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District One Construction

Proposal Number: E1J07
Financial Project Number: 428905-1-52-01

Question	Response
1. Is the ARMI layer required for 43rd Street? The Pavement Survey and Evaluation Report shows cracking in 50% of the coring locations. Those locations generally have 3.5 to 4.5 inches of asphalt (as opposed to the other areas having 4.5 to 6.5 inches of asphalt). If we are required to mill 3 inches of asphalt, the additional 0.5 inch will also come up, leaving the base exposed. ARMI layer is intended to be placed on asphalt for crack relief, not on base. Would the Department be receptive to adding an additional 1 inch of asphalt in lieu of the ARMI layer? 2. Are side streets to be milled 1.5 inches and resurfaced with FC-12.5 to the curb return? If so, does this apply only to public roads? 3. Is there any sidewalk or curb cut ramp work on 43rd Street (other than 9th Avenue)? 4. Is a Pavement Design Package required? 5. Is shoulder treatment required? We observed certain areas on 43rd Street where existing grass is higher than edge of pavement.	Answer posted on 11/16/10 @2:38pm The Department is not receptive to adding an additional inch of asphalt to the project in lieu of the ARMI layer. The Design Build Firms shall be responsible for all asphalt repairs due to the potential of scabbing and exposed base from the milling operation. The Design Build Firm shall repair any exposed base areas with asphalt prior to placement of the ARMI layer. The Firms should utilize the Pavement Evaluation Coring and Condition report to estimate potential areas of exposed base. Yes, the side streets are to milled and resurfaced with 1.5 of FC 12.5 to the radius returns. No additional sidewalk or curb cut ramps are required on 43rd St. A Pavement Design Package will not be required for the project. No shoulder work is required other than providing a smooth transition from the resurfaced roadway to the shoulder.
1. What are the construction limits on 34th St. at 53rd Ave.? There is a change of pavement approx. 200 ft north of the existing traffic separator that seems like a logical starting point. 2. On 43rd St., what are the limits at Sandpoint Dr. and 17th Ave.? 3. For all sections, what are the milling and paving limits at side streets? If side streets are milled and paved, what thickness be required on 43rd ST. and what will be the limits of the ARMI layer? 4. Page 21 of the RFI states that the Design/Build firm shall anticipate 500 SY of 4" sidewalk reconstruction and 15 curb cut ramps will need to be reconstructed. Is this the maximum or minimum requirement? If this is the minimum, what criteria is to be used in determining whether to reconstruct? Minimum width and acceptable slope is obvious, however, curb type and general conditions (cracked	Original answer posted on 11/16/10 @2:32pm: Addendum No. 1 clarified the project limits. Please see Addendum #1 dated November 5, 2010. Addendum No. 1 clarified the project limits. Please see Addendum #1 dated November 5, 2010. The side streets will be milled and resurfaced 1.5 to the back of the radius returns. The limits of the ARMI layer are the project sections as identified in the RFP and Addendum No 1. Please see Addendum #1 dated November 5, 2010. The 500 Square yard quantity was an approximate amount and will be adjusted during construction as necessary based on conditions in the field. Answer posted on 11/17/10 @9:58am

concrete) vary. Some guidlines are needed.	
You responded to a series of questions on 11-16-2010 that the Department was unable to answer because the deadline for submission had passed and that the deadline for questions was noted as 11-11-2010. The RFP schedule indicates the deadline is Nov. 18, 2010. The questions are pertinent and important. The deadline obviously has not passed. Please answer the questions.	Answer posted on 11/17/10 @10:08am: You are correct, the deadline for Pre-bid questions is November 18, 2010, per the revised RFP dated November 5, 2010. Please see the revised response to the question. The Department will be taking Pre-bid questions up to 5pm on November 18, 2010.
On page 26 of the RFP, under the Traffic Control Restrictions you indicate that there will be no lane closures within 500' of the school on 34th Street. The only school on 34th Street in the vicinity of this project is Bayshore High School which is outside of the project limits on the south side of 53rd Ave. Did you mean to say 43rd Street? And if so does that apply to both schools on 43rd? Bradenton Christian is located on the west side of 43rd Street between 36th Ave. and 33rd Ave. and Jessie P. Miller is located on the east side just south of SR 64.	Answer Posted on 11/22/2010 11:14 AM: Addendum No. 1 and RFP dated 11/5/2010 corrected the street numbers. Both schools on 43rd Street will be affected by the time restrictions. Per the RFP, there are no lane restrictions on 34th Street.
Addendum One changed the milling of the auxiliary lane from 1 inch to 1.5 inches. The pavement evaluation report recommended only milling 1 inch and replacing with 1.5 inches to utilize the overbuild to correct the existing cross slopes. Since we cannot use milling to correct the desired cross slope do we now add 2 inches to the auxiliary lanes?	Answer Posted on 11/24/2010 @ 10:54 AM: The milling depth should not have been revised in Addendum One. The correct milling depth is 1 inch.
1. Along 34th Street most manholes have a square concrete collar around them. After milling the desired 3 inches will we need to re-install the concrete collar or can we simply install the asphalt around the manholes? 2. There appears to be at least 4 locations where there are dips in the roadway above cross drains and several of these areas have been patched multiple times. It is obvious there is material leaching into the storm drainage system either through damaged pipes or joints. Is there any consideration to investigating the cause of the dips and to make repairs to the storm drainage system before simply milling and overlaying? If so will there be a contingency item to address this as there is no way to determine the extent at this time. 3. There are two damaged frangible barriers in the median near Cortez Road. Do we simply remove and re-install the existing barriers or do you want us to replace the damaged barriers? 4. There is no mention of guardrail upgrades on this project and just wanted to verify that the substandard guardrail ends are to remain and that this is simply a mill and resurface project. This includes the two locations on 34th Street and the bridge crossing on 43rd Street.	Answers Posted on 11/24/2010 @ 11:41AM : Question 1. Along 34th Street most manholes have a square concrete collar around them. After milling the desired 3 inches will we need to re-install the concrete collar or can we simply install the asphalt around the manholes? Answer 1. The Owner Agency should be contacted to determine the desired method of placement/treatment of restoring the manholes. Question 2. There appears to be at least 4 locations where there are dips in the roadway above cross drains and several of these areas have been patched multiple times. It is obvious there is material leaching into the storm drainage system either through damaged pipes or joints. Is there any consideration to investigating the cause of the dips and to make repairs to the storm drainage system before simply milling and overlaying? If so will there be a contingency item to address this as there is no way to determine the extent at this time. Answer 2. Manatee County will be advised of the cross drains and the need for repairs. No cross drain work will be required for 34th St. Question 3. There are two damaged frangible barriers in the median near Cortez Road. Do we simply remove and re-install the existing barriers or do you want us to replace the damaged barriers? Answer 3. Replace the existing frangible barriers with new frangible barriers. Answers Posted on 11/24/2010 @ 10:58 AM: Question 4. There is no mention of guardrail upgrades on this project and just wanted to verify that the substandard guardrail ends are to remain and that this is simply a mill and resurface project. This includes the two locations on 34th

	Street and the bridge crossing on 43rd Street. Answer 4. No guardrail upgrades will be required for 34th Street or 43rd Street.
Obviously all the work that we do will be in accordance to the Florida Greenbook and Plans Preparation Manual that is included in the scope of the work. Can you please let us know if any of the following will be included in the scope of work? 1. There is a small mitered end section approximately 1 foot behind the curb just north of 46th Ave West that drops off considerably from the sidewalk elevation. Will we need to add railing at this location? 2. The curb is severely damaged at the entrance to Spring Lake on the west side of 34th Street and there is a valve exposed within the curb. Should this curb be replaced? 3. The storm drain just north of 36th Avenue on the west side of 43rd Street in front of Bradenton Christian School drops off very steep and there are dropped panels of sidewalk creating a tripping hazard. Should this section of sidewalk be replaced? 4. There is a high definition crosswalk along the west side of 43rd Street at 36th Avenue that bends around the median nose. This does not meet standards and should we modify the nosing and align the high definition crossing with the sidewalks on both sides? 5. The pavement along the west side of 43rd near Manatee Avenue is irregular with several dips and high spots. There is a substantial area that ponds water at the exit to the bank and the exposed type D curb measures as low as 1.5 inches. In addition the existing curb inlets at both sides of 43rd Street at Manatee Avenue have plates over the location where a grate should be. There is no apparent easy remedy to correct the drainage issues with simply milling and overlaying. Will there be any consideration for drainage improvements in these locations? 6. The existing valley inlet at the exit to Jessie P. Miller school is very steep and there are noticeable scar marks on the asphalt on both sides of the inlet. There appears to be room to raise the elevation at the flow line of the grate to remedy this condition. Will there be any consideration for drainage improvement to this inlet?	Answers Posted on 11/24/2010 @ 11:31 AM: Obviously all the work that we do will be in accordance to the Florida Greenbook and Plans Preparation Manual that is included in the scope of the work. Can you please let us know if any of the following will be included in the scope of work? Question 1. There is a small mitered end section approximately 1 foot behind the curb just north of 46th Ave West that drops off considerably from the sidewalk elevation. Will we need to add railing at this location? Answer 1. Yes, pedestrian railing and appropriate footer will be required in this area. Question 2. The curb is severely damaged at the entrance to Spring Lake on the west side of 34th Street and there is a valve exposed within the curb. Should this curb be replaced? Answer 2. No, the curb will not require replacement. Question 3. The storm drain just north of 36th Avenue on the west side of 43rd Street in front of Bradenton Christian School drops off very steep and there are dropped panels of sidewalk creating a tripping hazard. Should this section of sidewalk be replaced? Answer 3. No, the sidewalk will not be required to be replaced under this project. Question 4. There is a high definition crosswalk along the west side of 43rd Street at 36th Avenue that bends around the median nose. This does not meet standards and should we modify the nosing and align the high definition crossing with the sidewalks on both sides? Answer 4. No, the median nose and crosswalk will not be required to be revised under this project. Question 5. The pavement along the west side of 43rd near Manatee Avenue is irregular with several dips and high spots. There is a substantial area that ponds water at the exit to the bank and the exposed type D curb measures as low as 1.5 inches. In addition the existing curb inlets at both sides of 43rd Street at Manatee Avenue have plates over the location where a grate should be. There is no apparent easy remedy to correct the drainage issues with simply milling and overlaying. Will there be any consideration for drainage improvements in these locations? Answer 5. No drainage improvements will be required on this project at these locations. Question 6. The existing valley inlet at the exit to Jessie P. Miller school is very steep and there are noticeable scar marks on the asphalt on both sides of the inlet. There appears to be room to raise the elevation at the flow line of the grate to remedy this condition. Will there be any consideration for drainage improvement to this inlet? Answer 6. The valley gutter and inlet shall be revised to eliminate the severe dip onto 43rd St. while maintaining positive drainage in this area.
Currently the asphalt along the east side of 43rd Street West between Manatee Avenue and 13th Street is approximately 1 inch over the existing curb and in several instances it exceed 1.5 inches. The scope indicates to mill 3 inches and to replace with 3 inches and to add the ARMI	Answer Posted on 11/30/2010 @ 3:27 PM: On

layer. This will create even more asphalt over the curb which could create a hazard if a vehicle meanders too far off the travel lane. Should we match the existing curb line with the new asphalt? If so do we lessen the amount of structural course or friction course or both? The standard design section for this roadway probably only had 1.5 inches of asphalt on the base so additonal milling would probably get into the base. Please advise on how we should address this deficiency.	43rd ST. between 9th Ave. and SR 64, mill 3 and resurface with the ARMI layer and 1.5 on Type SP 12.5 Structural Course and 1.0 of FC 9.5 as shown in Addendum Number 2 dated November 30, 2010.

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(863) 519-2550

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