Proposal ID:	T5377
Project Number:	423855-1-52-01
County:	Volusia
Road:	SR 430, US 92
Limits:	AT BR NOS. 790174, 790175, 790187 AND 790188
Description:	The improvements under this contract consist of bridge waterproofing on Br. Nos. 790174 and 790175 of SR 430 over the Halifax River and Br. Nos. 790187 and 790188 of SR 600 over the Halifax River.

Question	Response
Posted: Wednesday, 01/12/2011 @ 09:56am - MRS **1)** Please clarify if the intent of this project is to repair existing cracks and spalls in the bridge decks referenced in the plan sheets. Upon a site investigation numerous cracks and spalls were noted but have been previously repaired. Is the intent of bid items 401-70-1 and 411-1 to repair new cracks and spalls only or does this item include the replacement of previously repaired cracks and spalls?	Posted: Monday, 01/24/2011 @ 10:41am - JMD **1)** The intent of this contract in reference to crack/spall repair is only to repair new cracks/spalls. However, existing repairs will need to be worked if not currently fit to receive the specified overlay system in accordance with the TSP.
Posted: Monday, 01/17/2011 @ 03:13pm - MRS **2)** Referencing sheet B-2 please clarify the difference between the bid items relating to Generic Pay Item's methacrylate sealent. Two of the items are in GA and one is in SF yet all have the same quantity. Can the department please identify the quantity for each and what the difference in the two relating to GA is.	Posted: Tuesday, 01/25/2011 @ 03:13pm - JMD **2)** Plans have been corrected. See Addendum No. 2
Posted: Monday, 01/24/2011 @ 03:13pm - MRS **3)** Referencing the EBS file included with the proposal as well as plan sheet B-2 and the submitted answer to question 2 on the question and answer sheet please verify that the GPI 2 should be in GA and not SF as shown in the plans. If this is correct will the department be issuing and addendum with the new EBS file showing the correct unit?	Posted: Tuesday, 01/25/2011 @ 03:13pm - JMD **3)** Plans have been corrected. See Addendum No. 2
Posted: Thursday, 01/27/2011 @ 03:13pm - MRS **4)** What is the average square feet area of each post-tensioned pourback that will receive epoxy coating?	Posted: Tuesday, 02/15/2011 @ 08:26am - MRS **4)** The following information is to provide a general idea of the average PT anchor pourback sizes, and not to imply that all of the pourbacks will need to be cleaned and coated. An estimated number of repair blocks for each bridge are located on Sheet B-2. The Seabreaze Bridges have 400 single and 138

	double anchor pourback locations. The average surface area for the single is 3 SF and the double is 6.1 SF. The Broadway bridges have three different sizes with number of locations as follows: 3.0 SF- 172 3.4 SF - 172 4.1 SF - 260
Posted: Wednesday, 02/09/2011 @ 08:23am - MRS **5)** The waterproofing membrane overlay specifications require an ultra low viscosity crack pre-treatment. These bridge decks are grooved, so all of the grooves will be filled by this material, which will be a waste of neat epoxy material and cause it to run out out of the grooves on slopes. We request that FDOT allow the contractor to spot treat the cracks and then use the overlay first course binder material to fill the grooves. We feel that this will result in a higher quality finished product and achieve the same goal of filling the cracks.	Posted: Tuesday, 02/15/2011 @ 08:28am - MRS **5)** Bids should be based on the description in the Technical Special Provisions including the full application of pre-treatment.
Posted: Wednesday, 02/11/2011 @ 08:38am - MRS **6)** Follow-up to Question No. 1: The crack and spall repairs in Items 401 & 411 are meant to be in the bridge decks only ... correct?	Posted: Monday, 02/14/2011 @ 08:26am - MRS **6)** The concrete repair items are intended for the decks. If other areas in need of repair are encountered beyond the deck, repair may be initiated at the direction of the engineer.
Posted: Tuesday, 02/15/2011 @ 08:30am - MRS **7)** Is the majority of work on the anchor block systems spall and crack repair or primarily a recoating of the anchor blocks?	Posted: Tuesday, 02/15/2011 @ 08:30am - MRS **7)** The majority of the anchor pourback blocks do no show cracking or spalls. This work will consist mostly of recoating the pourback blocks that exhibit signs of coating failure.
Posted: Tuesday, 02/15/2011 @ 08:32am - MRS **8)** What is the required work on the anchor block systems?	Posted: Tuesday, 02/15/2011 @ 08:32am - MRS **8)** Please refer to the TSP “T100” for work involved in cleaning and coating post-tensioned anchor pourbacks.
Posted: Tuesday, 02/15/2011 @ 08:34am - MRS **9)** What is the access to the inside of the segmental boxes on both Broadway and Sea Breeze?	Posted: Tuesday, 02/15/2011 @ 08:34am - MRS **9)** Access to the inside of the segmental boxes for construction is available in the bottom of the boxes in segmental end spans near end bents/transition piers.