

Loxahatchee River District

ITB # 25-001-00140

20 Acre Site Remediation and Educational Facilities Phase 1 – Remediation

Addendum Number 003

February 12, 2026

This document forms a part of the Contract Documents and modifies the original plans and specifications dated December 22, 2025 as noted below.

Acknowledge receipt of this Addendum in the space provided within the Proposal (Article 2, Page 19, Paragraph 12) and within the Bid Security (Article 3, Page 43, Paragraph 7). Failure to do so may subject the bidder to disqualification.

This Addendum consists of TWO (2) page:

Questions From Bidders:

Q1: Sheet C-08.0 Lake banking sod note says to sod from elevation 18.0 to 12.0 (which matches the clearing and grubbing limits on sheet C-03) but sheet C-09.0 shows to clear and grub and sod from elevation 18.0 to 6.0. Please clarify what is the correct depth of clearing and grubbing /sod limits? If it's to elevation 6.0 additional clearing and grubbing / sod quantities should be increased.

A1: The correct elevation to sod to is 12.0 per C-03 and C-08.

Q2: Reference: Add. No.2; Question / Response No. 25. The response requires this item to be bid based on the in place volume of sand installed. It states that the Engineer will verify the installed quantities determined from as-built drawings. How will the quantity of material lost due to consolidation of the sediments be measured? Will payment be made for material placed above Elevation 6.0 up to and including the 3/10 foot tolerance? There is a stated provision that truck tickets of delivered material will be requested to validate the final volume of in place sand. Truck delivery tickets ordinarily report the tonnage of

material delivered, not a volume of material. How will the tickets be used to validate the volume of material installed? The last sentence in the response is confusing. It states that tonnage will be calculated based on the volume of in place sand. How will the tonnage be determined from the in place volume? Why not pay for this item based on the tonnage of sand delivered and placed within the limits (horizontal and vertical) of the cap?

A2: Due to variations in material densities, the cy to tonnage conversion will be required from the material supplier in the approved shop drawing for the sand cap material being placed. Once the bid unit price is obtained and truck volumes (cy's converted to tonnage) verified as the material is being placed, overages will be addressed thru change order. The bid item quantity is an in place calculated volume but it is understood that the final volume may change due to consolidation of material. As stated previously, installation of the cap should be in 2" to 6" layers with each layer periodically verified with survey. We expect the final cap elevation will be within the allowable tolerance specified at Elevation 6.00 (top of cap elevation).

Q3: Reference: Add No. 2; Question 34. The response given is clear. Yet, there is no information contained in the ITB from which a Contractor can determine the risk associated with late completion. Can the District provide the cause for their financial loss and damages due to late completion? Are there contracts in place with lessees or other end users of the completed site that can be provided? Are there agreements with permitting agencies which might include penalties or damages for late completion that can be provided? LDs normally are used to compensate the Owner where consequential damages are hard to quantify. Contracts containing both types of damages are rarely seen and it may be difficult to enforce recovery of both types of damages. A second request is made to increase the LDs and waive the consequential damages to make this ITB biddable.

A3: No revisions to Contract Section 2, Special Conditions, Article 9.03 are proposed.

END OF ADDENDUM 3