



Bid Questions and Answers Report

Date & Time:

11/18/2020 8:44:23 AM

District Address: District 1 Construction Office, located at 801 N Broadway, Bartow, FL 33830

District Phone: (863) 519-2222

Proposal: T1035

Project: 201217-8-52-01

Letting Date: 11/18/2020

Location: CENTRAL OFFICE

Description: SR 400 (I-4)

Question:	31013: The bid solicitation notice states there will be a mandatory pre-bid meeting on Sept. 10th via Go-To Meeting. What is the URL for the Go-To Meeting and is pre-registration for the meeting required? I called to ask for this information but was told all questions must be submitted using this online form.	Posted:	8/31/2020 8:33:57 AM
Answer:	The advertisement has been revised to reflect all information for the Mandatory Pre-Bid Meeting that will be held on September 10th, 2020 for Contract: T1035. This information can be also reviewed at the following URL address: https://www.fdot.gov/contracts/lettings/2020/october-28-2020-letting	Status:	ANSWER PUBLISHED
		Posted:	9/2/2020 11:06:21 AM
Question:	31073: Please provide a copy of the Mandatory Pre-Bid Sign In Sheet along with the PowerPoint Presentation. Thank You.	Posted:	9/10/2020 10:34:00 AM
Answer:	A copy of the PowerPoint Presentation may be downloaded from the CPP Online Ordering system at the following URL address: https://fdotwp1.dot.state.fl.us/contractproposalprocessingonlineordering/ The Mandatory Prebid Sign In Sheet maybe downloaded as labeled Attachment "A".	Status:	ANSWER PUBLISHED
		Posted:	9/14/2020 6:53:04 AM
Document:	10630496: MandatoryPrebid MeetingList.pdf		
	Attachment"A"		
Question:	31074: Please provide the number of freight and passenger trains per day, number of estimate passenger per day, and what type of cargo is carried. This information is requested by the insurance company.	Posted:	9/11/2020 12:03:24 PM

Answer:	There are no passenger trains on this line. The approximate train counts are 3 day, 7 night, 2 switching, with a max speed of 79 MPH. The type of cargo is proprietary information and cannot be shared per railroad requirements.	Status: ANSWER PUBLISHED
		Posted: 9/16/2020 9:02:58 AM
Question:	31075: The existing railroad ballast can be re-used or totally be hauled off the job?	Posted: 9/11/2020 12:20:28 PM
Answer:	Please Revision #1, Addendum #1 for the answer to this question. This Addendum was sent out to all prospective bidders on 9/28/2020.	Status: ANSWER PUBLISHED
		Posted: 9/28/2020 3:14:16 PM
Question:	31078: How many calendar days take to CSXT to review submission requirements such as: hoisting procedure, demolition procedure, temporary excavation and shoring?	Posted: 9/14/2020 11:14:25 AM
Answer:	Please Revision #1, Addendum #1 for the answer to this question. This Addendum was sent out to all prospective bidders on 9/28/2020.	Status: ANSWER PUBLISHED
		Posted: 9/28/2020 3:14:53 PM
Question:	31079: Are CSXT construction submission requirements going to be review first by FDOT? In other words, the review process go first to FDOT (25 calendar days) then to CSXT?	Posted: 9/14/2020 11:26:01 AM
Answer:	Yes. Please Revision #1, Addendum #1 for the answer to this question. This Addendum was sent out to all prospective bidders on 9/28/2020.	Status: ANSWER PUBLISHED
		Posted: 9/29/2020 8:32:02 AM
Question:	31083: Section 7-11.4.2.1 CSXT of the Special Provisions states that the Contractor must comply with the Construction Submission Criteria of the CSXT Public Project Information document and Construction Requirements sections of the CSXT Pipeline and Wireline Design and Construction Specifications prior to beginning work. These documents are available at the following URL: https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/CSXT.shtm	Posted: 9/15/2020 5:57:46 PM
	However, the provided URL has a link to the CSXT Public Project Information document (called Manual) but the link to the CSXT Pipeline and Wireline Design and Construction Specifications is not active. Please advise on how to access the latest documents.	

Answer:	The requested documents can be found at the following URL address: https://www.csx.com/index.cfm/customers/value-added-services/property-real-estate/permitting-utility-wireless-infrastructure-installations-and-rights-of-entry/ Navigate through Utility Installations and Rights of Entry Permits will contain the requested specifications.	Status: ANSWER PUBLISHED Posted: 9/25/2020 9:26:05 AM
Answer:	The requested documents can be found at the following URL address under the heading " CSXT Public Project Information Manual". https://www.csx.com/index.cfm/about-us/property/	Status: APPLICABLE ANSWER Posted: 9/16/2020 2:34:42 PM
Question:	31109: Can be provided the Geotechnical Engineering report?	Posted: 9/21/2020 1:53:58 PM
Answer:	The Department does not guarantee the details or computations contained within the Geotechnical Engineering report's for FPID.201207-8-52-01 & FPID.201217-8-52-02 The Geotechnical Engineering reports are provided for informational purposes only and is not part of the contract documents. The bidder's submission of a proposal is prima facie evidence that the bidder has not relied on the Geotechnical Engineering report's. No claim for compensation may be based on an inaccuracy contained within the Geotechnical Engineering report's or the information given within this answer. The Geotechnical Engineering report's may be downloaded as labeled "Attachment's "A" and "B".	Status: ANSWER PUBLISHED Posted: 9/22/2020 11:07:43 AM
Document:	10666799: 20121785201-S&S Geotech Foundations Report 2020-07-08.pdf Attachment "A"	
Document:	10666803: 20121785201-S&S Geotech Report of Soil Survey 2020-07-08.pdf Attachment "B"	
Question:	31123: Please advise, where we can download the CSX Transportation Specifications for Design and Construction.	Posted: 9/22/2020 9:28:19 AM
Answer:	The requested documents can be found at the following URL address: https://www.csx.com/index.cfm/customers/value-added-services/property-real-estate/permitting-utility-wireless-infrastructure-installations-and-rights-of-entry/ Navigate through Utility Installations and Rights of Entry Permits will contain the requested specifications.	Status: ANSWER PUBLISHED Posted: 9/25/2020 9:35:45 AM

Question:	31131: Can sequencing be provided for all the mass transit items in the proposal (See "Summary of General Items" on SQ-1 of the rail plans)?	Posted:	9/23/2020 1:24:30 PM
Answer:	Required sequencing is provided in the Summary of General Items - Design Notes of Sheet SQ-1.	Status:	ANSWER PUBLISHED
		Posted:	9/24/2020 9:11:49 AM
Question:	31132: Does the track raising of 36" include the 8" of subballast and the 12" of ballast under the tie installed in the other line items or are we adding an additional 36" of Dense Grade Aggregate to site to raise elevation?	Posted:	9/23/2020 1:38:45 PM
Answer:	The adding 36" inches of dense graded aggregate will not suffice and not meet the typical sections shown on sheets RR-100 and RR-101. The intent is to use new ballast and subballast as you move away from the tie in points as shown in Rail Phase I Cross Sections on sheets RR-110 to RR-121.	Status:	ANSWER PUBLISHED
		Posted:	9/24/2020 9:11:13 AM
Question:	31139: Please advise who adjust and protect the buried fiber optic running along Pier 3 footing showing in plan sheet No. RR-136?	Posted:	9/24/2020 2:26:38 PM
Answer:	Please see Revision #2, Addendum #2 for the answer to this question. Addendum # 2 was sent out to all prospective bidders on 10/25/2020.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 1:41:38 PM
Question:	31152: Where will the materials provided by CSX be stockpiled? If required, who is responsible for moving materials to project location?	Posted:	9/25/2020 3:51:43 PM
Answer:	Please see Revision #2, Addendum #2 for the answer to this question. Addendum # 2 was sent out to all prospective bidders on 10/25/2020.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 1:36:37 PM
Answer:	Please see Note 9 on Sheet RR-20 for the answers to these questions.	Status:	APPLICABLE ANSWER
		Posted:	9/29/2020 7:12:43 AM
Question:	31153: What lengths are the rails provided by CSX?	Posted:	9/25/2020 3:53:48 PM

Answer:	1,440 If each.	Status:	ANSWER PUBLISHED
		Posted:	10/5/2020 9:30:38 AM
Question:	31154: Is magnetic particle testing and ultrasonic weld testing of all production welds required or just ultrasonic testing?	Posted:	9/25/2020 3:54:24 PM
Answer:	Per T24521, Section-3.1.2.2 Ultrasonic Testing and T24521 Section-3.1.2.3 Magnetic Particle Testing are required.	Status:	ANSWER PUBLISHED
		Posted:	9/30/2020 9:38:35 AM
Question:	31155: How will railroad ballast be provided? Hi-rail Dump truck? Railcar?	Posted:	9/25/2020 3:54:53 PM
Answer:	The ballast will be delivered via work train and by dump truck.	Status:	ANSWER PUBLISHED
		Posted:	10/5/2020 9:33:28 AM
Question:	31156: Phase 1 has the existing track being removed and reconstructed. Will the track be taken out of service until this work is completed (several weeks)? Is there a limit or penalty for time the tracks are taken out of service?	Posted:	9/25/2020 3:56:46 PM
Answer:	Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 2:06:57 PM
Question:	31157: Will the existing track be rebuilt with all new materials? Can any of the old track or ballast be used in the new construction?	Posted:	9/25/2020 4:03:49 PM
Answer:	Question 1. Will the existing track be rebuilt with all new materials?	Status:	ANSWER PUBLISHED
	Answer 1. Yes.	Posted:	9/30/2020 11:14:33 AM
	Question 2. Can any of the old track or ballast be used in the new construction?		
	Answer 2. No.		
Question:	31158: What is the track speed, so we can determine spiking pattern?	Posted:	9/25/2020 4:04:13 PM

Answer:	The track speed is shown on sheet RR-12.	Status:	ANSWER PUBLISHED
		Posted:	9/28/2020 9:40:11 AM
Question:	31159: What spiking pattern will be used on the bridge?	Posted:	9/25/2020 4:04:57 PM
Answer:	Please reference TSP T24530 and Section 1.5 Reference Standards for this information.	Status:	ANSWER PUBLISHED
		Posted:	9/30/2020 11:13:05 AM
Question:	31160: Specification T24523-3 addresses pre ballast. Please confirm there is no pre ballast on this project.	Posted:	9/25/2020 4:05:59 PM
Answer:	Yes, Pre-Ballast is required for this project. Please see TSP T24530.	Status:	ANSWER PUBLISHED
		Posted:	9/30/2020 9:36:18 AM
Question:	31161: Specification T24530-1.3.1 call for a track geometry car. Will Railroad perform this or is this responsibility of contractor?	Posted:	9/25/2020 4:06:20 PM
Answer:	The contractor shall supply the track geometry car as stated in TSP T24530, and Section 1.1 General.	Status:	ANSWER PUBLISHED
		Posted:	9/30/2020 9:30:27 AM
Question:	31162: Specification 24530-1-4.2 addresses rail grinding. Please confirm that there is no rail grinding on this project.	Posted:	9/25/2020 4:06:50 PM
Answer:	Rail Grinding is required on this project. As stated in TSP 24530 generally, and Section 3.6 Rail Grinding: "...After Trackwork has been installed to the specified tolerances but before revenue operations, grind all running rail including and designated portions of Special Trackwork...".	Status:	ANSWER PUBLISHED
		Posted:	9/30/2020 9:13:32 AM
Question:	31163: Specification T24530-2.12 Measuring Tools, is contractor required to supply these tools for use by Engineer? Will tools be returned to contractor?	Posted:	9/25/2020 4:08:22 PM

Answer:	Please see Section T24530-2.12 that provides all the required measuring tools the Contractor is to provide to the Engineer. These consists of Track Gauge and Level, Torque wrenches and Rail Thermometer. The contractor shall include these items in their bid, and the tools shall remain the property of the contractor after completion of the project.	Status: ANSWER PUBLISHED
		Posted: 9/30/2020 11:15:57 AM
Question:	31164: Specification T24530-3.3.2 Final Track Construction calls for a track stabilizer, will Railroad provide or is contractor responsible?	Posted: 9/25/2020 4:08:57 PM
Answer:	The contractor shall supply the track geometry car. Please see TSP T24530.	Status: ANSWER PUBLISHED
		Posted: 9/30/2020 9:43:24 AM
Question:	31165: Specification T24530-3.3.2 Final Track Construction calls for vibration of the rail during thermal adjustment, is this mandatory or only required if rail cannot be thermally adjusted by heating?	Posted: 9/25/2020 4:09:21 PM
Answer:	The contractor shall vibrate the rail during thermal adjustment. Please see TSP T24530 for this information.	Status: ANSWER PUBLISHED
		Posted: 9/30/2020 9:47:43 AM
Question:	31175: The 99-RAIL drawings file is locked and will not allow markups, scaling, dimensioning, etc. Can a drawing file be provided that allows those functions?	Posted: 9/28/2020 1:26:20 PM
Answer:	The file is locked with it being signed and sealed. Please print the document to pdf to create an unmanaged copy of the signed and sealed drawings in order to manipulate.	Status: ANSWER PUBLISHED
		Posted: 9/29/2020 7:11:49 AM
Question:	31184: Reference Pay Item 0310 Performance Turf and Plan Sheet SQ-9, please confirm the quantity is SY.	Posted: 9/29/2020 10:03:03 AM
Answer:	Please see Revision #2, Addendum #2 for the answer to this question. Addendum # 2 was sent out to all prospective bidders on 10/25/2020.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 1:42:48 PM
Question:	31193: Please describe the material, reference specification or provide a specification for the material to be used for the porous backfill shown on B1-26 - Typical Section Thru Abutment and B1-31 - Typical Section Thru Wingwall.	Posted: 9/30/2020 3:37:27 PM

Answer: Please refer to FDOT Standard Specifications for Road and Bridge Construction, Section 443.2-2.

Status: ANSWER PUBLISHED

Posted: 10/1/2020 3:12:17 PM

Question: 31196: 1.All materials supplied by CSX, where will materials be stockpiled? If required, who is responsible for moving materials to project location?

Posted: 10/1/2020 12:18:39 PM

2.Rail end hardening - this cannot be performed in the field, this is performed at the mill when the order is placed for the rail
AREMA Vol 1 Chapter 4 Section 2.1.17 SUPPLEMENTARY REQUIREMENTS - "The following supplementary requirements shall apply only when specified by the purchaser in the inquiry, order, and contract."

3.Specification T24521-3 calls for a number of requirements related to qualification welds and test welds. For the quantities, involved, this is an enormous expense. Please confirm that these specific requirements do not apply to this project.

4.Is magnetic particle testing and ultrasonic weld testing of all production welds or just ultrasonic testing?

5.How will railroad ballast be provided? Hi-rail Dump truck? Railcar?

6.Specification T24523-3 addresses pre ballast. Please confirm there's no pre ballast on project

Answer:

Question: 1. All materials supplied by CSX, where will materials be stockpiled? If required, who is responsible for moving materials to project location?

Status: ANSWER PUBLISHED

Posted: 10/5/2020 9:40:54 AM

Answer 1. See response to Question 31152.

Question 2. Rail end hardening - this cannot be performed in the field, this is performed at the mill when the order is placed for the rail AREMA Vol 1 Chapter 4 Section 2.1.17 SUPPLEMENTARY REQUIREMENTS - "The following supplementary requirements shall apply only when specified by the purchaser in the inquiry, order, and contract."

Answer 2. No field hardening is required.

Question 3. Specification T24521-3 calls for a number of requirements related to qualification welds and test welds. For the quantities, involved, this is an enormous expense. Please confirm that these specific requirements do not apply to this project.

Answer 3. See response to Question 31154.

Question 4. Is magnetic particle testing and ultrasonic weld testing of all production welds or just ultrasonic testing?

Answer 4. See response to Question 31154.

Question 5. How will railroad ballast be provided? Hi-rail Dump truck? Railcar?

Answer 5. See response to Question 31155.

Question 6. Specification T24523-3 addresses pre ballast. Please confirm there's no pre ballast on project.

Answer 6. See response to Question 31160.

Question:

31197: 1.Specification T24530-1.3.1 call for a track geometry car. Will Railroad perform this or is this responsibility of contractor?

Posted: 10/1/2020 12:20:59 PM

2.Specification 24530-1-4.2 addresses rail grinding. Please confirm that there is no rail grinding on this project.

3.Specification T24530-1.5 Reference Standards No. 5 MWI 1125-04 and T24530-3.3.2 Final Track Construction - since the track length is 110 feet is Thermal adjustment required?

4.Specification T24530-2.4 Joint bars, T24530-2.5 Sub-ballast, T24530-2.6 Tie plates, T24530-2.7 Cut spikes, T24530-2.8 Rail anchors, T24530-2.10 Transition rails, T24530-2.11 Bonded insulated joints, will Railroad supply or is contractor required to supply. All other track materials are provided by Railroad T24534-2.

5.Specification T24530-2.12 Measuring Tools, is contractor required to supply these tools for use by Engineer? Will tools be returned to contractor?

Answer:	<p>Question: 1.Specification T24530-1.3.1 call for a track geometry car. Will Railroad perform this or is this responsibility of contractor?</p> <p>Answer 1. See response to Question 31164.</p> <p>Question. 2.Specification 24530-1-4.2 addresses rail grinding. Please confirm that there is no rail grinding on this project.</p> <p>Answer 2. See response to Question 31162.</p> <p>Question 3.Specification T24530-1.5 Reference Standards No. 5 MWI 1125-04 and T24530-3.3.2 Final Track Construction - since the track length is 110 feet is Thermal adjustment required?</p> <p>Answer 3. Track length exceeds 110 feet. Thermal adjustment is required per Specification T24530.</p> <p>Question 4.Specification T24530-2.4 Joint bars, T24530-2.5 Sub-ballast, T24530-2.6 Tie plates, T24530-2.7 Cut spikes, T24530-2.8 Rail anchors, T24530-2.10 Transition rails, T24530-2.11 Bonded insulated joints, will Railroad supply or is contractor required to supply. All other track materials are provided by Railroad T24534-2.</p> <p>Answer 4. See Note 9 under RAILROAD REQUIREMENTS on Sheet RR-20.</p> <p>Question 5.Specification T24530-2.12 Measuring Tools, is contractor required to supply these tools for use by Engineer? Will tools be returned to contractor?</p> <p>Answer 5. See response to Question 31163.</p>	Status: ANSWER PUBLISHED
		Posted: 10/5/2020 9:35:43 AM
Question:	31198: 1. Specification T24530-3.3.2 Final Track Construction Call for a track stabilizer, will Railroad provide or is contractor responsible?	Posted: 10/1/2020 12:21:28 PM
Answer:	See response to Question 31164.	Status: ANSWER PUBLISHED
		Posted: 10/5/2020 9:54:02 AM
Question:	31201: Are the Grade 50W uncoated walkway bent plates on the bridges to be flat plain surface plates or checkered floor plate material?	Posted: 10/1/2020 3:18:51 PM
Answer:	Both may be used.	Status: ANSWER PUBLISHED
		Posted: 10/6/2020 8:40:29 AM
Question:	31205: Regarding spec T04800-2.1 (Bridge Deck Waterproofing), the membrane required by AREMA specifications in Item 1 does not require polyurea as stated in item 2. What will be required for this project, the membrane required by AREMA in item 1 or a membrane with polyurea as specified in item 2?	Posted: 10/2/2020 2:31:51 PM

Answer:	Waterproofing shall comply with T04800-2.1, Item 2.	Status:	ANSWER PUBLISHED
		Posted:	10/5/2020 10:09:08 AM
Question:	31206: In lieu of the damp proofing material outlined in technical spec T04800-2.2 will a cold applied system such as W.R. Meadows "Sealmastic" or Tremco's "Tremproof 250 GC" be acceptable?	Posted:	10/2/2020 2:32:11 PM
Answer:	Approval of specific materials shall be done through the shop drawing process. All materials must comply with the materials shown in Technica Specification T04800-2.2.	Status:	ANSWER PUBLISHED
		Posted:	10/5/2020 1:25:21 PM
Question:	31220: Regarding the bridge superstructure, may the angles attaching the knee braces and floor beams, to the girders, be punched full size?	Posted:	10/2/2020 3:32:47 PM
Answer:	The angles attaching the knee brace webs to the plate girders may be punched full size. The angles attaching the floor beams to the plate girders may not be punched full size.	Status:	ANSWER PUBLISHED
		Posted:	10/6/2020 8:05:15 AM
Question:	31238: Please confirm the ballast installation is incidental to FDOT Pay Item 825-136-110.	Posted:	10/2/2020 4:27:09 PM
Answer:	Please see Specification T24523-4 for Method of Measurement and T24523-5 for Basis of Payment.	Status:	ANSWER PUBLISHED
		Posted:	10/5/2020 9:49:23 AM
Question:	31239: Who is responsible for de-energizing the overhead electrical line that runs approximately northwest to southeast and crosses the base line at station 723+90? What is the cost of de-energizing this line per hour or per day? Who is responsible for this cost?	Posted:	10/2/2020 4:35:25 PM
Answer:	The overhead electrical line at Station 723+90 is not to be de-energized.	Status:	ANSWER PUBLISHED
		Posted:	10/5/2020 9:44:54 AM
Question:	31255: Please provide Rail Phasing Plan - Phase VII for the East Track.	Posted:	10/5/2020 3:22:54 PM

Answer: A phasing plan is not required for Phase VII. Status: ANSWER PUBLISHED

Posted: 10/6/2020 8:06:53 AM

Question: 31256: Please clarify if new rail is to replace the existing rail in the track raising section of Phase 1 as shown in the Summary of Quantities for Pay Item 0825-136-110 on sheet SQ-1. Posted: 10/5/2020 3:23:34 PM

Answer: New rail is to replace all existing rail as summarized on Sheet SQ-1. Status: ANSWER PUBLISHED

Posted: 10/6/2020 8:05:51 AM

Question: 31257: Pay Item 0825-311-36 on SQ-1 shows Track Raising from Station 100+91.64 to 115+26.85 but on the Phase 1 Rail Phasing Plan raising of existing track is from 100+91.64 to 102+85 and from 113+25 to 115+26.85. Please clarify the limits of track raising. Posted: 10/5/2020 3:23:55 PM

Answer: The existing track elevation is being raised from Station 100+91.64 to Station 115+26.85 as shown in the Phase I Phasing Plans, sheets RR-102 to RR-104. Status: ANSWER PUBLISHED

Posted: 10/6/2020 8:06:23 AM

Question: 31258: Can you please provide a new URL address to download the contamination assessment report for this job? The one shown on page 61 in the Specification Package is not working. Posted: 10/5/2020 4:11:31 PM

Answer: Please see Attachment labeled "A" contamination report.. Status: ANSWER PUBLISHED

Posted: 10/7/2020 10:16:04 AM

Document: 10733235: Contamination.Memorandum_201217-8.pdf

Attachment "A"

Question: 31264: What is the elevation of the overhead electric line at station 723+90? What is the elevation difference between this line and the I-4 baseline at 723+90? Posted: 10/6/2020 2:04:38 PM

Answer:	<p>Question 1. What is the elevation of the overhead electric line at station 723+90?</p> <p>Answer 1. The 2017 UAM Section 4.2 specifies the required minimum overhead electric clearance. Contact Dale Tanner at Lakeland Electric at 863-834-6462.</p> <p>Question 2. What is the elevation difference between this line and the I-4 baseline at 723+90?</p> <p>Answer 2. Once the OE elevation has been determined, the bidder can calculate the difference.</p>	Status:	ANSWER PUBLISHED
		Posted:	10/9/2020 4:48:59 PM
Question:	31275: Is the EDC Instrumentation required for test piles or all piles including production?	Posted:	10/7/2020 11:21:54 AM
Answer:	EDC Instrumentation is not required for production piles.	Status:	ANSWER PUBLISHED
		Posted:	10/16/2020 10:12:38 AM
Question:	31276: Are the sheet-piles that will be cutoff and left behind, required to be Buy America?	Posted:	10/7/2020 11:25:00 AM
Answer:	Yes.	Status:	ANSWER PUBLISHED
		Posted:	10/8/2020 10:22:49 AM
Question:	31297: Regarding sheet pile material (cold rolled versus hot rolled), there appears to be no mention of increasing the section modulus by 20% to use cold rolled as is typically required. If the contractor elects to use cold rolled steel, will the section modulus have to be increased by 20% of what is stated in the tables?	Posted:	10/8/2020 9:54:27 AM
Answer:	Please see Revision #2, Addendum #2 for the answer to this question. Addendum # 2 was sent out to all prospective bidders on 10/25/2020.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 1:44:38 PM
Question:	31298: Referencing T04800-3.4 Underlayment: Can you please clarify "Compacted Using Manual Means Methods"? Does this mean using a plate compactor? Could we use a static roller?	Posted:	10/8/2020 11:05:01 AM
Answer:	Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 2:12:35 PM

Question: 31301: If temporary shoring is required between pier2 and the ramp pavement and pier 3 and the ramp pavement (particularly in PH 5); will this cost be incidental to the construction of the footing? Posted: 10/8/2020 4:58:37 PM

Answer: Yes. Status: ANSWER PUBLISHED
Posted: 10/12/2020 7:23:46 AM

Question: 31302: Plan sheet BW 19 shows a proposed interim ground line between abutments 1/5 and piers 2/4. Please clarify the desired interim ground line between piers 2/4 and the existing ramps. Posted: 10/8/2020 4:58:13 PM

Answer: The intent in showing the Interim groundline between abutments 1/5 and piers 2/4 was to show basis for the existence of Temp walls TW-7 and TW-8. Interim grading between Piers 2/4 and the ramps shall be based on constructability. Status: ANSWER PUBLISHED
Posted: 10/12/2020 7:20:48 AM

Question: 31303: Reference BW-2 General Notes - Temporary Sheet Pile Retaining Walls Posted: 10/8/2020 5:17:22 PM

INTERLOCKING STEEL SHEET PILES SHALL BE USED FOR SHORING SYSTEMS QUALIFYING FOR ONE OR MORE OF THE FOLLOWING CONDITIONS:

1. WITHIN 18'-0" OF THE NEAREST TRACK CENTERLINE
2. WITHIN THE LIVE LOAD INFLUENCE ZONE (A 1 1/2 HORIZONTAL TO 1 VERTICAL THEORETICAL SLOPE LINE STARTING 18 INCHES (1'-6") BELOW TOP OF TIE ELEVATION AND TWELVE FEET (12'-0") FROM THE CENTERLINE OF THE NEAREST TRACK)
3. WITHIN SLOPES SUPPORTING THE TRACK STRUCTURE
4. AS OTHERWISE DEEMED NECESSARY BY THE ENGINEER

THE CONTRACTOR MAY PROPOSE ALTERNATE EXCAVATION SUPPORT DETAILS OR SYSTEMS. SUCH ALTERNATE SHALL REQUIRE SHOP DRAWINGS AND CALCULATIONS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA AND SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.

Please clarify which note governs?

Answer: APPLY THE MOST STRINGENT OF THE CONDITIONS REFERENCED IN NOTE 1 ON SHEET BW-2 TO DETERMINE WHERE INTERLOCKING SHEET PILES ARE REQUIRED, BASED ON THE CONTRACTOR'S MEANS AND METHODS. Status: ANSWER PUBLISHED
Posted: 10/15/2020 8:42:38 AM

Question:	31304: Reference BW-2 General Notes - Temporary Sheet Pile Retaining Walls	Posted: 10/8/2020 5:26:05 PM
	<p>INTERLOCKING STEEL SHEET PILES SHALL BE USED FOR SHORING SYSTEMS QUALIFYING FOR ONE OR MORE OF THE FOLLOWING CONDITIONS:</p> <ol style="list-style-type: none"> 1. WITHIN 18'-0" OF THE NEAREST TRACK CENTERLINE 2. WITHIN THE LIVE LOAD INFLUENCE ZONE (A 1 1/2 HORIZONTAL TO 1 VERTICAL THEORETICAL SLOPE LINE STARTING 18 INCHES (1'-6") BELOW TOP OF TIE ELEVATION AND TWELVE FEET (12'-0") FROM THE CENTERLINE OF THE NEAREST TRACK) 3. WITHIN SLOPES SUPPORTING THE TRACK STRUCTURE 4. AS OTHERWISE DEEMED NECESSARY BY THE ENGINEER <p>THE CONTRACTOR MAY PROPOSE ALTERNATE EXCAVATION SUPPORT DETAILS OR SYSTEMS. SUCH ALTERNATE SHALL REQUIRE SHOP DRAWINGS AND CALCULATIONS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA AND SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.</p> <p>Please clarify which note governs.</p>	
Answer:	See response to Question 31303.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 2:13:41 PM
Question:	31308: Specification T24521-3 calls for a number of requirements related to qualification welds and test welds. For the quantities, involved, this is an enormous expense. Please confirm that these specific requirements do not apply to this project.	Posted: 10/9/2020 11:21:50 AM
Answer:	The qualification welds and test welds are required as indicated in T24521-3.	Status: ANSWER PUBLISHED
		Posted: 10/12/2020 7:45:10 AM
Question:	31323: The plans call for the underlayment to be SP TL E; the specs call for the underlayment to be a 9.5 mix. An SP 9.5 TL E mix is not allowed under FDOT specs. Please clarify.	Posted: 10/12/2020 7:11:33 AM
Answer:	Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 2:17:22 PM
Question:	31331: What is the maximum amount of time the track can be out of service?	Posted: 10/12/2020 2:22:33 PM

Answer:	Please see Revision #2, Addendum #2 for the answer to this question. Addendum # 2 was sent out to all prospective bidders on 10/25/2020.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 1:46:19 PM
Question:	31332: Can the temporarily relocated 230 KV OE line on the north end of the project be installed with shielding?	Posted: 10/12/2020 3:20:23 PM
Answer:	No shielding will be installed for the temporarily relocated 230 KV OE line.	Status: ANSWER PUBLISHED
		Posted: 10/14/2020 7:50:07 AM
Question:	31333: In reference to Question 31256, the understanding is that Phase 1 rail work is to replace the existing east track from Station 100+91.62 to 115+26.85 with new rail. Please clarify if the "Temporary 12" Ballast" called out on RR-100 and RR-101 should be permanent ballast.	Posted: 10/12/2020 3:21:03 PM
Answer:	The ballast shown on RR-100 and RR-101 is permanent.	Status: ANSWER PUBLISHED
		Posted: 10/14/2020 7:51:41 AM
Question:	31334: There are numerous concerns from the rail contractors regarding the work shown on the Rail Phasing Plans (Sheets RR-100 to RR-109) and how the quantities were developed on Sheet SQ-1. It appears that there are overlapping quantities and it is not clear where the work is to be performed by the Contractor vs CSX. Please review the plans and quantities for errors.	Posted: 10/12/2020 3:22:20 PM
Answer:	The quantities provided on SQ-1 are accurate.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 6:27:48 PM
Question:	31335: In reference to Question 31156, this question remains unanswered but has significant implications to the project schedule and cost. Being that this is an A+B Contract, please provide an answer ASAP so that the Contractors can have to time incorporate it into their estimate and schedule.	Posted: 10/12/2020 3:22:53 PM
Answer:	Answer was supplied to Question #31156 on 10/15/20. The letting date for this Contract November 4th, 2020.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 2:24:10 PM

Question: 31336: The technical specifications require the use of specialty equipment not typically owned by smaller independent rail contractors which means that the equipment will be need to be rented. With the very limited availability nation-wide, this equipment will be difficult to obtain and nearly impossible to determine when the availability will actually be to accurately develop a schedule that can stay within the allowable Contract Days. Please consider the use of CSX owned equipment for this project or relax the technical specification requirement so that the project can be completed on time.

Posted: 10/12/2020 3:26:41 PM

Answer: The technical specifications must be adhered to.

Status: ANSWER PUBLISHED

Posted: 10/15/2020 8:59:10 AM

Question: 31337: Will independent rail contractors be allowed to construct the Phase 1 rail work on the existing active track?

Posted: 10/12/2020 3:27:25 PM

Answer: The rail contractor must be a subcontractor to the FDOT contractor.

Status: ANSWER PUBLISHED

Posted: 10/14/2020 7:52:15 AM

Question: 31338: We hereby request a time extension.

Based on the technical aspect of this project along with the number of technical questions unanswered and will be submitted over the next few days, contractors/subcontractors need additional time to quantify the responses to price the work accordingly and build their schedule based on these responses. The B Part is an important aspect of the bid also, therefore a complete schedule needs to be created.

Posted: 10/13/2020 7:46:58 AM

Answer: The new letting date for this contract is November 4th, 2020.

Status: ANSWER PUBLISHED

Posted: 10/15/2020 2:22:12 PM

Question: 31340: What is the maximum amount of time CSX will allow the track to be taken out of service?

Posted: 10/13/2020 8:46:55 AM

Answer: Please see Revision #2, Addendum #2 for the answer to this question. Addendum # 2 was sent out to all prospective bidders on 10/25/2020.

Status: ANSWER PUBLISHED

Posted: 10/15/2020 1:49:26 PM

Question: 31341: Plan Sheet RR-68, General Note #8 states that CSX will perform the work in Phase 1 to raise existing track. Please advise if CSX is performing this work and if Bid Item 0825 311 36 should be deleted from the project scope.

Posted: 10/13/2020 9:55:53 AM

Answer:	Please see Revision #2, Addendum #2 for the answer to this question. Addendum # 2 was sent out to all prospective bidders on 10/25/2020.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 1:47:25 PM
Question:	31342: Plan Sheet RR-68, General Note #8 states that CSX will perform the work in Phase 2 to construct the track for the West Rail and shift rail traffic. Please advise if CSX is performing this work.	Posted: 10/13/2020 9:56:17 AM
Answer:	CSX work forces will be installing swingouts only. See Note 6 on Sheet RR-20.	Status: ANSWER PUBLISHED
		Posted: 10/14/2020 7:50:59 AM
Question:	31343: Please clarify who performs the work for "CSX" and "FDOT" for the sequencing shown on Sheet RR-68 General Note #8.	Posted: 10/13/2020 9:56:37 AM
Answer:	Please see Revision #2, Addendum #2 for the answer to this question. Addendum # 2 was sent out to all prospective bidders on 10/25/2020.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 1:48:18 PM
Question:	31347: Reference B1-2, S. Pay Item Notes, #1 - "Pay Item 110-3, Removal of existing structures/bridges, includes removal of existing bridge track, ballast. . ." Reference RR-20, Railroad Requirements, #8 - "Any existing rail, ties and ballast removed. . .removal of any of the above items is incidental to the new rail." Please clarify pay items.	Posted: 10/13/2020 11:39:12 AM
Answer:	Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 2:43:18 PM
Question:	31348: Per plan sheet BW-2 , temporary sheet pile that fall under qualifying conditions are to be left in place. Please specify which temporary sheet pile walls are to remain in place.	Posted: 10/13/2020 12:27:09 PM
Answer:	Sheet piles qualifying as Interlocking shall not be removed as specified in Interlocking Steel Sheet pile notes 1, 2 and 3 on BW-2.	Status: ANSWER PUBLISHED
		Posted: 10/16/2020 10:25:05 AM

Question: 31349: Please clarify if drainage structure S-664B is an existing structure to remain or if it is to be replaced with a DBI Type C Inlet as shown in the Summary of Drainage Structures Sheet RR-11. Posted: 10/13/2020 12:38:12 PM

Answer: Structure S-644B is an existing structure and is to be replaced with a new structure as shown on Sheet RR-11 and RR-28. Status: ANSWER PUBLISHED
Posted: 10/14/2020 7:48:54 AM

Question: 31351: 1. Specifications addresses insulated joints, reference: T24534-3.1 Installation: T24534-3.1.1 Bonded Insulated Joints: Insulated joints shall be installed at locations indicated on plans and in accordance with CSX MWI 708 Insulated Joint Installation Policy. T24534-5 Basis of Payment: The cost shall be included in the Contract unit price for Mass Transit - Track, Install, 136 LB/YD, CWR, Timber Tie, Standard Rail Head, Pay Item 825-136-110, LF. T24530-4 Insulated Joints: The quantity to be paid for will be the field measure, each, completed and accepted. T24530-5 Item No. 836-111-611 Mass Transit - Insulated Joints, F&I, Factory Prefab Bonded Plug, 136 lb/yd Track, CWR, Timber Tie - each.

The pay item summary on sheet SQ-1 does not have a separate pay item for insulated joints, and these joints are not specifically called out on the plans. Provide location and quantity of these joints, and confirm under what pay item these joints will be paid. Posted: 10/13/2020 3:22:25 PM

Answer: Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20. Status: ANSWER PUBLISHED
Posted: 10/22/2020 11:46:28 AM

Question: 31352: 2. Raising Existing Track Phase I: SQ-1 shows pay item 825 311 36 to raise the track from Station 100+91.64 to station 115+26.85. Sheet RR-102 and RR-104 show raising of track from Station 100+91.4 to 102+85 (193.36 TF) and station 113+25.00 to 115+26.85 (201.85 TF). Per Question 31256 confirms new rail is to replace the existing rail in the track raising section of Phase 1 as shown in the Summary of Quantities for Pay Item 0825-136-110 on sheet SQ-1. If so, this is already covered under pay item 825 136 110. Provide a clear description of the scope of work under pay item 825 311 36; is contractor to just surface (add sufficient new ballast to the existing track to jack and tamp with temporary 12" ballast per RR-100 and RR-111) and raise these areas to the desired elevations shown in Rail Phasing Plan Phase I sheets RR-102 to RR-104? How does pay item 825 311 36 align with new track installation 825 136 110, what is covered under each pay item? Posted: 10/13/2020 3:23:34 PM

Answer: See responses given to Questions 31132, 31256, 31257 and 31333. Status: ANSWER PUBLISHED
Posted: 10/15/2020 8:57:45 AM

Question: 31353: Reference sheet RR-102, there is a note to surface align and dress track to grade crossing which is shown as one of the 4 subitems of pay item 0825 461 1 (100+00.00 to 100+91.64). However, Sheet No. RR-23 shows that this area is to be done by "By CSX Work Forces". Who is to perform this work? Posted: 10/13/2020 3:41:21 PM

Answer: Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20. Status: ANSWER PUBLISHED
Posted: 10/16/2020 7:18:37 AM

Question: 31354: "Remove Track - Rebuild Track Section and Restore Track" Phase I:
a. SQ-1 shows pay item 825 136 110 to install track from station 100+91.64 to 115+26.85, 115+86.44 to 119+86.94, and 119+86.84 to 131+00.02. There is a gap from station 115+26.85 to 115+86.44. Confirm this length of track is also to be removed and installed.
b. SQ-1 track length differs from what is shown on sheets RR-102 to RR-104 as removal and rebuild track Sta 102+85.00 to 113+25.00. Please confirm which is correct. If stations per SQ-1, clarify separation of scope between raising of the track and removal and rebuilding of the track.
c. Will contractor be performing the work since CSX tracks will still be connected to the mainline (there will be no issues with CSX forces taking exception to contractor performing the work)? Posted: 10/13/2020 3:45:01 PM

Answer: Question: "Remove Track - Rebuild Track Section and Restore Track" Phase I:
Question 1: SQ-1 shows pay item 825 136 110 to install track from station 100+91.64 to 115+26.85, 115+86.44 to 119+86.94, and 119+86.84 to 131+00.02. There is a gap from station 115+26.85 to 115+86.44. Confirm this length of track is also to be removed and installed. Status: ANSWER PUBLISHED
Posted: 10/15/2020 2:00:51 PM

Answer 1: See response to Question 31256.

Question 2: SQ-1 track length differs from what is shown on sheets RR-102 to RR-104 as removal and rebuild track Sta 102+85.00 to 113+25.00. Please confirm which is correct. If stations per SQ-1, clarify separation of scope between raising of the track and removal and rebuilding of the track.

Answer 2: See response to Question 31256.

Question 3: Will contractor be performing the work since CSX tracks will still be connected to the mainline (there will be no issues with CSX forces taking exception to contractor performing the work)?

Answer 3: Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20.

Question: 31355: d. If contractor is to perform this work on a live track, how long of a work window will we be allowed to have to complete this work? If we have to relay rails through this area and the areas surfaced, there will absolutely have to be an outage period to perform this work due to the difference in elevations from existing track to Phase 1 track. This work cannot be done in sections.

e. No apparent rebuilding of the east track is shown in the drawings for the north side of the bridge station 119+86.84 to 131+00.02, Rail Phase I Cross Sections end at station 115+00 and Rail Phase II Cross Sections end at station 215+50.00. What cross sections are to be used for this work?

f. Confirm East Bridge track station 115+86.44 to 119+86.94 is to be built per typical section 6 on sheet RR-8.

Posted: 10/13/2020 3:46:20 PM

Answer: Question D. If contractor is to perform this work on a live track, how long of a work window will we be allowed to have to complete this work? If we have to relay rails through this area and the areas surfaced, there will absolutely have to be an outage period to perform this work due to the difference in elevations from existing track to Phase 1 track. This work cannot be done in sections.

Status: ANSWER PUBLISHED

Posted: 10/15/2020 1:58:10 PM

Answer D. Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20.

Question E. No apparent rebuilding of the east track is shown in the drawings for the north side of the bridge station 119+86.84 to 131+00.02, Rail Phase I Cross Sections end at station 115+00 and Rail Phase II Cross Sections end at station 215+50.00. What cross sections are to be used for this work?

Answer E. Please see cross sections RR-43 to RR-65.

Question F. Confirm East Bridge track station 115+86.44 to 119+86.94 is to be built per typical section 6 on sheet RR-8.

Answer F. For clarification, the bridge typical section is shown on sheet B1-41 and B1-42 of the structures plans.

Question: 31356: Reference Surface and Align Existing Track - Phase II: SQ-1 pay item 0825 461 1 Line & Surface for phase II shows station 200+91.62 to 203+04.18, 230+66.79 to 231+00.20, 231+00.20 to 235+00.20; 646 TF for phase II.

a. Per below referenced sheets, Contractor is to:

Sheet RR-105 surface and align track Station 200+91.62 to 203+04.18. Sheet RR-105 and RR-109 also shows shift and surface existing track stations 203+04+18 to 209+00.00, 226+00.00 to 230+66.79. Sheet RR-109 surface and align track Station 230+66.79 to 231+00.20. Total 1308.58 TF

RR-109 also has note to surface, align & dress min. 400 ft past 231+00.20, however sheet RR-27 note states by CSX work forces). Is this to be done by Contractor or CSX work forces?

Total 400 TF

Clarify delta from SQ-1 quantity 646 TF for phase II and the referenced RR-xxx sheets quantity in this question 1308.58 TF plus 400 TF if to be done by contractor, 1708.58 TF.

Posted: 10/13/2020 3:52:13 PM

Answer: Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.

Status: ANSWER PUBLISHED

Posted: 10/22/2020 11:40:19 AM

Question: 31357: Reference Surface and Align Existing Track - Phase II:
b. Per RR-20 if CSX forces will install the swing outs. Does this mean CSX will do all work for shift and surface at stations 203+04+18 to 209+00.00, 226+00.00 to 230+66.79? Or is CSX only swinging it over and contractor is to do the surfacing?

Posted: 10/13/2020 3:53:06 PM

Answer: Question: Reference Surface and Align Existing Track - Phase II:

Question B. Per RR-20 if CSX forces will install the swing outs. Does this mean CSX will do all work for shift and surface at stations 203+04+18 to 209+00.00, 226+00.00 to 230+66.79? Or is CSX only swinging it over and contractor is to do the surfacing?

Answer B. Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20.

Status: ANSWER PUBLISHED

Posted: 10/15/2020 1:58:58 PM

Question: 31358: Reference "Construct New Track" Phase II:
Per Sheets RR-106 to RR-108 contractor is to build new west track from station 209+00.00 to 226+00.00 and construct new East track from station 108+99.44 to 125+93.33. Is contractor to construct the west and east tracks per these stations and wait for the tie ins at each end of both tracks to be done by CSX from stations 203+04+18 to 209+00.00 and 226+00.00 to 230+66.79?

Confirm if the portion of east track from station 108+99.44 to 115+26.84 that was already rebuilt during Phase I, will not be worked on again on phase II.

Posted: 10/13/2020 3:55:04 PM

Answer: Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20. The east track should be in its final location once raised.

Status: ANSWER PUBLISHED

Posted: 10/15/2020 1:59:41 PM

Question: 31360: Reference "Construct New Track" Phase II:
Per note on RR-20, CSX plans to swing back to the eastern alignment, will the western track be left in place once installed? Does CSX plan on installing switches on either end somewhere to tie into those tracks? If so, is that part of this project or is there additional track that needs to be constructed for this purpose?
SQ-1 Pay item 825 136 110 includes some track construction in the ranges from station 200+91.62 to 209+00 and station 125+93.33 to 131+00.02 which are not shown in sheets RR-106 to RR-108 as construction of track referenced previously, what scope of work is to be incorporated at these stations under this pay item?

Posted: 10/13/2020 3:56:38 PM

Answer:	Question: Reference "Construct New Track" Phase II: Question 1. Per note on RR-20, CSX plans to swing back to the eastern alignment, will the western track be left in place once installed? Does CSX plan on installing switches on either end somewhere to tie into those tracks? If so, is that part of this project or is there additional track that needs to be constructed for this purpose? Answer 1. The western track will remain in place once installed. Question 2. Does CSX plan on installing switches on either end somewhere to tie into those tracks? Answer 2. Switches are not part of this contract. Question 3. If so, is that part of this project or is there additional track that needs to be constructed for this purpose? Answer 3. Not applicable. Question 4. SQ-1 Pay item 825 136 110 includes some track construction in the ranges from station 200+91.62 to 209+00 and station 125+93.33 to 131+00.02 which are not shown in sheets RR-106 to RR-108 as construction of track referenced previously, what scope of work is to be incorporated at these stations under this pay item? Answer 4. Please see Revision # 2, Addendum #2 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/15/20.	Status: ANSWER PUBLISHED Posted: 10/22/2020 12:53:03 PM
Question:	31361: For the calculation of the square footage of subballast, confirm if the average width of the subballast cross sections on Rail Phase I and Rail Phase II Cross sections was utilized.	Posted: 10/13/2020 3:57:09 PM
Answer:	End average area was utilized to calculate area.	Status: ANSWER PUBLISHED Posted: 10/15/2020 8:11:03 AM
Question:	31362: Fencing type A, Summary of Fencing on SQ-8 shows 1230 LF of Type A, confirm total type A fence is 1582.5 ft (to include 352.5 ft of type A fence on sheet RR-21).	Posted: 10/13/2020 3:57:41 PM
Answer:	Type A fence is quantified on SQ-8 and called out on Sheets RR-25 to RR-27. Type B fence is quantified on SQ-8 and called out on Sheet RR-21. Quantities have been verified.	Status: ANSWER PUBLISHED Posted: 10/15/2020 8:50:42 AM
Question:	31363: Sheets RR-25, RR-26 and RR-27 shows of existing fence to be removed. Is this fence to be removed by contractor, and if so, confirm the quantity of existing fence to be removed, what pay item shall it be included in, will the contractor need to dispose of the fence or stockpile it for the owner at project site or another location?	Posted: 10/13/2020 3:58:04 PM

Answer: Sheets RR-25, RR-26 and RR-27 shows of existing fence to be removed. Status: ANSWER PUBLISHED

Question 1: Is this fence to be removed by contractor? Posted: 10/15/2020 8:52:26 AM

Answer 1: Yes.

Question 2: confirm the quantity of existing fence to be removed?

Answer 2: Station limits of the fence removal are shown on sheets RR-25 and RR-27.

Question 3: what pay item shall it be included in?

Answer 3: Removal of existing fence is covered under standard clearing and grubbing as shown in the typical sections on sheets RR_6 and RR-7 and quantified on sheet SQ-6.

Question 4: will the contractor need to dispose of the fence or stockpile it for the owner at project site or another location?

Answer 4: The fence can be disposed.

Question: 31364: Reference Sheet RR-110, there is no subballast shown in cross sections from Station 100+91.64 to Station 102+00. No subballast is needed at these stations? Is subballast to begin at station 102+50 as depicted in RR-111? Reference Sheet RR-122 there is no subballast shown in cross sections from station 200+91.64 to station 202+00.00. No subballast is needed at these stations? Is subballast to begin at station 202+50.00 as depicted in RR-123? Posted: 10/13/2020 4:01:26 PM

Answer: Subballast is required as shown in sheets RR-43 to RR-65 and RR-110 to RR-134. Status: ANSWER PUBLISHED

Posted: 10/15/2020 8:19:36 AM

Question: 31365: Per AREMA Vol 1 Chapter 4 Part 4 Section 4.8 Rail Gridding is a maintenance technique to manage rail/wheel contact. Why is this being required for new rail? Posted: 10/13/2020 5:41:39 PM

Answer: Grinding is required as specified in T24521 and T24530. Status: ANSWER PUBLISHED

Posted: 10/15/2020 8:23:06 AM

Question: 31366: This project is requiring a track geometry car. Has the railroad been made aware of this requirement? This is an enormous expense item that can easily be completed by an as-built survey for a fraction of the cost for such a short project length. This is not typical for new construction projects on CSXT track. Posted: 10/13/2020 5:42:50 PM

Answer:	Yes, please see TSP T24530.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 6:23:22 PM
Question:	31367: This project is requiring a track stabilizer. Has the railroad been made aware of this requirement? This is not typical for new track construction projects on CSXT track. This is an enormous expense to move this machine in and is not readily available, which will cause project delays.	Posted:	10/13/2020 5:43:29 PM
Answer:	The track stabilizer is required as specified in T24523 and T24530.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 8:24:52 AM
Question:	31368: Will track construction on the bridge(s) be permitted during regular work hours, Mon-Fri 7am to 4pm?	Posted:	10/13/2020 5:44:17 PM
Answer:	All time constraints are shown on Sheet RR-68.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 8:44:06 AM
Question:	31369: Is the CSXT provided rail standard strength or head hardened?	Posted:	10/13/2020 5:45:00 PM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status:	ANSWER PUBLISHED
		Posted:	10/22/2020 11:33:36 AM
Question:	31370: This project is requiring qualification welds. Has the railroad been made aware of this requirement? This is not a typical for new construction projects of this size. Price to perform the qualification welds per spec would exceed the price of all welding on the project.	Posted:	10/13/2020 5:45:27 PM
Answer:	See response to Questions 31308 and 31196.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 8:30:40 AM
Question:	31371: Due to the numbers of questions on the phasing and the track quantities can the bid due date be extended?	Posted:	10/13/2020 5:45:49 PM

Answer:	This contract has been moved to November 4th, 2020.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 9:45:45 AM
Question:	31374: Can additional information be provided about the existing bridge so that span weights can be calculated? The existing bridge drawings already provided don't give details of steel sizes.	Posted:	10/14/2020 8:58:59 AM
Answer:	All information regarding the existing bridge is provided in the Structures Plans Sheets BX1 to BX15.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 8:47:08 AM
Question:	31375: We have been in conversation with the rail subcontractors. Each has their own understanding of the work along with the number of questions about the rail. Is there a way to have a meeting with the Rail Manager/Project Manager of this project to clarify all these concerns. Similar to the Pre-Bid, however specifically for the rail work.	Posted:	10/14/2020 9:29:26 AM
Answer:	A Mandatory Prebid Meeting was held on September 10th at 10AM. All information given to prospective bidders in that meeting can be downloaded on the CPP Online ordering system. With this contract having a 60 Day ad, the request will not be granted.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 9:47:58 AM
Question:	31376: The bridge deck waterproofing manufacturer has raised concerns that their Bridge Deck Membrane system that meets the specifications is designed to be applied direct to a concrete or steel bridge deck, but not on an asphalt underlayment as shown on the drawings. It will not adhere to asphalt. Please provide an additional specification for a material designed to be applied directly to an asphalt surface.	Posted:	10/14/2020 9:44:27 AM
Answer:	The contract documents are in compliance with the 2017 Edition of the AREMA Manual, Section 29.7.1b and the CSX Public Project Information For Construction and Improvement Projects That May Involve the Railroad, last revised April 8, 2015, Undergrade Bridge Criteria Including Ballast Decks, Section VI.2. Changes to the contract documents will require review and approval by CSXT.	Status:	ANSWER PUBLISHED
		Posted:	10/15/2020 8:49:02 AM
Question:	31378: What size guardrail is CSX providing? What grade and size track bolts are CSX providing?	Posted:	10/14/2020 11:41:07 AM

Answer:	Question 1: What size guardrail is CSX providing? Answer 1: Guardrail size is shown on sheet RR-31 Note 4. Question 2: What grade and size track bolts are CSX providing? Answer: They are dependent on the size of the Guardrail as shown on sheet RR-31 Note 4	Status: ANSWER PUBLISHED Posted: 10/20/2020 2:33:50 PM
Question:	31379: On page BW-2 there is a note qualifying which temporary critical walls can be removed and which walls must stay. By your requirements walls TW-1A, TW-3C must remain in place since they are within a slope supporting the track structure, however these walls are in conflict with TW-4 and TW-6. May these walls be removed during the construction of the East Bridge or must they be cut at subgrade during the foundation excavation?	Posted: 10/14/2020 3:23:39 PM
Answer:	They must be cut at subgrade during the foundation excavation.	Status: ANSWER PUBLISHED Posted: 10/15/2020 7:47:40 AM
Question:	31380: Page BW-2 talks of the contractor purposing alternate excavation support system, will FDOT or CSX allow mechanical anchors instead of grouted soil anchors if the meet the requirements of the sheet pile wall with prestressed soil anchors data table?	Posted: 10/14/2020 3:31:16 PM
Answer:	The bid shall be representative of the current plan requirements. The page referenced in the question provides how alternatives will be processed with no inference of approval.	Status: ANSWER PUBLISHED Posted: 10/15/2020 9:40:48 AM
Question:	31382: Reference plan sheet B1-52 Section A-A, it is shown as a continuous weld. Per conversations with the structural steel suppliers, please clarify the continuous weld when a staggered weld could be used.	Posted: 10/14/2020 4:04:57 PM
Answer:	The continuous welds between the deck plate and floor beam are in accordance with the CSXT requirements. Staggered weld may not be used.	Status: ANSWER PUBLISHED Posted: 10/15/2020 6:19:47 PM
Question:	31384: Please provide a utility schedule for the OE lines.	Posted: 10/14/2020 4:49:48 PM

Answer:	Below is the link for UWS, as displayed in the Section 7-11.5.3, in the specs package. https://ftp.fdot.gov/public/folder/HkSWIK59G0qRNsaJUh3xXg/permitsandorutilityworkschedules	Status: ANSWER PUBLISHED Posted: 10/15/2020 6:24:06 PM
Question:	31385: Please confirm Pay item No. 825 136 110 quantity on SQ-1. Left Bridge (West Track) is 215+86 to 219+86 or 400 LF. West Track North o Bridge should end at 231+00, not 226+00. This appears to be a double up on quantity.	Posted: 10/14/2020 5:00:42 PM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: ANSWER PUBLISHED Posted: 10/22/2020 11:50:08 AM
Question:	31387: Please confirm Pay item No. 825 136 110 station 100+91 to 115+26 is to be raised by CSX in phase 1, not replaced as shown on the SQ sheet. The replacement of this section is already covered in this pay item, 200+91 to 215+86. This appears to be a double up of quantity.	Posted: 10/14/2020 5:11:11 PM
Answer:	Question 1: Please confirm Pay item No. 825 136 110 station 100+91 to 115+26 is to be raised by CSX in phase 1, not replaced as shown on the SQ sheet. Answer 1: Track raising is required by the FDOT contractor and will require replacement of the existing track as shown in SQ-1. Question 2: The replacement of this section is already covered in this pay item, 200+91 to 215+86. This appears to be a double up of quantity. Answer 2: Station 200+91 to 215+86 is the new track on the western alignment.	Status: ANSWER PUBLISHED Posted: 10/15/2020 6:24:49 PM
Question:	31388: Please confirm pay item 825 311 36 Track Raising is not the same as "Surface, align, & dress track to grade crossing (By CSX)"?	Posted: 10/14/2020 5:15:19 PM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: ANSWER PUBLISHED Posted: 10/22/2020 11:51:04 AM
Question:	31389: What is the total duration in working days for CSX scope, "Surface, Align, Dress Track"? What are the predecessor and successor activities? What is the total duration in working days for CSX scope, "F&I, Swingouts"? What are the predecessor and successor activities?	Posted: 10/14/2020 5:20:08 PM

Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: ANSWER PUBLISHED
		Posted: 10/22/2020 11:52:03 AM
Question:	31390: When totaling the plan cross section excavation volumes from 723+75 to 727+00 the sum is equal to 12,190 CY. Please confirm and update pay item quantity 120 1.	Posted: 10/14/2020 5:23:28 PM
Answer:	The sum of the excavation volumes shown on sheets RR-36 to RR-42 is 11,680 cy as shown on sheet SQ-1.	Status: ANSWER PUBLISHED
		Posted: 10/22/2020 3:11:13 PM
Question:	31397: Please confirm if the pre-ballast material is to be provided by CSX.	Posted: 10/15/2020 8:53:11 AM
Answer:	See response to Question 31160.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 6:20:29 PM
Question:	31398: Please clarify which pay item the removal of the existing East Track rail, from Station 100+91.64 to 130+93.80, is to be paid for.	Posted: 10/15/2020 9:13:53 AM
Answer:	See Note 8 on sheet RR-20.	Status: ANSWER PUBLISHED
		Posted: 10/15/2020 6:25:40 PM
Question:	31406: Reference the Submittal Process, please clarify the time. Is it a total of 50 calendar days for the FDOT and CSX concurrent submittal review OR is it FDOT for 25 days then 50 days for CSX?	Posted: 10/15/2020 4:31:25 PM
Answer:	It is 50 calendar days for the FDOT and CSX concurrent submittal review.	Status: ANSWER PUBLISHED
		Posted: 10/16/2020 1:36:00 PM
Question:	31407: The temporary walls for TW-1 and TW-3 that are to remain in place per the note on BW-2 have several locations that are in conflict with permanent 18" SQ bridge pile for Phase V. A previous question and answer stated these sheets to be cutoff below subgrade. Will the permanent piles be moved for the conflict or will the sheet pile be redesigned?	Posted: 10/15/2020 4:49:42 PM

Answer:	: Please see Revision # 4, Addendum #5 for the answer to this question. This Addendum was sent out to all prospective bidders on 11/9/20.	Status: ANSWER PUBLISHED
		Posted: 11/9/2020 11:32:47 AM
Question:	31408: With respect to the rail grinder and track stabilizer, please advise when and on which track(s) or portion of track(s) these pieces of equipment are required to be utilized.	Posted: 10/15/2020 5:02:43 PM
Answer:	Rail grinding requirements are contained in T24530-3.6 Rail Grinding. Track stabilization requirements are detailed in two sections covering new track and track where ballasting and surfacing is performed; T24530-3.3.2 Final Track Construction and T24523-3.2 Final Ballasting.	Status: ANSWER PUBLISHED
		Posted: 10/16/2020 10:56:31 AM
Question:	31409: Based on the information in the plans on sheet RR-20 and in the Contamination Memorandum it is not clear who will perform the work of excavating the contaminated material and transporting to stockpile for the CAR. Will this work be done by the Contractor or the CAR?	Posted: 10/16/2020 8:49:06 AM
Answer:	Please see Revision # 4, Addendum # 5 for the answer to this question. This Addendum was sent out to all prospective bidders on 11/9/20.	Status: ANSWER PUBLISHED
		Posted: 11/9/2020 11:45:46 AM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: APPLICABLE ANSWER
		Posted: 10/22/2020 11:30:16 AM
Question:	31410: Based on the information in the plans on sheet RR-20 and in the Contamination Memorandum, will the CAR be disposing of this material off site?	Posted: 10/16/2020 8:50:44 AM
Answer:	Please see Revision # 4, Addendum # 5 for the answer to this question. This Addendum was sent out to all prospective bidders on 11/9/20.	Status: ANSWER PUBLISHED
		Posted: 11/9/2020 11:43:48 AM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: APPLICABLE ANSWER
		Posted: 10/22/2020 11:31:04 AM
Question:	31414: Based on the information in the plans on RR-20 and in the Contamination Memorandum, please confirm that the CAR will be replacing the material removed from the R/R ROW with suitable material.	Posted: 10/16/2020 9:56:34 AM

Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: ANSWER PUBLISHED
		Posted: 10/22/2020 11:29:11 AM
Question:	31415: In regards to the track stabilizer and rail grinder, will they be used after the end of phase or and the end of construction (after phases 1 and 2 are completed)? If stabilization and grinder is needed after each phase must it be performed within the 5 day limit in phase 1?	Posted: 10/16/2020 10:10:41 AM
Answer:	One five (5) day will be provided to accomplish the work in Phase I.	Status: ANSWER PUBLISHED
		Posted: 10/21/2020 3:57:55 PM
Question:	31419: Is the geometry car, rail grinder and track stabilizer required for phase 1, reconstruction of the existing (east) main track. Is the geometry car, rail grinder and track stabilizer required for west track construction prior to CSX performing the swingout, as this is a temporary track . Is the geometry car, rail grinder and track stabilizer required for east track construction prior to CSX performing the swingout.	Posted: 10/16/2020 11:27:46 AM
Answer:	<p>Question 1: Is the geometry car, rail grinder and track stabilizer required for phase 1, reconstruction of the existing (east) main track.</p> <p>Response 1: The geometry car and track stabilizer are required for all tracks tamped, surfaced, lined, reconstructed , or constructed new by the contractor. The rail grinder is required on any track where the contractor installs new rail provided by CSX on any new or reconstructed track.</p> <p>Question 2: Is the geometry car, rail grinder and track stabilizer required for west track construction prior to CSX performing the swingout, as this is a temporary track .</p> <p>Response 2: The geometry car and track stabilizer are required for all tracks tamped, surfaced, lined, reconstructed , or constructed new by the contractor. The rail grinder is required on any track where the contractor installs new rail provided by CSX on any new or reconstructed track.</p> <p>Question 3: Is the geometry car, rail grinder and track stabilizer required for east track construction prior to CSX performing the swingout.</p> <p>Response 3: The geometry car and track stabilizer are required for all tracks tamped, surfaced, lined, reconstructed , or constructed new by the contractor. The rail grinder is required on any track where the contractor installs new rail provided by CSX on any new or reconstructed track.</p>	Status: ANSWER PUBLISHED
		Posted: 10/16/2020 1:39:30 PM
Question:	31420: The summary of quantities (sheet SQ-1) and the summary of pay items (RR-4) has a unit of measure of LF/TF and LF respectively. Please clarify or confirm TF is the correct unit of measure for both of these sheets.	Posted: 10/16/2020 11:31:40 AM

Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: ANSWER PUBLISHED
		Posted: 10/22/2020 11:34:36 AM
Question:	31423: Will CSX deliver and offload the rail sections and other track materials to an onsite stockpile location?	Posted: 10/16/2020 1:33:16 PM
Answer:	See response to Question 31152.	Status: ANSWER PUBLISHED
		Posted: 10/19/2020 5:25:37 PM
Question:	31424: Please clarify if the scope of rail work for the East Track from Station 119+86.94 to 131+00.00 (North of Bridge) includes removal of existing track and ballast, new ballast and subballast, and new track. The Rail Cross Section on Sheets RR-56 thru RR-60 seem to only indicate new rail and ties.	Posted: 10/16/2020 1:40:56 PM
Answer:	From Station 119+86.94 to 131+00.00 (North of Bridge) the east track that includes new rail and ties as shown on Sheets RR-56-RR-60.	Status: ANSWER PUBLISHED
		Posted: 10/23/2020 1:03:46 PM
Question:	31434: CSX's "Public Project Information For Construction and Improvement Projects that May Involve the Railroad" manual in section III Hoisting Operations item #4 states "Cranes or other lifting equipment shall remain stationary during lifting. (i.e, no moving picks). Please confirm if this project will have an exception to this rule.	Posted: 10/16/2020 5:16:46 PM
Answer:	The project will not have an exception to this rule.	Status: ANSWER PUBLISHED
		Posted: 10/19/2020 5:26:21 PM
Question:	31435: Please confirm we are to use EDC Instrumentation for all the test piles.	Posted: 10/19/2020 8:53:11 AM
Answer:	EDC is an option to instrument piles that are to be dynamically tested. Refer to Sections 455-5.12.4 and 455-5.14. of the Specification.	Status: ANSWER PUBLISHED
		Posted: 10/19/2020 5:27:02 PM
Question:	31436: Will CSX be providing the 12" ballast materials to the contractor?	Posted: 10/19/2020 11:17:07 AM

Answer: See note 9 under Railroad Requirements on Sheet RR-20. Status: ANSWER PUBLISHED

Posted: 10/19/2020 5:27:48 PM

Question: 31437: These are some of our concern areas for the CIP Class IV 4000 that is specified: Posted: 10/19/2020 11:39:11 AM

T070105-2.1.6 Slag Cement shall not be used. FDOT Section 346 allows for the use of slag. Mass concrete mixes are very commonly 50-70 percent slag. Please clarify if it is possible to use slag for the substructure concrete.

T070105-2.4.1.2 Air content can vary from 3% to 7% in concrete including SCC. FDOT Standard Specifications permit an air content for all classes of concrete that is less than or equal to 6.0%. Please clarify if less than 6% air is acceptable.

T070105-3.3.3 Mass Concrete: The maximum temperature in concrete after placement shall not exceed 158° F. FDOT maximum allowable core temperature for mass concrete from the FDOT Standard Specifications is 180°F. Please clarify if 180°F is allowable.

T070105-3.3.5. The temperature of concrete at point of placement shall not exceed 70° F nor be less than 35° F. Required placement temperatures are not typically know until the actual

Answer: Question 1: T070105-2.1.6 Slag Cement shall not be used. FDOT Section 346 allows for the use of slag. Mass concrete mixes are very commonly 50-70 percent slag. Please clarify if it is possible to use slag for the substructure concrete. Status: ANSWER PUBLISHED

Posted: 10/19/2020 5:28:43 PM

Answer 1: Comply with T070105-2.1.5.

Question 2: T070105-2.4.1.2 Air content can vary from 3% to 7% in concrete including SCC. FDOT Standard Specifications permit an air content for all classes of concrete that is less than or equal to 6.0%. Please clarify if less than 6% air is acceptable.

Answer 2: Comply with T070105-2.4.1.2.

Question 3: T070105-3.3.3 Mass Concrete: The maximum temperature in concrete after placement shall not exceed 158° F. FDOT maximum allowable core temperature for mass concrete from the FDOT Standard Specifications is 180°F. Please clarify if 180°F is allowable.

Answer 3: Comply with T070105-3.3.3.

Question 4: T070105-3.3.5. The temperature of concrete at point of placement shall not exceed 70° F nor be less than 35° F. Required placement temperatures are not typically know until the actual

Answer 4: Comply with T07105-3.3.5.

Question: 31439: There appears to be zero quantity of performance turf from 200+91 to 235+00. Please advise. Posted: 10/19/2020 12:04:15 PM

Answer: There is no performance turf within CSX right of way. The quantities shown on Sheet SQ-9 are accurate. Status: ANSWER PUBLISHED
Posted: 10/19/2020 5:29:42 PM

Question: 31440: Is phase 1 track reconstruction required to be distressed? Posted: 10/19/2020 12:22:16 PM

Answer: Yes. See TSP T24530. Status: ANSWER PUBLISHED
Posted: 10/19/2020 5:36:01 PM

Question: 31441: Since CSX forces is performing the swingout, on both ends, will CSXT be responsible for the closure welds for each swingout operation? Posted: 10/19/2020 12:24:24 PM

Answer: Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20. Status: ANSWER PUBLISHED
Posted: 10/22/2020 11:40:45 AM

Question: 31442: Can the five day track outage for the phase 1 reconstruction be extended? There is not sufficient time to perform all the work including the track stabilization, rail grinding and geometry car. Posted: 10/19/2020 12:27:16 PM

Answer: See response to Question 31415. Status: ANSWER PUBLISHED
Posted: 10/21/2020 3:55:41 PM

Question: 31443: Will the CAR contractor be responsible for all excavation of contaminated material? Posted: 10/19/2020 1:29:04 PM

Answer: Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20. Status: ANSWER PUBLISHED
Posted: 10/22/2020 11:35:51 AM

Question: 31444: The contaminated material report makes reference to requiring the use of PPE while in the area of contaminated material. What PPE will be required? Posted: 10/19/2020 1:31:58 PM

Answer:	The awarded contractor shall meet all OSHA, Federal and State guidelines. The specific PPE should be determined by an appropriately qualified, responsible person for the company that will be performing the work.	Status: ANSWER PUBLISHED Posted: 11/9/2020 11:48:22 AM
Question:	31445: Guardrail will need to be removed and replace for crane access. Is this incidental to MOT or should there be a pay item?	Posted: 10/19/2020 1:34:51 PM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: ANSWER PUBLISHED Posted: 10/22/2020 11:39:22 AM
Question:	31463: Please provide the scope of work, if any, between Station 115+26.85 to 115+86.44 along the East Track. There is a gap here in the summary of quantities.	Posted: 10/20/2020 4:49:11 PM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: ANSWER PUBLISHED Posted: 10/27/2020 11:08:28 AM
Question:	31464: The Summary of Special Detours on Sheet SQ-4 provide areas of temporary pavement that do not match the areas drawn on Sheets RR-76 - RR-79. Please advise which plan is correct.	Posted: 10/20/2020 4:54:43 PM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20.	Status: ANSWER PUBLISHED Posted: 10/22/2020 11:41:11 AM
Question:	31493: Plan Sheet B1-64 shown the Deck Drain to be a 6" pipe but on Sheet B1-65 the Deck Drain is shown to be 10". Please clarify the size of the deck drain pipe.	Posted: 10/21/2020 3:59:13 PM
Answer:	The intent is to provide a gap between the 6" inch downspout (B1-64) and the collector piping embedded into the substructure (B1-65).	Status: ANSWER PUBLISHED Posted: 10/22/2020 3:10:41 PM
Question:	31495: Do the substructure concrete mixes need to be FDOT approved? Specification T070105-3.2.1 Pre-Construction Testing just states that the mix design needs to be submitted to the engineer for approval.	Posted: 10/21/2020 4:16:55 PM

Answer:	Concrete mixes will be submitted, reviewed, and approved by FDOT to meet the requirements of the applicable TSP.	Status: ANSWER PUBLISHED
		Posted: 10/28/2020 7:58:31 AM
Question:	31496: SQ-1, 825-136-110 shows new track from 200+91.62 to 215+86.11 and from 100+91.64 to 115+26.85. There is a single track section from 200+91.62 to 204+83.8 and from 230+66.79 to 231+00.20. The quantity at both ends appear to be doubled. Please clarify. Also, if CSX is providing swing track sections, shouldn't that also be deducted from the pay item net quantity?	Posted: 10/21/2020 5:00:55 PM
Answer:	Question 1: SQ-1, 825-136-110 shows new track from 200+91.62 to 215+86.11 and from 100+91.64 to 115+26.85. There is a single track section from 200+91.62 to 204+83.8 and from 230+66.79 to 231+00.20. The quantity at both ends appear to be doubled. Please clarify. Response 1: Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20. Question 2: Also, if CSX is providing swing track sections, shouldn't that also be deducted from the pay item net quantity? Response 2: CSX will be performing the swing out operation. Track will be constructed by the Contractor.	Status: ANSWER PUBLISHED
		Posted: 10/27/2020 10:12:46 AM
Question:	31497: Please confirm the 5 day shut down period is intended to be for jacking and raising of the existing track using ballast stone only. Five days to complete new subballast, earthwork and track seems short on time.	Posted: 10/21/2020 5:08:31 PM
Answer:	Please see Revision # 3, Addendum #3 for the answer to this question. This Addendum was sent out to all prospective bidders on 10/22/20. Also, see response to Question 31132.	Status: ANSWER PUBLISHED
		Posted: 10/22/2020 3:10:11 PM
Question:	31508: In regards to the response for question 31409, 31410 and 31410, addendum 3 does not appear to have any changes to notes regarding contaminated material which is what these questions are related to. These questions are still unanswered. Specifically, is the CAR going to excavate the contaminated material within the R/R ROW, is the CAR going to dispose of the contaminated material excavated from the R/R ROW, and finally, is the CAR going to replace the contaminated material removed from the R/R ROW? The documents are unclear as to the responsibility of this material.	Posted: 10/22/2020 4:05:16 PM
Answer:	Please see Revision # 4, Addendum # 5 for the answer to this question. This Addendum was sent out to all prospective bidders on 11/9/20.	Status: ANSWER PUBLISHED
		Posted: 11/9/2020 11:41:37 AM

Question:	31510: Will the contractor be required to stop all operations when a train is passing through the project or can they continue to work as long as they don't foul the track?	Posted:	10/23/2020 12:23:51 PM
Answer:	There are approx. 12 per day on this rail line. Comply with CSXT Public Project Information Manual as stated on sheet RR-20, Note 7; along with the requirements of CSXT Pipeline and Wireline Design and Construction Specifications per Specification 7-11.4.2.1. for safety regulations pertaining to the Railroad.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2020 11:52:28 AM
Question:	31511: Will the engineer consider relaxing the 70° concrete placement temperature spec to a more reasonable temperature? Achieving a 70° placement temperature consistently will likely require the use of liquid nitrogen which would be extremely difficult in Florida given market confines, and the maximum internal temp of 158° can be achieved with higher placement temps.	Posted:	10/23/2020 1:14:42 PM
Answer:	Concrete must adhere to TSP 070105.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2020 11:30:40 AM
Question:	31536: Drawing BW-2 - Note stating 'Interlocking steel sheet piles shall be used for shoring systems qualifying for one or more of the following conditions 1. through 4. - will the sheet piles used for bent 3 cofferdams, for both the west bridge and the east bridge, fall into one of these conditions and not be allowed to be pulled?	Posted:	10/28/2020 9:25:03 AM
Answer:	Please see Revision # 4, Addendum # 5 for the answer to this question. This Addendum was sent out to all prospective bidders on 11/9/20	Status:	ANSWER PUBLISHED
		Posted:	11/9/2020 11:34:02 AM
Question:	31544: Please provide the ready-mix supplier who can provide the concrete mix per TSP-T070105. The 5-main local ready-mix suppliers have all stated they cannot meet the temperature specification of 70 degrees along with the fly-ash. There is a fly-ash shortage and/or not available because of the changes in the energy plants. We hereby request the FDOT evaluate this specification because it is not achievable by the ready-mix suppliers.	Posted:	10/28/2020 1:26:41 PM
Answer:	The concrete must adhere per TSP-T070105.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2020 11:58:14 AM

Question:	31557: For the Track construction on the west and east bridges must the track surfacing, rail grinding, track stabilization, and geometry car be performed at night between the hours on RR-68?	Posted:	10/29/2020 2:47:58 PM
Answer:	The hours shown on sheet RR-68 only apply to lanes and ramps along SR 400 as stated in note 2.	Status:	ANSWER PUBLISHED
		Posted:	11/2/2020 2:39:44 PM
Question:	31559: Referencing question 31437 regarding the maximum allowable temperature of mass concrete: what penalties will be assessed should the maximum core temperature exceed 158 deg F but the thermal monitoring shows that the differential temperature did not cause undue stress to the concrete?	Posted:	10/29/2020 4:48:16 PM
Answer:	The maximum penalty can include removal and replacement of the concrete.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2020 11:36:58 AM
Question:	31560: Referencing question 31437 regarding the design of mass concrete, we have been notified by all major ready-mix suppliers that they cannot offer the product specified in the technical specs. In order to bid the project without further delay, will the Department accept bids based on mass concrete per FDOT specs? It shall be understood that the successful bidder will work with all stake holders to develop a mix design that meets the EOR's expectation of performance. Furthermore, that any cost incurred by the contractor to produce such a product will be compensated by the Department via change order. As an order of magnitude, this issue has a potential cost impact of over ten million dollars and does not include schedule impacts.	Posted:	10/29/2020 4:48:31 PM
Answer:	The concrete must adhere to TSP 070105.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2020 11:37:36 AM
Question:	31562: Please reference question 31437 regarding the mass concrete specification. Several criteria are indicative of a mix design intended for northern areas. For instance: 1) the use of slag is typical in southern areas where high-quality fly ash is not readily available. Slag would help drive down temperature, which would help mitigate (but not meet) the strict temperature criteria. 2) Pouring concrete between the temperatures of 35 and 70 deg F is more likely in colder climates than in Florida's warm climate. 3) A max concrete core temperature of 158 deg F, is important if the ambient temperature is colder (or freezing) thereby increasing the potential for greater differential temperatures. 4) Air entrainment is not typically important to FDOT mix designs as cracking from freeze and thaw events is not typical in Florida's climate. Please clarify the EOR's expectation of performance for the mass concrete mix design.	Posted:	10/29/2020 4:50:06 PM

Answer:	The concrete must adhere to TSP 070105.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2020 11:38:15 AM
Question:	31578: Can the Department find mass concrete specifications (and/or submittals) from past CSX railroad projects built in Florida? If so, can those specs/submittals be used for this project?	Posted:	10/30/2020 1:11:05 PM
Answer:	No, the concrete shall meet the appropriate TSP.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2020 11:39:34 AM
Question:	31582: In regard to question 31437, what factor(s) is driving the strict temperature requirements set forth in T070105-3.3.3 and T070105-3.3.5?	Posted:	11/9/2020 11:08:48 AM
Question:	31583: In regard to question 31437, what factor(s) is driving the restriction of the use of slag set forth in T070105-2.1.5?	Posted:	11/9/2020 11:08:57 AM
Question:	31584: In regard to question 31437, what factor(s) is driving the strict air content requirements set forth in T070105-2.4.1.2?	Posted:	11/9/2020 11:09:12 AM
Question:	31650: Per plan revision 4, if the Phase One rail work is not completed in days the contractor will be assessed damages. What will the specific damages cost that would be assessed?	Posted:	11/9/2020 4:02:35 PM
Question:	31651: The 5 days allowed for the rail shut down in phase one is not sufficient for the proposed work. We request that this time frame be increased to 10 days	Posted:	11/9/2020 4:08:17 PM
Question:	31652: Rail construction for Phase one will take 24 hours for track removal, 48 hours to install subballast and preballast, 24 hours for track install, 48 hours for track surfacing and lining, 48 hours for track stabilization, 48 hours for distress and welding, grinding and geometry. It is not possible to achieve this in 5 days. Please revised the phase one schedule duration to accommodate the required work.	Posted:	11/9/2020 4:25:32 PM
Question:	31658: Reference Question 31508, Addendum 5 per response does not clarify who will replace the contaminated material that is disposed of by CAR. If embankment material is required, will the contractor truck the contaminated material from one side of the highway to the other OR will the CAR handle/truck the material to the embankment location?	Posted:	11/10/2020 10:51:06 AM

Question:

31660: A Bid time extension is requested based on the issuance of Addendum 5.

Posted: 11/10/2020 12:48:11 PM