SW 110th Street	Pinecrest	Phase 1 (North)	No
5	US-1 & SW 112th Street	Killian Drive	Pinecrest	Phase 1 (North)	No
6	US-1 & SW 117th Street	SW 117th Street	Pinecrest	Phase 1 (North)	No
7	US-1 & SW 120th Street	Montgomery Drive	Pinecrest	Phase 1 (North)	No
8	US-1 & SW 124th Street	SW 124th Street	Pinecrest	Phase 1 (North)	No
9	US-1 & SW 128th Street	SW 128th Street	Pinecrest	Phase 1 (North)	No
10	US-1 & SW 132nd Street	SW 132nd Street	Pinecrest	Phase 1 (North)	No
11	US-1 & SW 136th Street	Howard Drive	Pinecrest / Palmetto Bay	Phase 1 (North)	Yes (SW 136th St)
12	US-1 & SW 144th Street	Mitchell Drive	Palmetto Bay	Phase 1 (North)	No
13	US-1 & SW 152nd Street	Coral Reef Drive	Palmetto Bay	Phase 1 (North)	Yes (SW 152nd St - P&R)

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14	US-1 & SW 160th Street	SW 160th Street	Palmetto Bay	Phase 1 (North)	No
15	US-1 & SW 168th Street	Richmond Drive	Palmetto Bay	Phase 1 (North)	Yes (SW 168th St - Garage)
16	US-1 & SW 173rd Street	SW 173rd St / Banyan St	Palmetto Bay	Phase 1 (North)	No
17	US-1 & SW 180th Street	W Indigo Street / SW 176th Ave	Palmetto Bay	Phase 1 (North)	No
18	US-1 & SW 184th Street	Eureka Drive	Palmetto Bay / Cutler Bay	Phase 1 (North)	Yes (SW 184th St - P&R)
19	US-1 & Marlin Road / SW 186th St	Marlin Road / SW 107th Ave	Cutler Bay	Phase 2 (Central)	Yes (Marlin Rd)
20	US-1 & SW 196th Street	SW 196th St / Quail Roost Connector	Cutler Bay	Phase 2 (Central)	No
21	US-1 & SW 200th Street	Caribbean Blvd / Cutler Ridge Dr	Cutler Bay	Phase 2 (Central)	Yes (SW 200th St - P&R)
22	US-1 & SW 205th Street	Southland Mall Access	Cutler Bay	Phase 2 (Central)	No
23	US-1 & SW 208th Street	SW 208th Street	Cutler Bay	Phase 2 (Central)	No
24	US-1 & SW 211th Street	Cutler Ridge Boulevard	Cutler Bay	Phase 2 (Central)	No
25	US-1 & SW 216th Street	Hainlin Mill Drive	Cutler Bay / Goulds	Phase 2 (Central)	No
26	US-1 & SW 220th Street	SW 220th Street	Cutler Bay / Goulds	Phase 2 (Central)	No
27	US-1 & SW 224th Street	SW 224th Street	Cutler Bay / Goulds	Phase 2 (Central)	No
28	US-1 & SW 232nd Street	Silver Palm Drive	Cutler Bay / S. Miami Heights	Phase 2 (Central)	No
29	US-1 & SW 112th Avenue	South Allapattah Road	Naranja / Goulds	Phase 2 (Central)	Yes (SW 112th Ave - P&R)
30	US-1 & SW 244th Street	SW 244th Street	Princeton / Naranja	Phase 2 (Central)	Yes (SW 244th St - P&R)
31	US-1 & SW 248th Street	Coconut Palm Drive	Princeton	Phase 2 (Central)	No

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

ADDENDUM NO. 3
September 2, 2026

32	US-1 & SW 260th Street	SW 260th Street	Princeton / Naranja	Phase 2 (Central)	No
33	US-1 & SW 264th Street	Bauer Drive	Naranja	Phase 2 (Central)	Yes (SW 264th St)
34	US-1 & SW 268th Street	Moody Drive	Naranja	Phase 2 (Central)	No
35	US-1 & SW 272nd Street	Epmore Drive / SW 146th Ct	Naranja	Phase 2 (Central)	No
36	US-1 & SW 280th Street	Waldin Drive / SW 157th Ave	Naranja / Homestead	Phase 3 (South)	No
37	US-1 & SW 284th Street	SW 284th Street	Homestead	Phase 3 (South)	No
38	US-1 & SW 288th Street	Biscayne Drive	Homestead	Phase 3 (South)	No
39	US-1 & SW 296th Street	Avocado Drive	Homestead	Phase 3 (South)	Yes (SW 296th St - P&R)
40	US-1 & SW 304th Street	Kingman Road / NE 15th St	Homestead	Phase 3 (South)	No
41	US-1 & SW 312th Street	Campbell Drive / SW 8th St	Homestead	Phase 3 (South)	Yes (SW 312th St)
42	US-1 & NE 8th Street / SW 320th St	NE 8th Street / E Mowry Dr	Homestead	Phase 3 (South)	No
43	US-1 & NE 2nd Drive / Civic Court	Civic Court	Homestead	Phase 3 (South)	Yes (Civic Court)
44	US-1 & SW 328th Street	Lucy Street / SW 324th / SW 336th	Homestead / Florida City	Phase 3 (South)	No
45	US-1 & Krome Avenue (SR 997)	SW 177th Avenue	Homestead / Florida City	Phase 3 (South)	Yes (Krome Ave)
46	US-1 & SW 344th Street	Palm Drive Terminal	Florida City	Phase 3 (South)	Yes (SW 344th St Terminal - P&R)

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

ADDENDUM NO. 3
September 2, 2026

D. CHANGES TO BID FORM:

1. *Solicitation Documents, Volume I, Bid Documents, Forms for Bidding, Bid Form*; The Bid Form is being replaced in its entirety with the attachment. (See attached file below)

END OF ADDENDUM NO. 3

Marco Movilla

Marco Movilla

Engineer II, Capital Improvement Division

Department of Transportation and Public Works (DTPW)

On behalf & approval of Tiondra Wright, Chief of Capital Improvement Division - this Addendum received the collaboration of the Field/System Engineering Divisions.

AM: tw

cc: Tiondra Wright, Chief, DTPW	Katherine Fernandez, DTPW	Eric Perez, SPD
Colin Armorer, DTPW	Maylin Torres, SPD	Caesar Suarez, SPD
Orlando Martinez, DTPW	Yvon Mon, DTPW	Clerk of the Board
Beth Goldsmith, DTPW	German Arenes, DTPW	Project File

MIAMI DADE COUNTY

**DEPARTMENT OF TRANSPORTATION &
PUBLIC WORKS**

South Transitway Fiber Repairs & Maintenance

**RPQ No.
TP-0000041722**

ADDENDUM No.3

ATTACHMENTS

REVISED BID FORM

REVISED BID FORM, 09/01/2026 - ADDENDUM NO.3

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

BID DOCUMENTS

SOUTH TRANSITWAY FIBER REPAIRS &
MAINTENANCE

PROJECT NO.: CIP266

RPQ NO.: TP-0000041722

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 **SOUTH TRANSITWAY FIBER REPAIRS & MAINTENANCE – RPQ NO. TP-0000041722**, 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.

RPQ No.: TP-0000041722

REVISED BID FORM, 09/01/2026 - ADDENDUM NO.3
SOUTH TRANSITWAY FIBER REPAIRS & MAINTENANCE

PROJECT No.: CIP266

BID FORM

IF THIS CONTRACT IS ACCEPTED, THE BIDDER AGREES TO COMPLETE ALL WORK UNDER THIS CONTRACT WITHIN 1826 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.**

The hourly rates and markup percentages submitted by each Proposer in the Bid Form are solicited solely for evaluation and ranking purposes and for establishing the fixed unit rates that will govern the resulting Contract, if awarded. Submission of these rates does not constitute, and shall not be construed as, a guarantee, commitment, or representation by Miami-Dade County (the "County") of any specific volume, frequency, or dollar amount of work to be ordered under the Contract. The County makes no representation that any or all labor classifications, materials, or equipment listed will be utilized during the Contract term.

- a) **Average Hourly Rate.** Each Proposer shall submit a fully burdened hourly rate for each labor classification identified on the Cost Estimate Form, inclusive of all wages, fringe benefits, overhead, profit, insurance, bonding, and all other costs of doing business, except as otherwise itemized. The County will compute an Average Base Rate by averaging the rates submitted across all listed classifications, as set forth on the Bid Form.
- b) **Average Markup Percentage.** Each Proposer shall submit a markup percentage for (1) materials, (2) specialized equipment, and (3) permit application allowances. The County will compute an Average Markup Percentage across the three categories using the same methodology described in subsection (a).
- c) **Composite Price Score.** The Average Base Rate and Average Markup Percentage will be combined, as set forth in the scoring formula, to produce a single price score for each responsive and responsible Proposer. $\text{Average Base Rate} \times \text{Average Markup Percentage} = \text{Composite Price Score for Evaluation}$.
- d) **Basis for Comparison Only.** The rates and percentages submitted are used solely for Evaluation as a comparative pricing tool to rank bidders. They do not represent, and shall not be interpreted as, an estimate of total anticipated Contract expenditures.

REVISED BID FORM, 09/01/2026 - ADDENDUM NO.3

Establishment of Contract Unit Rates.

Upon award, the hourly rates and markup percentages proposed by the successful Bidder, as accepted by the County shall become the fixed unit rates incorporated into the resulting Contract and shall govern the pricing of all Job/Work Orders issued during the Contract term.

Not-to-Exceed Contract Amount; No Guarantee of Minimum Work.

The total cumulative value of all Job/Work Orders issued under the resulting *Contract shall not exceed \$1,000,000.00* over the full Contract term, unless increased by written change order approved in accordance with the County's procurement policies and applicable law.

- a) **Individual Job/Work Orders.** Each Job/Work Order issued under the Contract will be individually priced using the fixed unit rates and markup percentages established, applied to the actual scope, quantities, and conditions of that specific order. No Job/Work Order may be issued that would cause the cumulative Contract value to exceed the Not-to-Exceed Amount.
- b) **No Guarantee of Work.** The County does not guarantee any minimum quantity of work, dollar volume, or number of Job/Work Orders under the Contract.

REVISED BID FORM, 09/01/2026 - ADDENDUM NO.3

SOUTH TRANSITWAY FIBER REPAIRS & MAINTENANCE

PROJECT No.: CIP266

BID FORM

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

No.	DESCRIPTION	UNIT	RATE
1	Journeyman / IMSA Signal Tech – Regular	Hour	
2	Journeyman / IMSA Signal Tech – Emergency	Hour	
3	Senior Fiber Optic Splicing Technician – Regular	Hour	
4	Senior Fiber Optic Splicing Technician – Emergency	Hour	
5	Apprentice / Fiber Assistant – Regular	Hour	
6	Civil / Restoration Crew – Regular	Hour	

AVERAGE BASE RATE \$ _____

No.	DESCRIPTION	UNIT	RATE
7	Material Markup Percentage	%	
8	Specialized Equipment Markup Percentage	%	

AVERAGE MARKUP (%) \$ _____

REVISED BID FORM, 09/01/2026 - ADDENDUM NO.3

(Instructions: The spaces provided in the Hourly Rate 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 Average Base Rate. Failure to submit a complete and accurate Bid Form may result in your bid found non-responsive.)

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 AVERAGE BASE RATE AND ALL 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.

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, 09/01/2026 - ADDENDUM NO.3

☐ Place a check mark here only if 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 locally-headquartered 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: _____

MIAMI DADE COUNTY

**DEPARTMENT OF TRANSPORTATION &
PUBLIC WORKS**

South Transitway Fiber Repairs & Maintenance

**RPQ No.
TP-0000041722**

ADDENDUM No.3

ATTACHMENTS

BID FORM-TO-OMIT

ADDENDUM NO.3

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

BID DOCUMENTS

SOUTH TRANSITWAY FIBER REPAIRS &
MAINTENANCE

PROJECT NO.: CIP266

RPQ NO.: TP-0000041722

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 **SOUTH TRANSITWAY FIBER REPAIRS & MAINTENANCE – RPQ NO. TP-0000041722**, 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.

RPQ No.: TP-0000041722

ADDENDUM NO.3

SOUTH TRANSITWAY FIBER REPAIRS & MAINTENANCE

PROJECT No.: CIP266

BID FORM

IF THIS CONTRACT IS ACCEPTED, THE BIDDER AGREES TO COMPLETE ALL WORK UNDER THIS CONTRACT ~~WITHIN 1826 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 Requirements	LS	1		
2	Produce required documents in accordance with local codes and regulations to produce required permits. The cost for drawings and permits shall be included in this pay item. Systems drawings and required specifications will be submitted to the Miami-Dade Building Department (division) for approval in accordance with the Summary of Work and Division 26	LS	1		
3	Dadeland South Metrorail Station - Terminal Station	LS	1		
4	SW 104 St Station - Express Stop	LS	1		
5	Howard Dr Station - Express Stop	LS	1		
6	Coral Reef Dr Station - Express Stop	LS	1		
7	Richmond Dr Station - Express Stop	LS	1		
8	Eureka Dr Station - Express Stop	LS	1		
9	Marlin Rd Station - Express Stop	LS	1		
10	Caribbean Blvd Station - Express Stop	LS	1		
11	S Allapattah Rd Station - Express Stop	LS	1		
12	SW 244 St Station - Express Stop	LS	1		

RPQ No.: TP-0000041722

ADDENDUM NO.3

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
13	Bauer Dr Station - Express Stop	LS	1		
14	Avocado Dr Station - Express Stop	LS	1		
15	Campbell Dr Station - Express Stop	LS	1		
16	Civic Ct Station - Express Stop	LS	1		
17	Krome Ave Station - Express Stop	LS	1		
18	SW 344 St Park-and-Ride - Terminal Station	LS	1		
19	SW 336th ST - Intersection with Gate Arms	LS	1		
20	SW 328th ST - Intersection with Gate Arms	LS	1		
21	SW 324th ST / SW 4th ST - Intersection with Gate Arms	LS	1		
22	SW 177th Ave / Krome - Intersection with Gate Arms	LS	1		
23	SW 320 ST / Mowry - Intersection with Gate Arms	LS	1		
24	NE 2nd DR / Civic - Intersection with Gate Arms	LS	1		
25	SW 312th ST / 8th ST / Campbell Drive - Intersection with Gate Arms	LS	1		
26	SW 308th ST - Intersection with Gate Arms	LS	1		
27	SW 304th ST / NE 15th ST - Intersection with Gate Arms	LS	1		
28	SW 296th ST - Intersection with Gate Arms	LS	1		
29	SW 288th ST - Intersection with Gate Arms	LS	1		
30	SW 157th Ave - Intersection with Gate Arms	LS	1		
31	SW 280th ST- Intersection with Gate Arms	LS	1		
32	SW 272nd ST - Intersection with Gate Arms	LS	1		

RPQ No.: TP-0000041722

ADDENDUM NO.3

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
33	SW 146th CT - Intersection with Gate Arms	LS	1		
34	SW 107th Ave / Marlin - Intersection with Gate Arms	LS	1		
35	SW 186th Ave / Quail Roost - Intersection with Gate Arms	LS	1		
36	SW 184th Ave / Eureka - Intersection with Gate Arms	LS	1		
37	SW 176th Ave / W. Hibiscus Street - Intersection with Gate Arms	LS	1		
38	SW 173rd ST / Banyan Street - Intersection with Gate Arms	LS	1		

TOTAL BASE BID \$ _____

ADDENDUM NO.3

(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.

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ADDENDUM NO.3

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

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BIDDER'S TELEPHONE NUMBER _____ BIDDER'S ADDRESS _____

BIDDER'S SIGNATURE: _____ DATE: _____