



City of Tampa

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ADDENDUM 6

Via E-Mail

DATE: December 7, 2020

Contract 20-C-00039; ARMENIA AVE AT BUSCH BLVD INTERSECTION IMPROVEMENTS

Bidders on the above referenced project are hereby notified that the following addendum is made to the Contract Documents. BIDS TO BE SUBMITTED SHALL CONFORM TO THIS NOTICE.

Item 1: RFIs and Responses:

RFI 1 –

1. Will the City perform density testing on pipe, structures, water main pipe, base and asphalt?
Response: No, The Contractor will perform all Quality Control (QC) testing to meet the FDOT requirements in the Florida Department of Transportation, JULY 2020 Standard Specifications for Road and Bridge Construction. The City will provide all Quality Assurance (QA) testing & documentation to meet the FDOT requirements.
2. Will the City be responsible for the cost of CSX flaggers? CSX will invoice for a request for flaggers, even if they don't provide them. Additionally, in recent experiences it has taken several request to get CSX flaggers to show up. There is no way the contractor can anticipate these cost prior to bid.
Response: Yes, the City will be responsible for a limited cost of CSXT flaggers due to the road work, at the railroad tracks. The City has a CSX Construction Agreement and has pre-paid CSXT for the estimated flaggers required. The 44-page CSXT Construction Agreement is included in the bid documents, please read thoroughly. The contractor will be required to reimburse the City of Tampa for flagging charges in excess of the \$66,624 shown in the bid document, .pdf page 230/273, as a result of contractor delays.
3. Is there a specific type of cell phone that is required for the engineer?
Response: No, the City does not require a cell phone for the engineer.
4. Will pay item #110-4-10 – "Removal Of Existing Concrete Pavement" include removal of concrete curb, sidewalk and drives?
Response: Yes, this pay item includes the removal of all concrete curb, sidewalk and drives. See the Summary of quantities Sheets SQ-3 thru SQ-5. The type of concrete that is being removed is documented in the Design Notes Column on those sheets.
5. Will pay item #120-1 – "Regular Excavation" include the removal of the existing base and stabilization?

Response: Yes, pay item #120-1 –“Regular Excavation” includes the removal of the existing base and stabilization.

6. Will the stabilization and base required for the turnout be paid under the appropriate bid items?

Response: Stabilization and base for turnout is paid for under pay item #286-2. Locations are documented on Sheet SQ-6.

7. Can a pay item be added for the OBG 7 (B-12.5 Only) that goes next to the tracks? This quantity needs to be confirmed.

Response: The B-12.5 base material required adjacent to the railroad track is included in pay item #285-707 and quantified on Sheet SQ-8. No additional pay item will be added.

8. Can a pay item be added for the VMB's?

Response: The cost of all required TTCP devices, including variable message boards (VMB), shall be incidental to pay item #102-1 as noted on Sheet SQ-1. The cost of any required temporary barrier wall shall also be incidental to pay item #102-1.

9. Phase 1 MOT plans state to install storm drain crossings S-1, S-1A, S-1B and S-1C. When are we to construct S-1 to S-2, S-3 to S-4, and S-5 to S-6? It seems these crossings should be completed during the closure.

Response: The storm drain crossings for S-1 to S-2, S-3 to S-4, and S-5 to S-6 are included in Phase 2 and 3 but the Contractor could propose performing this work in an alternate phase as long as access to businesses and properties are maintained.

10. Note 10 on plan sheet 76 states no lane closures from 7:00 AM to 9:00 PM on Armenia and 6:00 AM to 10:30 PM on Busch. The MOT plan phasing shows closing lanes to construct the project. Does this mean the entire project needs to be constructed at night?

Response: Armenia Avenue is a two lane facility and Busch Boulevard is a four lane facility. The MOT plans show the existing through lanes as being maintained. If the contractor proposes to close any of the existing through lane(s), the restriction in note 10 on Sheet 76 would apply, in addition to any restriction required by the permitting agencies. The contractor may request to perform lane closure outside the permitted times listed on Sheet 76, for limited operations, for approval at the discretion of the Engineer.

RFI 2 –

1. The provided typical sections on sheet 10,11, and 12 in the provided plan set show SP structural course (Traffic C) and a SP Structural course (Traffic C)(PG76-22). The pay item sheet on page P-2 of the Specifications only shows a pay item for “0334 1 53 SUPERPAVE ASPHALTIC CONC (TRAFFIC C, PG 76-22) for 802.7 tons.” Will all the SP structural tons on this project have a PG76-22 binder or will there be an added Pay item for non-poly asphalt mixes?

Response: All Superpave Asphaltic Concrete for the project shall include PG76-22 binder.

RFI 3 –

1. How will the stabilization, base and asphalt that needs to be installed for the utility work be paid for? Under the roadway bid items or is it included in the utility pipe work?

Response: All material (stabilization, base and asphalt) required to restore the pipe trench to the existing grade shall be incidental to the cost of the pipe.

2. There are multiple locations where water main work needs to take place within the roadway. Will lane closures be allowed during the day for the utility work?

Response: If the contractor needs to close any of the existing through lane(s), the restriction in note 10 on Sheet 76 would apply, in addition to any restriction required by the permitting agencies. The Contractor may request to perform lane closure outside the permitted times listed on Sheet 76, for limited operations, for approval at the discretion of the Engineer.

3. Do the MOT plans take in account the water main and sewer work?

Response: The Temporary Traffic Control plan phasing included on Sheets 77-83 depicts one possible approach and would include the water main and sewer work. The Contractor is responsible for preparing the actual Temporary Traffic Control plan that it proposes to use which should meet the requirements of the project and the permitting agencies.

4. Under what bid item will the restraints for the existing pipe be paid under? For we will have to excavate the existing utility pipe, which is in the roadway in order to install the split bell restraints.

Response: This is covered under Pay Items 3042 and 3043 - Thrust Restraint for Push-on Pipe Joints.

RFI 4 –

1. What is the anticipated duration for CSX to complete their work?

Response: It is anticipated that CSX will have work (track, signals and gates) during all phases of the project.

2. What are the limits regarding the insurance requirements for the required Railroad Insurance?

Response: Use this link to the CSX Public Projects Manual for the latest insurance requirements as noted on Sheet 20 of the plans. <https://www.csx.com/index.cfm/library/files/about-us/property/public-project-manual/>

3. How many trains per day should be expected?

Response: CSX's consultant STV verified to the City that, as of 11/17/2020, there is one train per day.

RFI 5 –

1. Who is responsible for paying the flaggers required for the work adjacent to the CSX right of way?

Response: The City will be responsible for a limited cost of CSXT flaggers due to the road work, at the railroad tracks. The City has a CSX Construction Agreement and has pre-paid CSXT for the

estimated flaggers required. The 44-page CSXT Construction Agreement is located in the bid documents, please read thoroughly. The contractor will be required to reimburse the City of Tampa for flagging charges in excess of the \$66,624 shown in the bid document, .pdf page 230/273, as a result of contractor delays.

RFI 6 –

Please tell me what size strand .438" is. Do you want Utility grade 7/16" or were some numbers reversed and you want 1/2" just want to make sure.

Response: The minimum required wire size is utility grade 7/16".

All other provisions of the Contract Documents and Specifications not in conflict with this Addendum shall remain in full force and effect. Questions are to be e-mailed to Contract Administration@tampagov.net.

Jim Greiner

Jim Greiner, P.E., Contract Management Supervisor