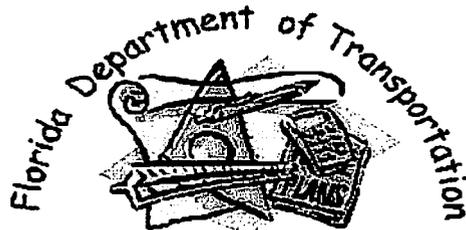


Florida Department of Transportation

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District One Construction

Proposal Number: T1403
Financial Project Number: 194485-1-52-01

Question	Response
<p>Do the existing lines have isolation valves that can be used to shut down the lines for relocation or will line stops be required? If they can be shut down, what are the restrictions for this work? Also can locations of the valves off the project be provided to calculate the effluent/water that will be emitted from the pipe during relocation efforts.</p>	<p>Answer Posted on 4/15/2011 @ 1:40PM: The Contractor shall coordinate necessary operation of isolation valves with the City of Avon Park. The City of Avon Park will be responsible for any line stops that may be necessary during construction. At this time The City of Avon Park does not have location of the Isolation Valves that can be provided.</p>
<p>Station 1056+50 shows a 12X12 Wet Tap but there is no pay item for it. Is this a note that should be deleted or is there work there that needs clarification? Also it appears that there may be several existing sanitary manholes that will require grade adjustments to the proposed grades. How will these be compensated for? Sheet PO8 should reflect 2 hydrant relocations for a total of 3. Is the existing 2" Water Main being connected to on sheet PO8 PVC or Poly?</p>	<p>Original Answers Posted on 4/13/2011 @ 2:23PM: Question 1. Station 1056+50 shows a 12X12 Wet Tap but there is no pay item for it. Is this a note that should be deleted or is there work there that needs clarification? Answer 1. The 12 X 12 Wet Tap shown at station 1056+50LT. is eliminated from this contract. Perspective bidders shall not include cost associated with the deleted wet tap at station 1056+50LT. Question 2. Also it appears that there may be several existing sanitary manholes that will require grade adjustments to the proposed grades. How will these be compensated for? Answer 2. There is no plan for compensation for this work. The intent of the plans is not to require grade adjustments on the existing sanitary manholes. Question 3. Sheet PO8 should reflect 2 hydrant relocations for a total of 3. Answer 3. All bidders shall bid based on a total quantity of two fire hydrant relocations. Pay Item 1644-800 shall be the method of compensation for each individual fire hydrant relocation. Question 4. Is the existing 2" Water Main being connected to on sheet PO8 PVC or Poly? Answer 4. The existing 2 inch Water Main is PVC. Revised Answers Posted on 5/17/2011 @ 9:56AM Question 1. Station 1056+50 shows a 12X12 Wet Tap but there is no pay item for it. Is this a note that should be deleted or is there work there that needs clarification? Answer 1. The 12 X 12 Wet Tap shown at station 1056+50LT. is eliminated from this contract. Perspective bidders shall not include cost</p>

	<p>associated with the deleted wet tap at station 1056+50LT. Question 2. Also it appears that there may be several existing sanitary manholes that will require grade adjustments to the proposed grades. How will these be compensated for? Answer 2. There is no plan for compensation for this work. The intent of the plans is not to require grade adjustments on the existing sanitary manholes. Question 3. Sheet PO8 should reflect 2 hydrant relocations for a total of 3. Answer 3. The quantity has been revised in revision #1 to the plans posted as addendum #2. Question 4. Is the existing 2" Water Main being connected to on sheet PO8 PVC or Poly? Answer 4. The existing 2 inch Water Main is PVC.</p>
<p>There is approx. 6,120 Sy of Temp Pvmnt.shown on the MOT plans. The pay item notes calls for 272.9 Tons of Temp Asphalt. The tonnage appears light for highway traffic can you confirm this quantity and/or temp pavement section?</p>	<p>Answer Posted on 4/15/2011 @ 1:39PM: The 272.9 TN of temporary asphalt is intended for the overbuild section only. There is additional temporary pavement required beyond the limits of overbuild and has been quantified as SY. This quantity is separate from the overbuild quantity listed in the table on the Traffic Control Plan General Notes Sheet 234. Both of these quantities are to be paid for under Pay Item No. 102-1, Maintenance of Traffic (Lump Sum).</p>
<p>Are there any special insurance requirements for the widening work located within the CSX Railroad ROW?</p>	<p>Original Answer Posted on 4/18/2011 @ 8:30AM: The contractor shall meet the requirements in Specification 7-13 Insurance and as this is a AMTRAK passenger rail line there is expanded regular liability insurance requirement of \$5,000,000 per occurrence and \$10,000,000 aggregate limit. The District Railroad One Department requests that a copy of the insurance policy and approval letter/e-mail from CSX be provided to their office. The Railroad Protective Liability Insurance Limits when inside the CSX Railroad Right of Way can be found at the following URL address: ftp://ftp.dot.state.fl.us/fdot/d1/Construction/PreBid%20Questions/ The following are total train movements thru the project per day: 10 Amtrak Routes per day, 4 passenger trains per day, 2 Switching movements per day on the Main Line. There will be a flagman on sight during the project. CSX Transportation is not aware if a slow order will be in place during train movement. Revised Answer Posted on 4/18/2011 @ 2:50PM: The contractor shall meet the requirements in Specification 7-13 Insurance and as this is a AMTRAK passenger rail line there is expanded regular liability insurance requirement of \$5,000,000 per occurrence and \$10,000,000 aggregate limit. The District Railroad One Department requests that a copy of the insurance policy and approval letter/e-mail from CSX be provided to their office. The Railroad Protective Liability Insurance Limits when inside the CSX Railroad Right of Way can be found at the following URL address: ftp://ftp.dot.state.fl.us/fdot/d1/Construction/PreBid%20Questions/ The following are total train movements thru the project per day: 10 total trains per day. 4 Amtrak Routes per day, 2 Switching movements per day and 4 Thru Freight trains per day. There will be a flagman on sight during the project. CSX Transportation is not aware if a slow</p>

	order will be in place during train movement.
There is no utility schedule posted for the relocation of the existing CSX Signal Arm. Has an agreement been reached for this work and a permitted schedule available?	Answer Posted on 5/17/2011 @ 10:05AM: The utility schedule for the relocation of the existing CSX signal arm will not be available prior to letting.
Bid Item # 104-1, Artificial Coverings/Rolled Erosion Control Products, seems to have a much larger bid quantity than should be expected. If this is the correct quantity please explain where and for what this material is to be used. If the quantity is incorrect please correct with an addendum.	Original Answer Posted on 4/19/2011 @ 9:25AM: The quantity for Bid Item #104-1 is correct. The locations and utilization for Artificial Coverings is specified in Standard Specification 104-6.4.11. The quantity is estimated based on the Traffic Control Plan provided. Revised Answer Posted on 5/17/2011 @ 10:13AM: The quantity for bid item 104-1 has been revised in revision #1 to the plans and issued in addendum #2.
Lighting question If there are 120 light poles why is there only 30 pull boxes required for the project. Shouldn't the qty. be 150 each?	Answer Posted on 5/17/2011 @ 10:15AM: The quantity for pull boxes has been revised in revision #1 and issued in addendum #2.
Is this project being postponed again?	Answer Posted on 5/17/2011 @ 10:17AM: No. This project will be let on 5/25/2011.

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RAILROAD PROTECTIVE LIABILITY INSURANCE

Evidence required by CSX Transportation, Inc.

You are required to furnish Railroad Protective Insurance to protect CSX Transportation, Inc. in connection with activities to be performed on or adjacent to CSX Transportation's Right of Way.

The following summarize CSXT's specifications for proper evidence of insurance:

1. The insurer must be financially stable and rated A- or better in Best's insurance.
2. The policy must be written using the ISO/RIMA Form of Railroad Protective Insurance – Insurance Services Office (ISO) Form CG 00 35.
3. Named Insured and Address:

CSX Transportation, Inc.
500 Water Street C907
Jacksonville, FL 32202
4. Limits of Liability: \$5,000,000/\$10,000,000.
5. Name and address of Contractor must be shown on the Declarations page.
6. Name and address of the Project Sponsor must be shown on the Declarations page.
7. Description of operations must appear on the Declarations page and must match the project description, including project or contract identification numbers. Location of work to be performed must be included in description.
8. Authorized endorsements must include the Pollution Exclusion Amendment – CG 28 31 unless using form CG 00 35 version 96 and later
9. Authorized endorsements may include:
 - (a) Broad Form Nuclear Exclusion – IL 00 21
 - (b) 30-day Advance notice of Non-renewal or cancellation
 - (c) Required State Cancellation Endorsement
 - (d) Quick Reference or Index – CL/IL 240
10. Authorized endorsements may not include:
 - (a) Any Pollution Exclusion Endorsement except CG 28 31
 - (b) Any Punitive or Exemplary Damages Exclusion
 - (c) A "Common Policy Conditions" Endorsement
 - (d) Any Endorsement not named in A or B
 - (e) Any type of deductible policy
11. Such additional or different insurance as CSXT may require.

The original policy must be submitted for our approval and filing prior to the commencement of any work activities. No work may commence without obtaining written approval of insurance.