

Pre-bid questions and answers for:

FPN: 411335-1-52-01

Contract #: T7260

Let Date: 4/27/11

Below are the pre-bid questions and answers. We appreciate your patience and look forward to your favorable bids.

Submitted 4/6/11:

1. Question: Will subcontractors working within the vicinity of the railroad be required to have Railroad Protective Liability Insurance?

Response: (4/14/11): The Railroads' Protective Public Liability and Property Damage Liability Insurance requirement for subcontractors is determined by the Contractor. According to 7-13.4 the Contractor, when working within the vicinity of the railroad, is required to have Railroad Protective Public Liability and Property Damage Liability Insurance. In addition, CSX railroad liability insurance requirements are as follows: "Original railroad insurance policy (\$5,000,000.00, \$10,000,000.00, \$5,000,000.00) must be submitted by the contractor prior to beginning any surveying or construction on railroad property. The original policy and CSX's approval form may be submitted directly to the railroad or to the District Railroad Office. Railroad to be named as insured on the Railroad Insurance Policy."

Submitted 4/14/11:

2. Question: 4/14/2011 Bid Item 905324 Reworked Asphalt Concrete - Is it intended for the side street turn outs to receive this recycling treatment?

Response: (4/15/11): Sidestreets and bridge deck shall be milled 1" and resurfaced with 1" of FC. The cost of the milling shall be included per pay item footnote 905-324-1.

Submitted 4/18/11:

3. Question: 4/18/2011 The PAY ITEM NOTE for 905-324 -1 on Page 9 states that Reworked Asphalt Concrete includes the cost of all milling but there is a Pay Item 327-70-1 Milling Existing Asphalt Pav't, 1" Avg Depth. Which is correct?

Response: (4/22/11): The Pay Item note for 905-324-1 on Page 9 is correct. Pay Item 327-70-1 and the associated quantity will be removed in an upcoming revision prior to letting.

4. Question: 4/18/2011 The 1" Milling Item and the Reworked Asphalt Concrete quantities are within 14 square yards of each other although the typical section section for the bridge deck does not call for Reworking Asphalt Concrete. The bridge deck is around 1,460 square yards. Can this be verified?

Response: (4/22/11): You are correct the bridge deck is approximately 1,460 square yards. This area is to be milled 1" and resurfaced with 1" of FC. Per pay item footnote the cost of this milling shall be included in pay item 905-324-1.

5. Question: 4/18/2011 There are two storm drainage structures and 343 LF of 18" RCP to be installed from Station 139+00 to Station 142+00+50 along the existing left curb alignment. There are two Tampa electric power poles and a telephone / CTV pole within the pipe alignment or within inches of it. To install this storm pipe these poles will have to be secured while this pipe is installed. Will this be provided by the utility?

Response: (4/22/11) Yes these poles will have to be secured by the utility agency.

6. Question: Sheet 79 details methods for spall and crack repair for the bridgedeck , what pay item does this work go under?

Response: (4/22/11): Please see note number 4 on sheet 79. The spall and crack repair detailed on sheet 79 is to be paid under pay item 405-70-2.

7. Question: 4/18/2011 The Traffic Control Plan calls for the use of Index 621 and 622 for the curb, sidewalk, and resurfacing work. These Indexes require the use of Removable Reflectorized Markings. Please add a bid item for this work.

Response: (4/22/11): Removable Reflectorized Pavement Markings shall be used when closure time exceeds one day light period therefore the use of tape is not necessary.

Submitted 4/19/11:

8. Question: How is the spall and crack repair detailed on sheet 79 to be assessed prior to the bid if the deck is covered in asphalt? Can this repair be apid out of the contingency item? Sheet 75 says to have all lanes open on the bridge for the joint repair, how can the full length of the joint be repaired if this is the case? May contractor reduce traffic to 1 lane each way to perform the joint repair on one half of the deck at a time?

Response: (4/22/11): The spall and crack repair is paid as the amount actually carried out and measured during construction. It typically varies from the bid amount due to the difficulty in quantification as unsound concrete is often not completely visible from the surface of the element repaired prior to demolition. Note #1 on Sheet 75 should state the following: " The contractor shall complete all work while maintaining traffic in accordance with the MOT plan. The contractor is responsible for determining the length of joint repair that can be fully accomplished in this time."

9. Question: There's a conflict in the notes regarding spall repair for the bridge joint restoration, note 9 on sheet 75 says this is paid under 458-1-21, and spall repair note 2 on sheet 79 refers to the Technical Special Provision for Concrete Restoration, which says this work is paid under 405-70-2. I've seen this specification used on other jobs, however it was used for spall repair on inlet tops, also found on this job. Can a similar pay item be added to cover the spall repair on the bridge deck, used as a contingency item with a QTY of 1 since the extent of spall repair cannot be determined until the asphalt is removed?

Response: (4/22/11): The spall repair detailed on sheet 79 is a generic procedure to be paid under pay item 405-70-2. The spall repair specifically related to the joint described on sheet 79 should be included under the joint repair pay item 458-1-21. A minimum quantity for the spall repair of 405-70-2 is 10 CF as required in the Basis of Estimates. As noted above, the spall repair is paid as the amount actually carried out and measured during construction.

Submitted 4/19/11:

10. Question: General notes indicate that there will be no traffic allowed on a milled surface. Does this mean that the Asphalt Rework will have to be performed prior to allowing traffic on the milled surface?

Response: (4/22/11): Yes, you are correct.

Submitted 4/20/11:

11. Question: 4/20/2011 There is a set of Interconnect Plans T14 through T 17 in the Signalization Plans. They show a 4" Outerduct Conduit (783-4-123) with 1" Innerduct Conduits running the length of the project from Sligh Ave. to Busch Blvd. There is no mention in any of the plan Pay Item Notes about any pavement removals or restoration. The Basis of Estimate for this item states it is to be installed prior to any pavement placement or in areas where it does not interfere with the pavement. If it is intended to go through the sidewalk this will be a huge cost involved. Was it intended to cut a trench through the sidewalk?

Response: (4/22/11): Yes, the plans called for pay item 783-112 to install underground conduits mainly under grass or sidewalk areas. The plans also called for directional boring under areas with mainly asphalt on the surface. Per the FDOT Specifications, any trench areas for conduit installation will need to be restored to an acceptable condition. Such work includes replacement of all pavement areas, sidewalks, curbs, structures, or grass areas disturbed by the conduit trench.

12. Question: Is there a Milling & Resurfacing alternative to the Rework Asphalt Item

Response: (4/22/11): Yes, according to the Supplemental Specifications 324-1 the Contractor is to "Construct a reworked asphalt pavement layer using milling and plant-produced hot-mix asphalt or the hot-in-place recycling process, as specified in this Section". A milling and resurfacing alternative would be subject to requirements as stated in Supplemental Specification 324.

13. Question: 4/20/2011 I am in receipt of the the Addendum 2 details but not the plans. I understand the 327 - 70 -1 Milling 1" has been deleted and incorporated into the 905-324-1 Rework Asphalt Concrete Item. Why??? The side street connections will get milled but no Rework Asphalt Concrete, same for the bridge deck. This work will not get done till the FC goes down. Confusing. Also there will be issues when there are penealties on the Rework lift. The 1" surface milling will be penalized too. So we have to do 48,650 sys of milling in 42, 893 sys of Rework Asphalt?

Response: (4/22/11): While we have not verified your stated quantity of milling, yes if the Contractor elects to construct the project in this particular manner the area of 1" milling will be greater than the area of reworked asphalt. The cost of the milling shall be included per pay item footnote 905-324-1.

14. Question: 455-18 - Please confirm pay item if for protection of the existing granite wall. Please provide cross section sheet for location of the wall. Sheet 68 has a paragraph titled Monitoring Existing Structures, says to Monitor and Maintain existing structure location in accordance with the specifications; Which specification is this refering to? What type of monitoring system will be required?

Response: (4/22/11): Please see standard Specification 455.

Submitted 4/21/11:

15. Question: Pay item for Superpave TLB has been eliminated, how will the overbuild and reconstruct asphalt pavement on Eskimo Ave be paid?

Response: (4/22/11): Please see the Pay Item note for 905-324-1 on Page 9 in Revision #2 - the Reworked Asphalt Concrete includes the cost of all milling & overbuild required on this project.

16. Question: Paid item for milling 1" has been eliminated, how will the 1" milling on the side streets and bridge deck be paid?

Response: (4/22/11): Please see the Pay Item note for 905-324-1 on Page 9 in Revision #2 - the Reworked Asphalt Concrete includes the cost of all milling & overbuild required on this project.

Submitted 4/21/11:

17. Question: Overbuild details show rework asphalt surface thicknesses of 1.5", 2.5" and 3", please clarify what is required here. Overbuild Detail BB shows reworked asphalt surface on top of overbuild, please clarify what is required here.

Response: (4/22/11): Please see the Pay Item note for 905-324-1 on Page 9 in Revision #2 - the Reworked Asphalt Concrete includes the cost of all milling & overbuild required on this project.

18. Question: 4/21/2011 I hope you will consider this question of the Addendum 2 plans just received. Please see Plan Page 31 The asphalt work on the side street, Eskimo Ave. (back of curb) was previously noted to receive SP mix and now it has been change to Rework Asphalt. You can't do this with the Rework Asphalt equipment. Second, the process doesn't take 1" of material and make 6" of material. Another problem is the design has the water running back against the adjacent building.

Response: (4/22/11): Please see the Pay Item note for 905-324-1 on Page 9 in Revision #2 - the Reworked Asphalt Concrete includes the cost of all milling & overbuild required on this project.

19. Question: Will traffic be allowed on the bridge deck after the asphalt is milled off? If not, the asphalt will have to be milled off, the spall repairs done and the friction course completed prior to opening back to traffic all in the same shift. This work is within 600' of a signalized intersection thus limiting the work hours from 9:00pm to 7:00am.

Response: (4/22/11): No traffic shall not be allowed on the milled surface. During construction, the lane closure restrictions will be modified to accommodate the work on the bridge deck.

Submitted 4/22/11:

20. Question: Please provide more detail on lane closure restrictions for the bridgework. In reference to Note 1 on sheet 75, the MOT plans for the bridge provide for construction of the traffic railing on the side of the bridge, but do not allow for construction of the joints going across the width of the bridge. May contractor reduce traffic to 1 lane each way, as detailed on sheet 50, at night to accomplish this work? What will be the lane closure restrictions for that?

Response: