

Question and Answer #2

RFP-DOT-18-19-5007-SJRB

Central Florida Rail Corridor (CFRC) Bridge Steel Repairs for the St. John's River Bridge (SJRB)

April 8, 2019

1. Per the Special Conditions #9.1 General - the Proposer shall be prequalified in Bascule Bridge Rehabilitation and / or R&R Major Bridge Steel Truss Construction by the FDOT. We request that Major Bridge - Bascule Spans be added as an additional qualification?

**Answer: Yes, one of three qualifications is acceptable. Please see Addendum #1**

2. Contract Plan Sheet 2 Note 7 states that all faying surfaces shall be blast cleaned and prime-coat painted only with an approved zinc rich primer. Existing paint may contain lead. Is the area around the faying surfaces the only location of existing steel requiring blast cleaning and coating?

**Answer: Yes**

3. Is there a bidders list or plan holders list for the above noted project?

**Answer: Yes, the meeting attendance sign-in sheets for the Mandatory Pre-Bid conference are attached, showing the possible bidders.**

4. Special Provision 7-11.4.3 - Watchman or Flagging Services, states that the Department will reimburse the Railroad for cost of protective services (watchman or flagging), Exhibit A – Scope of Services, Section 6.c. states that the Contractor shall pay direct BMTC for all on track protection services, please confirm that the Department will pay for protective services during the Contract and we are not to include this cost in our bids.

**Answer: The Contractor is responsible for the cost of CFRC O&M contractor Railway Worker in Charge (RWIC) for on-site protective services in accordance with Exhibit A, Section 6. Also refer to Addendum No. 2**

5. Please provide copies of the pre-bid meeting sign in sheets.

**Answer: See response to Question #3 above.**

6. During the site visit we were told that Department would provide the Ridex joint material for the end of span 9, please confirm this as it is not indicated in the plans or specs.

**Answer: Yes, the Ridex joint materials will be provided by the Department. Refer to Addendum #2.**

7. Will the Department be providing any other track or ballast materials? Given the small amount of ballast and track materials required for this project, it would be more cost effective if the Department provided them.

**Answer: The Department will supply the ballast material at the CFRC VSMF. The Contractor will be responsible for transporting the ballast from the CFRC VSMF to the job site. All other railway track materials are to be supplied by the Contractor.**

8. Contract Plan Sheet 15, Typical Section thru Ballast Deck, shows membrane waterproofing, no spec was provided for the waterproofing, please provide.

**Answer: Delete requirement to waterproof the deck.**

9. There are no rail layout plans showing tie spacing, spike patterns, anchor spacing, insulated joint locations, guardrails – if required, etc., can this information be provided?

**Answer: Eleven (11) MWIs & Standard drawings will be provided with Addendum No. 2. New guard rails are not required on the bridge deck.**

10. What is the current speed limit for the various trains across the bridge? Will speeds be reduced during the construction period?

**Answer: A temporary speed restriction is in place at MP A763.1 LMDB as follows: Passenger 30 mph, Freight 10 mph. Further reductions to passenger speed may be warranted and will be determined by CFRC.**

11. Previous Question Not Answered To Date - Plan Sheet 2 Note 7 states that all faying surfaces shall be blast cleaned and prime-coat painted only with an approved zinc rich primer. Existing paint may contain lead. Is the area around the faying surfaces the only location of existing steel requiring blast cleaning and coating?

**Answer: Correct**

12. Section 7-11.4.3.1.1 of the Special Provisions states the Department will reimburse the railroad for the cost of watchman or flagging services. Exhibit A - Scope of Services Number 6 C On Track Protection Services indicates this cost to be paid directly by the contractor to the BMTC. Please clarify who is to pay for the flagging / watchman / On Track Protection Services.

**Answer: The Contractor is responsible for the cost of CFRC O & M contractor Railway Worker in Charge (RWIC) for on-site protective services in accordance with Exhibit A, Section 6. Also refer to Addendum No. 2.**

13. Please provide the estimated budget for the project.

**Answer: Estimated budget is \$2.0M.**

14. Note 8 on plan sheet 2 states all new steel is to be painted using an inorganic zinc coating system. Please clarify if the top deck / interior under the weatherproofing membrane is to be coated. Can the structure be coated prior to erection?

Answer: Delete the requirement to waterproof the deck. The deck plate shall be painted using the inorganic zinc coating system. The structure can be coated prior to erection and the contractor is responsible for any required touchup or paint repair after erection.

15. Bearing Note 8 sheet 12 calls for repair to the bearing surfaces. Please provide additional clarification and detail for the extent of this repair. Based on the current note it is unclear what the nature of this work involves as well as the scale of the work involved. Is this work that can take

Answer: With regard to Contract Plan Sheet note 8, the Contractor is to restore the existing concrete to a smooth and level surface under the existing bearings after the existing bearing assemblies are removed. Concrete repairs shall be accordance with manufacturer's instructions for the repair material. Where repairs are required, the existing concrete shall be removed to a minimum depth of 1/4" with a square edge to avoid feathering the repair material. The concrete repair material is to have one hour minimum cure before installing the new span(s). Concrete repair material to be selected from the FDOT APL product list under Section 930 – Materials for Concrete Repair, Predominately Horizontal Surfaces Very Rapid Hardening. Estimated total concrete repair volume for 16 bearings is 6.5 ft<sup>3</sup>. Refer to the bearing photos provided with bid package.

16. Due to the scope and involved nature of the work we request a postponement of the proposal deadline to mid May, 2019.

Answer: Add an extension from April 19, 2019 to April 29, 2019.

17. We respectfully ask for a 2 week bid date post-ponement in order to provide an accurate price proposal for this contract.

Answer: See response to Question #16 above.

18. Will the owner provide the contractor a location to dock / moor marine vessels and equipment within proximity of the bridge?

Answer: No. The location to dock/moor any marine vessels is to be determined by the proposer. The proposer is responsible for obtaining any required agreements and shall comply with USCG regulations.

19. A separate pay item for mobilization is not included with this contract. Please provide terms for the basis of payment and/or partial payments pertaining to mobilization.

Answer: Mobilization and RWIC Track Protection will be added as separate line items to the Bid Price Proposal Form. See Addendum No. 2.

20. RFP page 2 of 18, under 1) Invitation, states "It is anticipated that the term of the contract will begin on or about May 28, 2019 and be effective through May 5, 2024. Services under this agreement shall be complete no later 300 days from Notice to Proceed." With a 300 day substantial completion time and a 2 year warranty after substantial completion, the contractor would to be under contract until April 5th, 2023. Why is the contract expected to be in effect until May 5, 2024?

Answer: The May 5, 2024 date reflects compliance with the Interlocal Operating Agreements between the Department and the Central Florida Commuter Rail Commission.

21. Please provide the CRFC MWI's in order to properly quote the material referenced within the Technical Special Provisions.

**Answer: Eleven (11) MWIs and Standard drawings to be provided.**

22. Refer to Contract Dwg, Sh. No. 14, Detail SB-2; There is a call out for the type of steel stating "Cut from WT13.5x>.". However, the weight/foot number designation seems to have been cut off from the dwg. Please confirm the type of steel the Support Brackets are intended to be.

**Answer: Contract Plan Sheet 14 will be revised to show WT 13.5 x 51. Type of steel is Misc Structural Steel ASTM A36**

23. Refer to Contract Dwg, Sh. No. 14, Detail "Tie Section Thru Open Deck"; There is a call-out for the Kick Plate to refer to Note 6, however, there isn't a Note 6 on the dwg. Please confirm.

**Answer: Note 6 will be added to Contract Plan Sheet 14 and it describes the requirement to hot-dip galvanize the kick plates.**

24. General Note #9 on Sheet 2 requires the contractor to include an additional 5% in the quantity for misc. bolt replacement, while the note on Sheet 8 requires the contractor to include an additional 20%. Please advise if the contractor is to figure an additional quantity of 5% or 20% in their bid for this item.

**Answer: Contractor to include an additional quantity of 20%. Note 11 on Contract Plan Sheet #2 will be corrected to show 20%. See Rev 2.**

25. Please provide a criteria for concrete repair requirements and an anticipated quantity so this work can be determined for bid purposes.

**Answer: See response to Question #15**

26. Please provide the times available to the contractor to be within the navigational channel.

**Answer: The navigation channel cannot be completely blocked at any time and must allow the passage of boats. The barge may be located within the navigation channel while conducting lift span steel truss repairs, but shall not prevent pleasure boats from passage or prevent the Barbara Lee paddle cruise boat from making its scheduled passages. The barge is to be relocated away from the navigation channel if lift span repairs are not in progress. Any barge in the St. John's River waterway shall comply with USCG regulations. Also refer to Exhibit A – Scope of Services, Item #2 and the river boat schedule at <https://www.stjohnsrivershipco.com>**

27. The typical section of the ballast deck on drawing #15 shows the top of the rail just above the top of the side walls for the ballast tub. The tub is ~15" tall. With the 7" min ballast under the tie, 7" tall ties, and 7" tall track, the track should be ~6" above the tub. Please confirm that the dimensions are correct and the drawing is incorrectly shown.

**Answer: Dimensions are correct. See Typical section revised on Contract Plan Sheet 15; see Rev. 2.**

28. Refer to drawing sheet 13 of the contract drawings. The tie detail calls out a Ridex Joint on the fixed span. Is the contractor to provide a completely new Ridex Joint at these locations or just plates, nuts and bolts? Also, please provide a specification detailing the type of expansion joint required for this rail.

**Answer: Yes, the Ridex joint materials shown on Contract Plan Sheet 13 will be provided by the Department. Refer to Addendum #2. No expansion joint is required.**

29. The Special Provisions, Page 8, includes a section titled Legal Requirements and Responsibility to the Public – Preservation of Existing Property – Operations within the Railroad Right-of-Way. Are there existing agreements in place between CFRC and the railroad companies which operate on this CFRC corridor, which define terms of use, operations, and/or availability of this railroad corridor? If so, can a copy of these agreements be provided to Proposers? Subsection 7- 11.4.2.3 FEC contains language that is potentially not insurable under the Railroad Protective Liability Insurance or Builders Risk requirements. The requested agreements that define the operating rights of each railroad are needed to assess the risk incurred by the Contractor.

**Answer: Yes, there are existing agreements in place. Copies of the agreements are available at <https://corporate.sunrail.com/>**

30. The Special Provisions, Page 8, includes a section titled Legal Requirements and Responsibility to the Public – Preservation of Existing Property – Operations within the Railroad Right-of-Way. Subsection 7-11.4.2.3 FEC contains language that is potentially not insurable under the Railroad Protective Liability Insurance or Builders Risk requirements. Per 7-11.4.2.3 FEC, would it be possible to define “delay costs” or limit liability to actual damages?

a. If not, can a limit or cap on damages be defined for insurance purposes?

b. Has a cost per day (or per hour) been defined for trains not running?

c. Additionally, what timeline pertains to payments for impacts to railway operations and/or potential deductions? Given the fact that incidents could be part of an insurance claim, timing of payments can be significant.

**Answer: See Addendum No. 2**

31. Specification 24520 calls for 115 lb rail. The existing rails, ridex and slip joints are 136 lb rail. Please clarify what type of rail we are to supply.

**Answer: 136 lb is correct**

32. Specification 24521 says new rail is to come in 1400 LF sections. Reviewing the plans, replacing one span at a time, it seems we are using much smaller quantities of rail. Please confirm that the length of rail is determined by the length of span being replaced and that those size pieces can be trucked to the site (i.e. don't have to be delivered by rail).

**Answer: Correct, the length of rail is determined by the length of span being replaced.**

33. Specification 24521 calls for a number of requirements related to qualification welds. For the quantities, involved, this is an enormous expense. Please confirm that these specific requirements do not apply to this project.

**Answer: Qualification welds do not apply**

34. Specification 24523 addresses sub and pre ballast. Please confirm there is no sub or pre ballast on this project.

**Answer: Correct, there is no sub-ballast or pre-ballast.**

35. Specification 24530 addresses rail grinding. Please confirm that there is no rail grinding on this project.

**Answer: Correct, there is no rail grinding expected on this project.**

36. Specification 24530 addresses rail geometry cars. This section is a small section of tangent track. Please confirm that the rail geometry car does not need to be used.

**Answer: Correct, the rail geometry car is not required.**

37. Specification 24530 addresses the use of a track stabilizer. The ballast here is 14" thick, sitting on a metal surface. Please confirm that the track stabilizer does not need to be used.

**Answer: Correct, the track stabilizer is not required.**

38. The plans call out ridex joints but it is not clear what we are to do with them. Please clarify if we are to furnish new ridex joints or are reusing the existing.

Answer: The Department will supply new Ridex rails, base plates and hardware for the fixed span. Installation will be the contractor's responsibility. Ridex materials are located in the SunRail yard and the contractor is responsible for moving to the site.

39. Note 13 on Sheet 2 identifies the guaranteed work windows of approximately 12 hours between Amtrak trains overnight (probably on weekends to avoid other scheduled trains). For the span replacements and associated track work, we are not seeing that all of that work is possible in a 12 hour window. With the understanding that the contractor would have to be flexible on when weekend curfews would actually take place, can the Department confirm that it is possible to arrange longer windows between Amtrak trains?

Answer: Work windows are not guaranteed and longer work windows will not be available. See the Damage Recovery Section added to Addendum No. 2

40. Note 14 on Sheet 2 indicates that temporary closure or transition panels will be required. Please elaborate on the meaning of this statement.

Answer: The temporary closure panel consists of a vertical barrier plate bolted to the ballast deck bottom and side plates near the end of the span. The purpose of the barrier plate is to retain ballast when a ballast deck span is placed adjacent to an open deck span. The ballast barrier plate should be similar to the permanent Ballast End Plate Detail shown on Contract Plan Sheet No. 15.

41. In addition to question 2 on our first question submittal, will the requirement for note 7 for blast cleaning and prime painting with lead abatement on plan sheet 2 include areas where only bolts and rivets are being replaced? Are these areas defined as faying surfaces?

Answer: The areas defined as faying surfaces include the repairs shown on Sheet No.'s 6 and 7. Replacing individual bolts and nuts listed on Contract Plan Sheet No. 8 is not considered a faying surface.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**VENDOR SIGN IN SHEET — Pre-Proposal Meeting**  
 CFRC Bridge Steel Repairs to the St. John's River Bridge (SJRBR)

Solicitation Number: **RFP-DOT-18-19-5007-SJRB**

**PLEASE PRINT CLEARLY**

Date March 15, 2019

Individual Attending	Company Represented	Company Address	Company Phone No./ E-MAIL Address
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Individual Attending	Company Represented	Company Address	Company Phone No./ E-MAIL Address
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Individual Attending	Company Represented	Company Address	Company Phone No./ E-MAIL Address
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