

Questions – 5/22/2023:

1. Do you have information on the liquidated damages, as well as a contract time for this project?

**Answer: Liquidated Damages information is included in the Special Provisions Page 34, 8.10.2.**

2. Please confirm if a bid bond is required.

**Answer: Yes, a bid bond is required as per FDOT Standard Specifications for Road and Bridge Construction.**

3. Specification Section 120 Excavation and Embankment references a Soil Contamination Assessment, dated March 10th, 2022. Can THEA provide this assessment for review?

**Answer: Yes. The Soil Contamination Assessment report will be made available. These will be added to the OneDrive folder.**

4. Does the Soil Assessment dated March 10th, 2022, provide the type of contamination discovered as this is required to identify the appropriate disposal facility?

**Answer: Yes. The Soil Assessment Report identifies the contaminated material and disposal measures.**

5. What is the disposition of the Ballast and Sub-Ballast after removal and separation? Does this material need to be treated as Contaminated?

**Answer: Please reference the Soil Assessment Report for contaminated material and disposal measures. These will be added to the OneDrive folder.**

6. Does the Rail, Signal Houses, Switches, etc. become the property of the Contractor selected to perform this contract?

**Answer: Yes, all become property of the contractor.**

7. Will THEA have a representative (CAR Contractor) on-site during Excavation Operations to oversee the remediation of the contaminated soils?

**Answer: No, THEA's CEI will represent them on-site. It is the Contractor's responsibility for excavation and removal of all material as indicated in the plans. Please refer to the Contamination Assessment Report for CAR Contractor requirements and it is the responsibility of the Contractor to coordinate the use of a CAR Contractor, when required.**

8. Typical section 1 (plan sheet 5) indicated the limit of excavation is 2' below the bottom of the existing rail. Cross sections indicate that the excavation is approximately 4' below the bottom of the existing rail. Which is correct?

**Answer: The limits of excavation and removal varies based on site conditions and finished grading requirements for drainage. Please refer to the cross sections for limits of complete removal of contaminated soil and over excavation requirements for site conditions.**

9. Is the 2' Below Land Surface (bls) as described in Specification Section 120, Excavation and Embankment, and depicted on the cross sections the full extent of the contaminated material removal required for this project?

**Answer: The limits of excavation and removal varies based on site conditions and finished grading requirements for drainage. The over excavation shown on the cross sections should match the 2' depth shown on the Typical Section. The 2' excavation depth is consistent with the soil testing depths used to support the Soil Contamination Assessment Report. The cross section shapes will be updated and a new plan set released as an amendment.**

10. As it pertains to the Uniform Hazardous Waste Manifest, please confirm that THEA will be the generator and will have representatives on site to sign manifests for each load of material removed from site.

**Answer: Yes, THEA will be the generator as owner and THEA's CEI consultant will represent THEA on-site and will sign contaminated material manifests.**

11. What is the Contractors responsibility for protection and/or restoration of Landscape areas affected by the installation of Erosion Control measures east of the Shared Use Path and the Mill and Overlay of the Shared Use Path?

**Answer: The landscaping features adjacent to the Shared Use Path along Meridian Ave. are to be preserved. Impacts to these landscaping features as part of this project will be the responsibility of the Contractor to restore. Contractor shall coordinate with THEA's Landscape Maintenance contractor.**

12. There is significant landscaping located to the west of the shared use path that is unprotected by sediment barriers represented in the plans or labeled as areas to protect. Is it the intent to not protect these areas and therefore the contractor is not responsible for potential damage and any restoration necessary is not to be included in our proposal.

**Answer: The landscaping features adjacent to the Shared Use Path along Meridian Ave. are to be preserved. Impacts to these landscaping features as part of this project will be the responsibility of the Contractor to restore. Contractor shall coordinate with THEA's Landscape Maintenance contractor.**

13. Will an Arborist be required to evaluate the survivability of Existing Trees and Shrubs that need to be trimmed prior to Milling and Resurfacing along the Shared Use Path?

**Answer: No, an arborist is not required. Contractor shall coordinate with THEA's Landscape Maintenance contractor.**

14. What is the requirement for removal of Existing Overhead Signal Foundations at Kennedy and Jackson Street?

**Answer: There shall be partial removal of existing signal foundations as part of this project. The foundations shall be removed to a minimum of four feet below existing grade as per the FDOT Standard Specifications. Revised plan sheets will be included in an amendment. The signal plans show removal of the signal pre-emption which has already been completed.**

15. Please provide any addendum or question/answers from the previous proposal period, if any.

**Answer: There are no Q&A's from the original advertisement to provide.**

16. Please clarify where the levels of contamination start, for example bottom of rail down, including ties or top of ballast down to limits of removal.

**Answer: The contamination levels start at the top of ballast. Please refer to the cross sections for complete limits of excavation and removal. These will be added to the OneDrive folder.**

17. Please confirm that this contractor is to perform the removal and disposal of the contaminated soils and not a CAR contractor.

**Answer: It is the Contractor's responsibility for excavation and removal of all material as indicated in the plans. Please refer to the Contamination Assessment Report for requirements. These will be added to the OneDrive folder.**

18. Are the ties removed required to be disposed of at a treatment facility?

**Answer: Please reference the Soil Assessment Report for contaminated material and disposal measures. These will be added to the OneDrive folder.**

19. How will dewatering of surface and ground water be treated? The documents seem to indicate that the ground water was not tested.

**Answer: Groundwater was encountered at several locations where borings were conducted as indicated in the plans. It is the Contractor's responsibility to determine the appropriate methods for dewatering if required for construction.**

20. Does the Owner wish to salvage any material? If yes, please provide details.

**Answer: No.**

21. Please confirm that the Owner does not intend to name the Contractor as a generator or owner, even if temporary, of any contaminated materials.

**Answer: THEA will be the generator as owner.**

22. For Lane Rental Incentive/Disincentives, please clarify the 10-day maximum Lane Rental Day allowance? A \$5,000 per day incentive would generate \$50,000, yet the language indicates the maximum incentive or disincentive is \$105,000. Is the 10-day maximum per ramp/mainline location for a total of 30 days?

**Answer: There will not be any Lane Rental Incentive/Disincentives. This Special Provision will be deleted by an upcoming contract amendment.**

23. The Expressway Authority website shows slightly less than a \$2,000,000 budgeted for this project. This doesn't seem to be near enough of a budget to cover the costs. Will the project be awarded if the proposals exceed this budget?

**Answer: This decision will be made by the THEA Board.**

24. Page 4 of the Special Provisions indicates that the last day for questions is on the seventh calendar day prior to the bid opening. However, the Procurement Schedule on page 5 of the ITB indicates that today, 6/14 is the last day for questions. If possible, please use the longer time period to submit questions. Please clarify which is correct.

**Answer: The ITB will be revised by amendment to match the Special Provisions. The last day for questions will be 6/7/23.**

25. Please clarify if the remaining single track north of East Twiggs Street will require the installation of a bumping post (to be relocated from within the existing rail yard).

**Answer: The existing safety bumper located at the north end of the project must be preserved. If impacted due to the ballast and sub-ballast removal, then it is the contractor's responsibility to restore the safety bumper in the current location at the end of project, within THEA's right-of-way.**

26. Please confirm that any remaining rail cars will be removed from the property, by others, prior to commencement of the track removal contract.

**Answer: All rail cars have been removed from the property.**

27. Will THEA supply all documents and records of recognized environmental concerns for the subject property?

**Answer: Yes.**

28. Will THEA supply a list of contaminants in the material to be disposed of?

**Answer: Please reference the Soil Assessment Report for contaminated material and disposal measures. These will be added to the OneDrive folder.**

29. What is a Certified Tack Truck?

**Answer: This is a requirement per FDOT Paving Standards and Specifications.**

30. What are the specifications for site restoration?

- o Topsoil
- o Grass seed
- o Sod
- o Hydro seed
- o Compaction requirements (Green Space)

**Answer: Sod is required.**

31. Section 4.02.01 indicates drawings of existing conditions do not exist. Will THEA provide some kind of figures to produce a bid?

**Answer: All available drawings have been provided.**

32. Will THEA provide detailed specifications for road repair and striping?

**Answer: Any road repairs or striping will be the responsibility of the contractor to restore as per FDOT Standards and Specifications.**

33. Has THEA identified volumes and quantities and is that information available?  
o What are the quantities of soil to be disposed of?

**Answer: Yes. The volume of soil to be disposed of is indicated on the cross section sheets.**

34. Will THEA supply backfill specifications?

**Answer: FDOT Standards and Specification apply.**

35. What analytical testing is required for backfill?

**Answer: FDOT Standards and Specification apply.**

36. Will THEA provide an electrical diagram for existing signals, their termination and disposal requirements?

**Answer: All signal pre-emption removal associated with the rail gates and timing has already been performed and no longer required for this project.**

37. Has THEA selected a disposal location for the rail / preferred recycler for the steel?

**Answer: No. It is the Contractor's responsibility to determine the disposal location for all material removed as part of this project.**

38. Please provide any contamination and/or environmental reports relative to the soil being removed on the project, especially the Contamination Assessment report dated March 20, 2022. We could not find the referenced documents.

**Answer: Yes. The Soil Contamination Assessment report will be made available. These will be added to the OneDrive folder.**