

FLORIDA DEPARTMENT OF TRANSPORTATION

**Florida's Turnpike Enterprise
Design Build Request for Proposal**

For

**Polk Parkway (SR 570)
and Pace Road Interchange**

Contract No. C-E8J79

**FPID No(s). 416537-1-52-01; 416537-2-52-01, 416537-2-52-02, 416537-2-52-03
and 416537-4-52-01**

RESPONSE TO QUESTIONS GROUP 2

Question No. 1 Section 8-13.1 of the Division 1 Specifications (Attachment 7 of the RFP) indicates a bonus will be paid if the "Contract Work Item" is completed before 5/20/2011. Is this bonus date intended to be based on substantial completion (all lanes and tolling open, but maybe still working on punch list as needed), Final Acceptance per spec 5-11, or some other criteria?

Response: ***All work means final acceptance per Specification 5-11.***

Question No. 2 Would it be possible to provide us with the .dgn files associated with "Gen Doc 11 Preliminary Pace Road Interchange Lighting Layout"?

Response: ***Provided via email link from Mr. Richard Nethercote to shortlisted firms on Thursday, May 07, 2009 2:14 PM***

Question No. 3 Sheet LD 30 of the Landscape Concept Plans has notes and details for the Native Buffer areas. What ground cover is intended for the Native Buffer area (besides the mulching indicated for the tree root balls)? What are the contractor's intended responsibilities for mowing and maintenance inside the Native Buffer areas during the 12-month maintenance period?

Response: ***The intended groundcover will be the existing or installed roadway turf (the plants are installed directly into the turf). The contractor is responsible for keeping all of the plants in the buffer at a Florida Number One quality and for keeping weeds out of the mulched areas.***

A note has been added to the Native Buffer Notes on sheet LD-30 or RFP that says this:

"3. The Design Build firm shall keep the entire buffer area and mulch rings free of weeds for the duration of the warranty period. The buffer areas shall be mowed twice during the 365 day warranty period at six month intervals. The mowing height shall be 6". Coordinate the buffer maintenance with the District Landscape Architect"

Question No. 4

At the Mainline Toll Plaza, there is a set of existing red sign support frames attached to the canopy. This item is indicated as keynote 7 on sheet AA-100, keynote 22 on AA-101 and keynote 20 on sheet AA-201. These frames appear structurally to be in good shape, but the red paint is peeling badly. We have not seen any instructions in the RFP about reconditioning, or replacing this truss. Is it the Turnpike's intent for us to leave as is, replace, or refurbish (repaint) the existing red sign support frames?

Response: ***Leave frames as is.***

Question No. 5

Section V-T of the RFP (page 29 of 97) addresses Contractor Guaranteed / Value Added Work. We are instructed that there are three mandatory categories of value added work and then are invited to develop our own value added / extended warranty criteria for a number of other items. How many potential technical score points are allotted to this part of the technical proposal? We can calculate the present value of additional extended warranties, but need to evaluate how many points are at stake before deciding which ones to put into the technical proposal. It would be unfair, as an example, to doom our proposal to failure by having us guarantee all of the items listed for an extended number of years, which would end up adding extra cost to our proposal that we could never recover under the point system.

Response: ***Scoring was not refined to the level of detail suggested in this question.***

Question No. 6 Who will be maintaining the street lights along Pace Road? Will it be the Turnpike, Polk County, City of Lakeland, or some other entity?

Response: ***The interchange agreement discusses the area of maintenance in general with a schematic (Exhibit C). That agreement was provided via email link from Mr. Richard Nethercote to shortlisted firms on Thursday, May 07, 2009 2:14 PM***

Question No. 7 From Section VI, Article M, Gopher Tortoise, paragraph 3 states:

"Those gopher tortoise burrows expected to be impacted by the project, as indicated on the concept design provided, have been addressed by a Gopher Tortoise Relocation Permit (Special Relocation Permit No. GTRS-2009-4387) issued by the FFWCC for up to five (5) gopher tortoises."

After reviewing the attached documentation, it appears that the GT permit expired on April 21, 2009. It was noted in the provided letter to FFWCC dated December 30, 2008 from Fred Gaines "that a 1 year permit be requested for the permit to accommodate the FDOT procurement process for the contractor selected for the overall project." Has a permit extension been requested at this time? The FFWCC new gopher tortoise guidelines were implemented on April 22, 2009. The Polk Parkway CR 546-I-4 and Pace Road Intersection GT permit was received on January 21, 2009 and therefore falls under the previous GT permitting requirements. Please verify if the permit has been extended and therefore remains under those implemented prior to April 22.

Response: ***FTE did acquire an FFWCC GT permit extension until July 19, 2009. FTE has contracted FFWCC and they have indicated that an extension will not be granted. The successful DB firm will be required to secure the relocation permit.***

Question No. 8 In the provided letter to FFWCC dated December 30, 2008 from Fred Gaines, Page 3, last paragraph, it states:

"On a side note, the plans also depict involvement within 330' - 660' of a Bald Eagle nest. Turnpike will follow the FFWCC's Bald Eagle Management Guidelines during construction."

We have consulted the FFWCC Bald Eagle Nest Locator, however, the closest nest identified was approximately 0.5 miles from the project corridor. Could Turnpike please provide the coordinates of the Bald Eagle nest?

Response: *The nest referenced in the RFP is PO128, which is on the east side of Polk Parkway, on the south side of Lake Stella. Since the project scope has been modified to only include work north of this area, nest PO128 would not be affected. The next closest active nest to the project is PO064, which is over 1,000' away so the eagle's nest is no longer an issue. The permit covers the entire area that was originally part of the project's scope, in which case we would have had to address work around PO128. This inadvertently did not get modified in the RFP.*

Question No. 9 Is there a minimum size requirement for the USF sign and logo?

Response *The feature will be "visible" from the approaches. The attachment shows a proposed design. The proposed design is approximately 50-60% of the total face of the slope. The design process also includes "input and approvals" from the FTE and USF. The final height will be proposed by the Design-Builder and approved by these agencies.*

Question No. 10 We note that this project has multiple FPID numbers. Will the final plans need to be submitted separately for each FPID or can the entire project appear on one set of plans?

Response: *From FDOTs PPM Volume II - On projects which have one Contract plans set, but multiple Financial Project ID's, all of the Financial Project ID's are located immediately under the heading "CONTRACT PLANS" on the key sheet. On all other plan sheets, the lead Financial Project ID is to be shown. See Exhibits 3-1 and KS-1 for an example of this note. Please also give consideration to components of the plans that stand alone such as landscaping where an independent FPID plan set may be logical.*

Question No. 11 Under the two bridge sections, for the Bearings item you have a unit of measure of EA/CF. Which do you want, a price per each or a price per CF or is it our choice? If it is our choice, are we to strike out the one we are not using?

Response *Units vary by bearing type, thus the RFP listed multiple units to cover the potential selections. The DB Firm should report the units per the Basis of Estimates Manual for the type of bearing they have chosen. Please strike out the unit not used.*

Question No. 12 Why are there no items for the Engineering, Geotechnical and Survey services for the Pace Road section? Where are we to put those costs?

Response: *Those costs are not included for asset reasons to FTE. Those engineering costs are to be included in the Pace Ramp engineering costs.*

Question No. 13 The RFP is somewhat vague concerning the northern limits of the project. The Concept Plans end at the I-4 bridge but Sheet 55 of these plans has a note calling for the ramps to be milled and resurfaced to each gore on I-4. The RFP references the Concept Plans but does not specifically say Mill and Resurface the I-4 Ramps.

Response: *Please see the typical section for I-4 ramps (sheet 7) and the note on the roadway concept plans sheet 55. The intent of these details is to have all areas milled and resurfaced from the end of the Polk Parkway improvements to the limits of resurfacing performed by District One on the ramp terminals connections with I-4*

Question No. 14 Several of the PDF plans that were submitted as attachments to the RFP did not have accompanying CADD plans in dgn format supplied on the RFP CD. The request is for these documents to be provided in dgn format as soon as possible.

These files included:

A. SUNNAV INTELLIGENT TRANSPORTATION SYSTEM
(ITS)
WEST FLORIDA ITS IMPROVEMENTS PROJECT
FPN: 406120-4-52-01
POLK COUNTY
SR 570 (POLK PARKWAY)

File Name: dsgnit.dgn files including references

Response: ***Provided via email link from Mr. Richard Nethercote to shortlisted firms on Thursday, May 07, 2009 2:14 PM***

B. Lighting CADD files (Protean Design Group – Concept Design for Lighting at the Interchange)

File Name: DSGNLT.dgn files including references

Response ***Provided via email link from Mr. Richard Nethercote to shortlisted firms on Thursday, May 07, 2009 2:14 PM***

Question No. 15 Page 89 of 97 of the RFP indicates that Section 3 : Proposed Schedule of the Technical Proposal is to have a maximum of 6 pages. After outlining the minimum schedule contents described in other parts of the RFP, it appears that 6 pages is not enough. Could you please expand Section 3 to a maximum of 10 pages?

Response ***Your request has been granted by addendum.***

Question No. 16 Attachment 27 of the RFP contains renderings of the USF Poly and Bull Logo Hardscape features. The renderings are color and indicate yellow for the letters and green for the logo. Do you know the exact colors that the hardscape features are intended to match? Certain colors are difficult (or impossible) to match with concrete coloring techniques. If USF Poly has exact colors that they expect for the letters and logos, we would like to know what they are so that we do not pick a letter / logo material that cannot support a matching color.

Response ***Green is PMS 343.
Gold is PMS 4515.***

Question No. 17 Would it be possible to obtain a copy of the most current Bridge Inspection Report for Bridge No. 160288 of the Polk Parkway?

Response ***Copy is attached to this document.***

Question No. 18

Page 62 of the RFP lists 3 locations where we have to provide lighting: (1) On mainline 215' before the southern ramp taper to 215' north of the northernmost ramp taper; (2) Along the Pace Road interchange ramps; (3) Along Pace Road. There is no reference to the Main Line Toll Plaza. Our analysis of the existing lighting at the Main Line Toll Plaza leads us to believe that the widening will result in substandard illuminance and uniformity levels per Turnpike standards if the existing roadway lighting system is not modified. The addition of luminaires matching the existing system would be necessary in order to meet the Main Line Turnpike Enterprise Toll Plaza light level requirement of 2.0 foot candles for the widening in this area. Is it the Turnpike's intent to have the roadway lighting at the Main Line Toll Plaza modified to accommodate the pavement widening in this area?

Response: ***You should modify if needed to meet FTE's requirements.***

Question No. 19

The Main Line Toll Plaza Concept plans indicate that existing landscaping is to be removed in order to accommodate the pavement widening in this area. There are no provisions in the RFP, or Landscape Concept Plans to replace this landscaping. Is it the Turnpike's intent to have the design builders replace this landscaping?

Response: ***Please reference page 86 of the RFP (Section 6.U.8. Landscaping shall be provided in the affected areas of the toll plaza which meet the criteria stated in Section VI.R. Landscaping should be replaced or relocated by the DB firms to follow the guidelines established in the general information document "Polk Parkway Landscaping Improvement Program." The design developed should harmonize with the Landscape Concept Plans and other project improvements.***

Question No. 20

Are we correct that two load centers will be required, one for the Turnpike mainline lighting and one for the decorative / landscape lighting?

Response: ***The following Load Centers as a minimum will be required:***

- a) One load center for each Ramp Toll facility (2)***
- b) Load Center(s) for the decorative lighting and Pace Road***
- c) Load Center(s) for this Pace Road ramp lighting, the Polk Parkway lighting and signs and landscaping lighting***
- d) Load Center(s) for the signals***

e) It is also imperative that the decorative and landscape lighting load center power consumption is wired separately and that the associated metered or non-metered account be transferred to the City of Lakeland before final acceptance. All other power company service accounts shall be transferred to FTE

Question No. 21 Will sodding be according to the TPPPH which states in part that “sod will be placed from right of way to right of way of disturbed areas”?

Response: Yes

Question No. 22 Should the casings at the Northern end of the project and near the Toll Plaza be extended?

Response: Yes

Question No. 23 Additional information on response to Question No. 5 in Group one.

Response: The Department’s requirements for painting galvanized steel is contained in specification 649 and the modification to specification 97. Both are attached hereto.

Question No. 24 In the RFP on page 90 and 97 under section 8 it states to “submit components sets as separate bound documents.” We are assuming the components are Roadway and Bridge. Is this correct?

Response: Not necessarily, see page 20 of the RFP.

Question No. 25 Will any utilities on site be available for the contractors use.

Response No.

FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

Inspection Report

BRIDGE ID: 160288
DISTRICT: 08 Turnpike

PAGE: 1 OF 14
INSPECTION DATE: 4/8/2008 YODV

BY: Infrastructure Engineers, Inc. STRUCTURE NAME: SR 570 POLK OVER PACE RD
OWNER: 33 Turnpike YEAR BUILT: 1999
MAINTAINED BY: 33 Turnpike SECTION NO.: 16 470 000
STRUCTURE TYPE: 5 Prestressed Concrete 02 Stringer/Girder MP: 23.004
LOCATION: 1.3 MI S OF I-4 EAST ROUTE: 00570
SERVICE TYPE ON: 1 Highway FACILITY CARRIED: SR 570 POLK 22.9
SERV TYPE UND: 0 Other FEATURE INTERSECTED: PACE RD (Future)

FUNCTIONALLY OBSOLETE STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS COMPLETED: ABOVE WATER: 04/08/2008 UNDERWATER:

SUFFICIENCY RATING: 95.4
HEALTH INDEX: 97.76

This report contains information relating to the physical security of a structure and depictions of the structure. This information is confidential and exempt from public inspection pursuant to sections 119.071(3)(a) and 119.071(3)(b), Florida Statutes. Only the cover page of this report may be inspected and copied.

FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

Inspection Report

BRIDGE ID: 160288
DISTRICT: 08 Turnpike

PAGE: 2 OF 14
INSPECTION DATE: 4/8/2008 YODV

BY: Infrastructure Engineers, Inc. STRUCTURE NAME: SR 570 POLK OVER PACE RD
OWNER: 33 Turnpike YEAR BUILT: 1999
MAINTAINED BY: 33 Turnpike SECTION NO.: 16 470 000
STRUCTURE TYPE: 5 Prestressed Concrete 02 Stringer/Girder MP: 23.004
LOCATION: 1.3 MI S OF I-4 EAST ROUTE: 00570
SERVICE TYPE ON: 1 Highway FACILITY CARRIED: SR 570 POLK 22.9
SERV TYPE UND: 0 Other FEATURE INTERSECTED: PACE RD (Future)

- THIS BRIDGE CONTAINS FRACTURE CRITICAL COMPONENTS
 THIS BRIDGE IS SCOUR CRITICAL
 THIS REPORT IDENTIFIES DEFICIENCIES WHICH REQUIRE PROMPT CORRECTIVE ACTION
 FUNCTIONALLY OBSOLETE STRUCTURALLY DEFICIENT

TYPE OF INSPECTION: Regular NBI

DATE FIELD INSPECTION WAS COMPLETED: ABOVE WATER: 04/08/2008 UNDERWATER:

SMART FLAGS:
None

OVERALL NBI RATINGS:
DECK: 7 Good
SUPERSTRUCTURE: 7 Good
SUBSTRUCTURE: 7 Good
CHANNEL: N N/A (NBI)
CULVERT: N N/A (NBI)
SUFFICIENCY RATING: 95.4
HEALTH INDEX: 97.76
PERFORMANCE RATING: Good

FIELD PERSONNEL / TITLE / NUMBER

Kelley, Mike - Bridge Inspector (CBI#00352) (lead)
Frazer, Brett - Assistant Bridge Inspector

INITIALS

REVIEWING BRIDGE INSPECTION SUPERVISOR:

Marquez, Johnny - Bridge Inspector (CBI# 00419)

CONFIRMING REGISTERED PROFESSIONAL ENGINEER:

Howard, Christopher - Professional Engineer (P.E.#54161)
Infrastructure Engineers, Inc.
2121 Old Hickory Tree Road
Certificate of Authorization #6876
St. Cloud, FL 34772

SIGNATURE: _____

DATE: _____

05-19-2008

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FLORIDA DEPARTMENT OF TRANSPORTATION BRIDGE MANAGEMENT SYSTEM

Inspection Report

BRIDGE ID: 160288
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INSPECTION DATE: 4/8/2008 YODV

All Elements

UNIT: UNIT 0 DECKS

ELEMENT/ENV: 12/4 Bare Concrete Deck 6397 sf. ELEM CATEGORY: Decks/Slabs

CONDITION STATE (5)	DESCRIPTION	QUANTITY
1	The surface and underside of the deck have few repaired areas, there are few spalls/delaminations in the deck surface or underside and the only cracking is superficial or surface map cracking. The combined distressed area is 2% or less of the deck area.	6397 sf.

ELEMENT INSPECTION NOTES:

Note: The deck underside is not visible, except at the overhangs, due to the presence of steel stay-in-place forms.

CS1 - Not previously reported, there is a spall up to 3" diameter x 1/4" deep, with exposed steel in the west fascia near midspan. See Photo 3. **NO CORRECTIVE ACTION REQUIRED.**

ELEMENT/ENV: 301/4 Pourable Joint Seal 92 lf. ELEM CATEGORY: Joints

CONDITION STATE (3)	DESCRIPTION	QUANTITY
3	Major adhesion and/or cohesion failures may be present. Signs or observance of leakage along the joint may be present. Joint may be heavily impacted with debris and/or stones. Major spalls may be present in the deck and/or header adjacent to the joint.	92 lf.

ELEMENT INSPECTION NOTES:

CS3 - Previously Reported Conditions: The expansion joint pourable sealant has adhesion failures, up to 1' in length (20% at the End Bent 1 and 40% at the End Bent 2) (NO CHANGE). See Photo 4. The End Bent 1 expansion joint sealant, at the west barrier, is easily pulled from the joint in a 1' long area (NO CHANGE). See Photo 5. The shoulder areas of the end bent expansion joints have moderate to heavy accumulations of dirt and debris (NO CHANGE). **NO CORRECTIVE ACTION REQUIRED.**

CS3 - Not previously reported, there is random edge spalling up to 1/2"L x 2"W x 1"D at both end bent expansion joints. **NO CORRECTIVE ACTION REQUIRED.**

FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
Inspection Report

BRIDGE ID: 160288
DISTRICT: 08 Turnpike

PAGE: 4 OF 14
INSPECTION DATE: 4/8/2008 YODV

All Elements

UNIT: UNIT 0 SUPERSTRUCTURE

ELEMENT/ENV: 331/4 Conc Bridge Railing 272 lf. ELEM CATEGORY: Railing

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without effect on strength and/or serviceability.	272 lf.

ELEMENT INSPECTION NOTES:

CS1 - As previously reported, the barriers have random vertical/transverse cracks, up to full height/full width x 1/32" wide, respectively, some with efflorescence (NO CHANGE). NO CORRECTIVE ACTION REQUIRED.

ELEMENT/ENV: 109/4 P/S Conc Open Girder 953 lf. ELEM CATEGORY: Superstructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	952 lf.

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FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM
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BRIDGE ID: 160288
 DISTRICT: 08 Turnpike

PAGE: 5 OF 14
 INSPECTION DATE: 4/8/2008 YODV

All Elements

UNIT: UNIT 0 SUPERSTRUCTURE

ELEMENT/ENV: 109/4 P/S Conc Open Girder 953 lf. ELEM CATEGORY: Superstructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
2	Minor cracks and spalls may be present and there may be exposed reinforcing with no evidence of corrosion. There is no exposure of the prestress system.	1 lf.

ELEMENT INSPECTION NOTES:

CS2 - Not previously reported, Beam 1-2 at End Bent 2 has a spall up to 4"L x 3"W x 3/4"D, due to a failed grout repair at the top west flange, adjacent to the end diaphragm. **NO CORRECTIVE ACTION REQUIRED.**

CS1 - As previously reported, the center and lower sections of the beam webs have horizontal and diagonal cracks up to 2'-4"L x 1/64"W, emanating the beam ends (NO CHANGE). **NO CORRECTIVE ACTION REQUIRED.**

Diaphragms (considered incidental to this element):

As previously reported, the Bay 1-1 end diaphragm has an impending spall/spall, 7"H x 1'-9"W, above End Bent 1 on the north face (32% INCREASE IN SPALL WIDTH). **NO CORRECTIVE ACTION REQUIRED.**

Not previously reported, the Bay 1-1 end diaphragm, above End Bent 1, bottom face, is spalled/delaminated up to 1'-9" long x full diaphragm width, with associated cracking up to 1/32" wide. See Photo 6. **NO CORRECTIVE ACTION REQUIRED.** Not previously reported, Beam 1-7 end diaphragm has a spall up to 5"H x 3"W x 1/2"D, above End Bent 1, in the bottom east flange face. **NO CORRECTIVE ACTION REQUIRED.**

ELEMENT/ENV: 310/4 Elastomeric Bearing 14 ea. ELEM CATEGORY: Bearings

CONDITION STATE (3)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. Shear deformations are correct for existing temperatures.	14 ea.

ELEMENT INSPECTION NOTES:

CS1 - Not previously reported, the bearing pads project beyond the chamfered edge of the beams, up to 5/8". See Photo 7. **NO CORRECTIVE ACTION REQUIRED.**

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All Elements

UNIT: UNIT 0 SUBSTRUCTURE

ELEMENT/ENV: 215/4 R/Conc Abutment 95 lf. ELEM CATEGORY: Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability.	95 lf.

ELEMENT INSPECTION NOTES:

CS1 - Not previously reported, Pedestal 1-5 has a vertical crack up to 10"L x 1/64"W, with moderate efflorescence and light staining, at the northeast corner at End Bent 1. **NO CORRECTIVE ACTION REQUIRED.** Not previously reported, the end bent caps have vertical cracks up to full height x 1/64" wide, generally emanating from the bearing pedestals. **NO CORRECTIVE ACTION REQUIRED.**

ELEMENT/ENV: 394/4 R/Conc Abut Slope Pr 400 sf. ELEM CATEGORY: Substructure

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability. Random open joints may exist.	396 sf.
2	Minor cracks and spalls may be present but there is no exposed reinforcing or surface evidence of rebar corrosion. Open joints may be prevalent.	4 sf.

ELEMENT INSPECTION NOTES:

CS2 - As previously reported, the pourable sealant along the slope pavement/wing wall junctures has random adhesion failures up to 3"L x 1/4"W (NO CHANGE). **NO CORRECTIVE ACTION REQUIRED.**

CS1 - As previously reported, there is light to moderate vegetation growing from the weep holes in the slope pavement (NO CHANGE). **NO CORRECTIVE ACTION REQUIRED.**

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All Elements

UNIT: UNIT 0 MISCELLANEOUS

ELEMENT/ENV: 321/4 R/Conc Approach Slab 2 ea. ELEM CATEGORY: Other Elements

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The slab has not settled and shows no sign of deterioration other than superficial surface cracks.	2 ea.

ELEMENT INSPECTION NOTES:

CS1 - As previously reported, the south approach slab has isolated longitudinal cracks, up to full length x 1/64" wide, in the travel lanes (NO CHANGE). NO CORRECTIVE ACTION REQUIRED.

Mowing Strip (considered incidental to this element):

Not previously reported, there is a failed area of mowing strip asphalt up to 1'L x 1'-4"W x 11"D, adjacent to the south end of the southwest approach barrier. See Photo 8. NO CORRECTIVE ACTION REQUIRED.

ELEMENT/ENV: 475/4 R/Conc Walls 33 lf. ELEM CATEGORY: Other Elements

CONDITION STATE (4)	DESCRIPTION	QUANTITY
1	The element shows little or no deterioration. There may be discoloration, efflorescence, and/or superficial cracking but without affect on strength and/or serviceability. Random open joints may exist.	24 lf.

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Inspector Recommendations

UNIT: UNIT 0 DECKS

ELEMENT/ENV:301/4 Pourable Joint Seal

ELEM CATEGORY: Joints

CONDITION STATE (3)		Priority
3	92 lf.	3

WORK ORDER RECOMMENDATION:

Clean and install new pourable expansion joint sealant at End Bents 1 and 2. 92LF

Structure Notes

This structure is inventoried from south to north on a west to east route.

INSPECTION NOTES: YODV 4/8/2008

Sufficiency Rating Calculation Accepted by KNIEIC-P at 2008-05-12 16:00:42

TRAFFIC RESTRICTIONS:

This structure is currently not posted. According to the most recent load rating analysis dated 7/26/99, this structure does not require posting based on the Department's policy of posting based on Operating Rating. No conditions were found during this inspection that warrants a new load rating.

NOTE: At the time of this inspection, Pace Road was not constructed; therefore, no under route is required.

FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

Inspection Report

BRIDGE ID: 160288
DISTRICT: 08 Turnpike

PAGE: 11 OF 14
INSPECTION DATE: 4/8/2008 YODV



Bridge No. 160288: Photo 1 - ID Number on Structure



Bridge No. 160288: Photo 2 - West Elevation

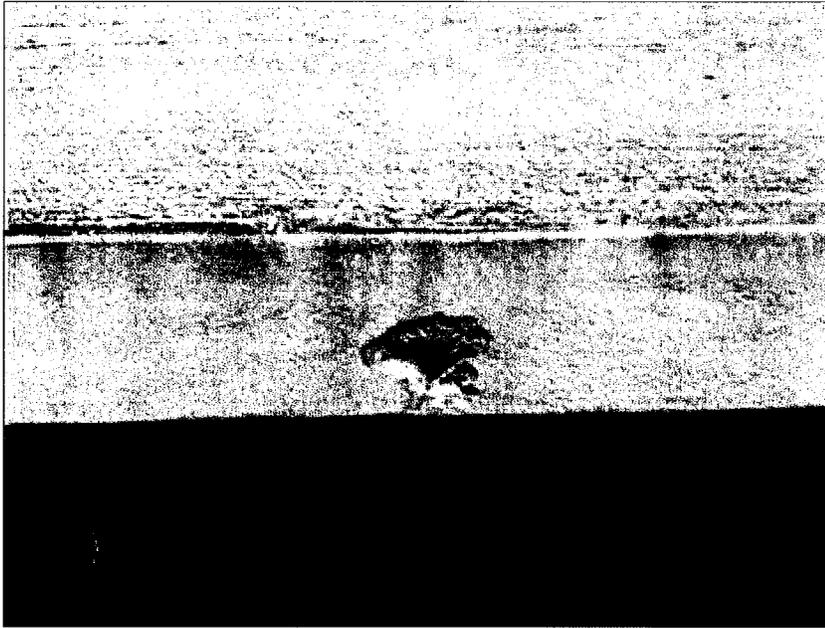
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BRIDGE MANAGEMENT SYSTEM

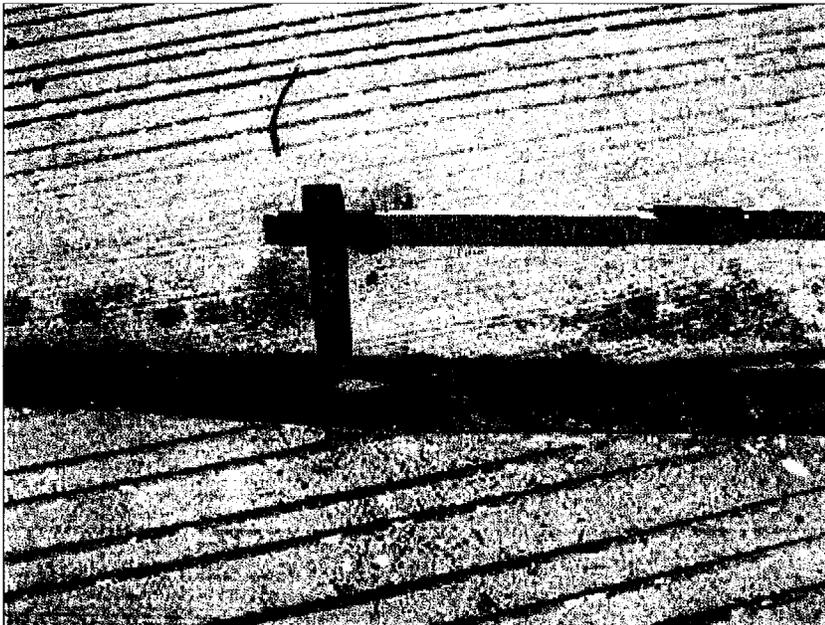
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Element 12: Photo 3 - Spall with Exposed Steel in West Fascia of Deck



Element 301: Photo 4 - Adhesion Failure in Pourable Joint Seal at End Bent 2, West Shoulder

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BRIDGE MANAGEMENT SYSTEM

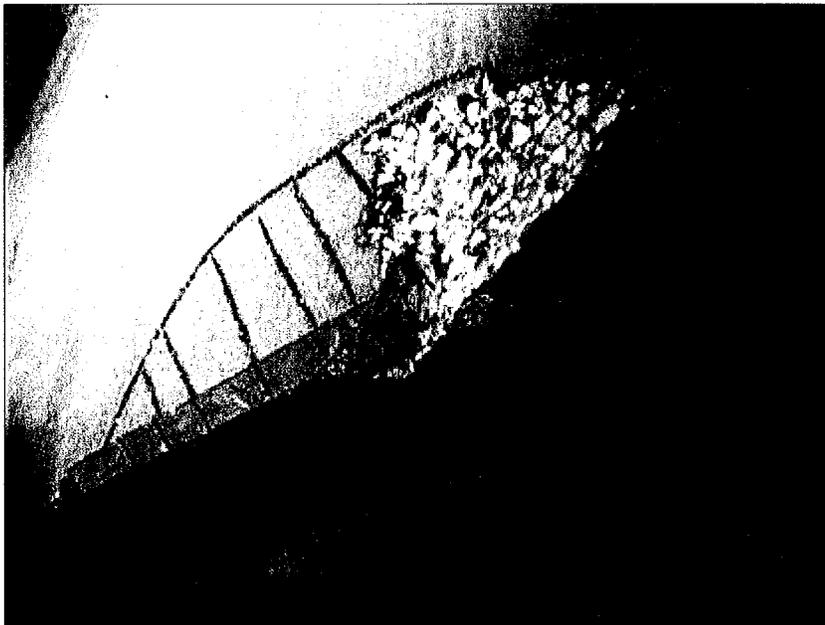
Inspection Report

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Element 301: Photo 5 - Pourable Joint Seal Adhesion Failure at End Bent 1, adjacent to West Barrier



Element 109: Photo 6 - Bay 1-1, End Bent 1, Spall/Delamination, in End Diaphragm

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FLORIDA DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

Inspection Report

BRIDGE ID: 160288
DISTRICT: 08 Turnpike

PAGE: 14 OF 14
INSPECTION DATE: 4/8/2008 YODV



Element 310: Photo 7 - Typical Bearing Pad Projection Beyond Beam



Element 321: Photo 8 - Failed Asphalt Mowing Strip at the Southwest Approach Barrier

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649 GALVANIZED STEEL STRAIN POLES, MAST ARMS AND MONOTUBE ASSEMBLIES.
(REV 1-16-09) (FA 1-27-09) (7-09)

SECTION 649 (Pages 701-705) is deleted and the following substituted:

SECTION 649
GALVANIZED STEEL STRAIN POLES, MAST
ARMS AND MONOTUBE ASSEMBLIES

649-1 Description.

The work in this Section consists of furnishing and installing galvanized steel strain poles, galvanized steel mast arm(s) and galvanized steel monotube assemblies in accordance with the details shown in the Contract Documents, subject to a five year warranty period as defined herein. The warranty period will apply only when strain poles, mast arms or steel monotube assemblies are painted as called for in the Contract Documents.

649-2 Materials.

Use strain poles, mast arm and monotube assemblies listed on the Department's Qualified Products List (QPL) for all standard configurations shown in the Design Standards.

Provide shop drawings and signed and sealed calculations, as needed, in accordance with Section 5 for configurations shown in the plans and denoted as special.

Use coating products meeting the requirements of Section 975.

Use grouts meeting the requirements of Section 934 listed on the QPL.

Use water meeting the requirements of Section 923.

Use membrane curing compounds meeting the requirements of Section 925.

649-3 Fabrication.

Fabricate strain poles, mast arm and monotube assemblies and miscellaneous hardware in accordance with the Contract Documents. Cut all materials to the final dimensions and complete all welding prior to galvanizing. Obtain all components for individual strain poles, mast arm and monotube assemblies from the same fabricator. Obtain the luminaire and bracket from other sources, when necessary.

Affix an aluminum identification tag which will be visible from the handhold or located inside the terminal box containing the information described in the Design Standards.

Before shipping, assemble mast arm and monotube assemblies including luminaire and bracket, to assure proper fit. The mast arm and monotube assemblies may be separated for shipment.

Ensure all components are protected from damage during shipping and handling by wrapping or other effective methods. Replace any component, which the Engineer determines is damaged beyond repair, at no additional cost to the Department. If components are wrapped for shipment, remove wrappings no later than five days after receipt of components or immediately if the wrappings become saturated. Post these instructions in brightly colored wording on the wrapper. Failure to comply with these instructions may lead to damage of the coating system and will be cause for the rejection of the component.

649-4 Coatings.

649-4.1 Galvanizing: Galvanize all components in accordance with ASTM A 123, except galvanize all fastener assemblies in accordance with ASTM A 153. Use galvanizing methods which provide surfaces suitable for painting.

649-4.2 Surface Preparation: Prepare all galvanized surfaces to be painted in accordance with ASTM D 6386 and the manufacturer of the coating system's specifications. Provide a clean and suitable galvanized surface that maximizes coating system adhesion.

Measure the thickness of the zinc coating after completion of surface preparation using a magnetic thickness gage in accordance with ASTM A 123. Ensure sufficient galvanizing remains on the substrate to meet the requirements of ASTM A 123 and the Contract Documents. Correct any deficient areas to the satisfaction of the Engineer at no additional cost to the Department.

649-4.3 Painting:

649-4.3.1 General: When required by the Contract Documents, provide painted strain poles, mast arms and monotube assemblies. Provide products from a fabricator on the Department's list of Prequalified Fabricators of Painted Galvanized Steel Strain Poles, Mast Arms and Monotube Assemblies. Provide products that will meet specification requirements throughout the warranty period. Meet the color requirement as specified in the Contract Documents. Provide the Engineer with two metal sample coupons, a minimum of 2 x 4 inches, painted concurrently and with the same paint as was used on the first lot of any strain poles, mast arms and monotube assemblies delivered to the jobsite. Provide sample coupons and manufacturer product data sheets to the Engineer along with the delivery of the first shipment of any painted strain poles, mast arms or monotube assemblies delivered to the jobsite. At the time of their delivery, the sample coupons described in this paragraph shall match the color of the strain poles, mast arms and monotube assemblies to within 1ΔE measured as specified in 975-7. If the delivered sample coupons exhibit a difference in color from the strain poles, mast arms and monotube assemblies greater than 1ΔE then the sample coupons will be considered unacceptable and no payment shall be made for the materials which the sample coupons represent. Those materials shall not be accepted by the Department until acceptable representative sample coupons in accordance with the requirements of this Section have been delivered to the Engineer.

649-4.3.2 Responsible Party Warranty: When the Contract Documents call for painted galvanized steel strain poles, mast arms or monotube assemblies, the Contractor shall designate a Responsible Party to accept responsibility. The Responsible party designated by the Contractor must execute and deliver to the Department a form, provided by the Department, prior to the first delivery to the jobsite of any painted strain poles, mast arms or monotube assemblies, stipulating that the Responsible Party accepts responsibility for ensuring the coating system adhesion and color retention requirements as specified in 975-7 are met for a period of five years after final acceptance in accordance with 5-11. The Responsible Party shall also bear the continued responsibility for performing all remedial work associated with repairs of any adhesion or color retention failure as defined in Section 975, as to which notice was provided to the Responsible Party within the five year warranty period. Failure to timely designate the Responsible Party will result in the Contractor being the Responsible Party unless otherwise agreed to in writing by the Department. The responsible Party shall be either the Contractor or the Fabricator. When the Responsible Party is the Fabricator, the Responsible Party shall be one of the Fabricators listed on the "Prequalified Fabricators of Painted Galvanized Steel Strain

Poles, Mast Arms and Monotube Assemblies.” This list may be viewed on the Department’s website at the following URL:
www.dot.state.fl.us/construction/ .

Upon final acceptance of the Contract in accordance with 5-11, the Contractor’s responsibility to ensure that the coating system adhesion and color retention requirements specified in 975-7 will terminate. The obligations of the Responsible Party set forth in this Section shall start at final acceptance of the Contract in accordance with 5-11 and continue thereafter until expiration of the five year warranty period.

649-5 Installation.

Install foundations for strain poles, mast arm and monotube assemblies in accordance with Section 455. Do not install the mast arm pole, strain poles or monotube pole until the foundation has achieved 70% of the specified 28-day concrete strength and verifying test results have been provided to the Engineer. Determine concrete strength from tests on a minimum of two test cylinders prepared and tested in accordance with ASTM C 31 and ASTM C 39. Before erecting the pole clean the top of the foundation of any laitance, oils, grease or any other deleterious materials. Erect strain poles in an orientation which considering the rake and the application, cable forces will produce a plumb pole. Erect monotubes plumb at the time of installation. Plumb the pole supporting mast arms after the mast arms, traffic signals or sign panels have been placed.

If the traffic signals and/or sign panels are not in place within two working days after the mast arm is erected, furnish and install a 3 by 2 foot blank sign panel on the bottom of each mast arm within 6 feet of the mast arm tip and plumb the pole. Re-plumb the pole supporting mast arms after installation of traffic signals and sign panels.

Install ASTM A325 bolt, nut and washer assemblies in accordance with the following. Use bolt, nut and washer assemblies that are free of rust and corrosion and that are lubricated properly as demonstrated by being able to easily hand turn the nut on the bolt thread for its entire length. Tighten nuts to the full effort of an ironworker using an ordinary spud wrench to bring the faying surfaces of the assembly into full contact which is referred to as “snug tight.” After bringing the faying surfaces to a snug tight condition, tighten nuts in accordance with the turn-of-nut method in Table 460-7 of Specification 460-5. Maintain uniform contact pressure on the faying surfaces during snugging and turn-of-nut process, by using a bolt tightening pattern that balances the clamping force of each bolt, as closely as possible, with the equal clamping force of a companion bolt.

Use ASTM F1554 anchor bolt assemblies that are free of rust and corrosion, and lubricate these assemblies prior to installation so that the nut turns easily by hand the entire length of the bolt thread. Install nuts on anchor bolts in accordance with the sequence that follows. Ensure that the base plate is level by incrementally adjusting the leveling nuts all of which must be in direct contact with the bottom surface of the base plate at the conclusion of the leveling process. The distance from the bottom of leveling nuts to the top of the concrete foundation must not exceed one anchor bolt diameter. Tighten all the anchor bolt nuts so they are in direct contact with the top surface of the base plate and are “snug tight.” Snug tight is attained by applying the full tightening effort of an ironworker using an ordinary spud wrench. If the top surface of the base plate has a slope that exceeds 1:40, use a beveled washer under the anchor bolt nut. Tighten the leveling nuts until they are snug tight. Match mark the anchor bolt nut relative to the anchor bolt to ensure that the anchor bolt nut is rotated by the fraction of a turn specified in Table A and apply the turn to the nut. Do not exceed the Table A value by more than

20 degrees. Tighten each “retainer” or “jam” nut until it is in firm contact with the top surface of the anchor bolt nut then while preventing the anchor bolt nut from rotating, tighten the jam nut until it is snug tight. During each stage of leveling nut, anchor bolt nut and jam nut tightening, use a pattern of tightening that, as nearly as possible, produces a balanced distribution of clamping forces on the base plate as tightening progresses.

Table A	
Anchor Bolt Diameter (in.)	Nut Rotation from Snug Tight Condition
≤ 1 1/2	1/3 turn
> 1 1/2	1/6 turn

649-6 Screen Installation.

Install a screen that will prevent vermin and debris from entering the gap between the bottom of the base plate and the top of the concrete foundation. Cover the entire gap with a wire screen, the bottom horizontal wire of which shall be in full contact with the surface of the concrete foundation and the top horizontal wire of which shall not extend beyond the top surface of the base plate. For the screen, use standard grade plain weave galvanized steel wire cloth with 1/2 inch x 1/2 inch mesh and 0.063 inch diameter wires. Vertical screen wires shall not extend beyond the top and bottom horizontal wires of the screen. Use one continuous section of screen with only one overlapping splice where the ends come together and overlap the layers 3 inches minimum. Attach the screen to the vertical side of the base plate with self-tapping stainless steel screws (#8-1/2 inch long) with stainless steel washers (1/4 inch inside diameter). Drill pilot holes into the base plate to facilitate screw installation. Install screws on 9 inch centers maximum and at least one screw shall be installed through the overlapping splice to clamp the layers together. Also clamp the overlapping splice layers together just above the concrete foundation with an all stainless steel fastener assembly consisting of a machine screw (#8-5/8 inch long), nut and 2 flat washers (1/4 inch inside diameter) and lock washer. Tightly clamp the screen layers between the flat washers.

649-7 Remedial Work.

During the warranty period, the Responsible Party shall perform all remedial work necessary to meet the requirements of this Specification at no cost to the Department. Such remedial work shall be performed within 180 days of notification of a failure by the Department. Failure to perform such remedial work within the time frame specified will result in the work being performed by other forces at the Responsible Party’s cost.

If the Responsible Party is the Fabricator, the Fabricator will be removed from the list of “Prequalified Fabricators of Painted Galvanized Steel Strain Poles, Mast Arms and Monotube Assemblies” for a minimum of six months or until payment in full for the correction of the deficiencies or defects has been made, whichever is longer.

If the Responsible Party is the Contractor, the Department will suspend, revoke or deny the Responsible Party’s certificate of qualification under the terms of Section 337.16(d)(2), Florida Statutes, for a minimum of six months or until payment in full for the correction of the deficiencies or defects has been made, whichever is longer.

649-8 Statewide Disputes Review Board.

A Statewide Disputes Review Board will resolve any and all disputes that may arise involving administration and enforcement of this Specification. The Responsible Party and the

Department acknowledge that use of the Statewide Disputes Review Board is required, and the determinations of the Statewide Disputes Review Board for disputes arising out of this Specification will be binding on both the Responsible Party and the Department, with no right of appeal by either party.

649-9 Method of Measurement.

649-9.1 General: Measurement for payment will be in accordance with the following work tasks.

649-9.2 Furnish and Install: The Contract unit price each for strain poles, mast arm and monotube assemblies, furnished and installed, will include all materials specified in the Contract Documents, including the foundation, cover plates, caps, clamps, blank sign panel, luminaire bracket, all labor, equipment, miscellaneous materials and hardware necessary for a complete and acceptable installation.

649-9.3 Furnish: The Contract unit price each for strain poles, mast arm and monotube assemblies, furnished, will include all materials, all shipping and handling costs involved in delivery as specified in the Contract Documents.

649-9.4 Install: The Contract unit price each for strain poles, mast arm and monotube assemblies, installed, will include the foundation, blank sign panel, all labor, equipment, miscellaneous materials and hardware necessary for a complete and acceptable installation. The Engineer will supply materials as specified in the Contract Documents.

649-10 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section. Sign panels and/or signal assemblies will be paid for separately.

Payment will be made under:

Item No. 649-	Steel Mast Arm Assembly - each.
Item No. 649-	Steel Monotube Assembly - each.
Item No. 649-	Steel Strain Pole - each.

**975 PAINTING GALVANIZED STEEL STRAIN POLES, MAST ARM ASSEMBLIES AND MONOTUBE ASSEMBLIES.
(REV 5-10-07) (FA 5-29-07) (1-08)**

ARTICLE 975-7 (Pages 882 and 883) is deleted and the following substituted:

975-7 Painting Strain Poles, Mast Arms and Monotube Assemblies.

Paint systems used on galvanized steel strain poles, galvanized steel mast arms and galvanized steel monotube assemblies shall meet the color requirements as specified in the Contract Documents and shall exhibit no loss of adhesion or loss of color greater than $8\Delta E_s$ for five years after final acceptance as specified in 5-11. A steel signal mast arm assembly or monotube assembly that exhibits a cumulative surface area of delamination in excess of 100 square inches will constitute an adhesion failure. Delamination shall be defined as any area of exposed metal surface subsequent to hand tool cleaning in accordance with SSPC-SP2. A change in the coating color in excess of $8\Delta E_s$ per the CIE $L^*a^*b^*$ 1976 will constitute a color retention failure. The Department will measure the CIE 1976 color chromaticity coordinates for the color of the top coat of the two sample coupons provided with a BYK-Gardner Handicolor colorimeter using D65 illuminant and 2 degree geometry settings. The Department measured $L^*a^*b^*$ chromaticity coordinates shall define the initial color and will be used for resolution of color retention failures and the resolution of color retention disputes. All paint systems must possess physical properties and handling characteristics that are compatible with the application requirements of Section 649. Materials must be specifically intended for use over galvanized steel.