

Questions – 6/7/2023:

1. Final Environmental Contamination Report, 4.0 Summary of Findings and Recommendations. The Ballast Rock, once separated from the Contaminated Soil and as a cost savings measure, APTIM recommends its re-use in Roadway, Rail, Commercial or Industrial Applications. Will THEA accept the use of this Ballast Rock in lieu of Select Backfill per Specification Section 120 Excavation and Embankment.

Answer: No, THEA will not allow the Ballast Rock in lieu of Select Backfill.

2. Addenda #1 references a New Plan Set for Cross Section Shapes and Signal Plans. When will these plans be available?

Answer: The revised plans will be provided by June 16, 2023.

3. With the issuance of new plans, we respectfully request a Bid Date Extension of 2 weeks, beginning once the new plan sets are issued.

Answer: THEA will revise the Bid Date to July 12, 2023. A Notice of Change to the Schedule of Events will be posted with this update.

4. When Placing Select Backfill following the Excavation of Contaminated Materials, will there be any density requirements for the Embankment?

Answer: FDOT Standard Specification 120, Excavation and Embankment, and associated density requirements will apply for the three roadway crossings at Jackson St., Kennedy Blvd., and Twiggs St. For all other areas, there are no density requirements.

5. Please provide a Specification for New Sod.

Answer: FDOT Standard Specification 981-3.

6. Regarding the Bid Bond - Is a standard AIA acceptable? What percentage is required?

Answer: A 100% Bid Bond is required.

7. Today's posted Q&A states a bid bond is required for the R Track Removal Parallel to Meridian Ave from Cumberland Ave to Twiggs St project, however there is no attached bid bond form.

Answer: The Bid Bond form will be added to the OneDrive folder for use.

8. If Ground Water is Encountered while working on this project. Should it be considered Contaminated?

Answer: Potential groundwater impacts were not assessed within the THEA Ardent Mills Track Removal project limits, as groundwater dewatering activities were not expected to be necessary for the specific tasks of removal of the CSX railroad tracks and associated site grading. However, if groundwater contamination impacts are encountered during construction, it will be considered a change order.

9. The Contamination Report does not distinguish between Ballast and Sub ballast. Can we assume for classification purposes that the Sub ballast falls under the Ballast reporting?

Answer: Yes. "Ballast Rock" in the context of the assessment report refers to the entire layer of rock over the pervious ground surface (i.e.. existing soil grade).

10. Referencing Question/Answer #18 from Addendum #1 – To the best of our understanding, the Contamination Report nor the RFP/RFQ Contamination Support address the contamination or disposal method for the ties. Please readdress the original question or provide where it is addressed in the reports.

Answer: The timber railroad ties should be disposed in a landfill. Landfills typically have a specific manifest that they use for treated timber like railroad ties. No additional laboratory analytical samples are required. The disposed ties are waste profiled as "weathered wood" and manifested for disposal.

11. Once excavation reaches 2' below existing grade (bls) the Contractor is given the choice to 1) haul the remaining 2' of excavated material to Class A landfill, or 2) perform additional testing to determine the contamination level and possibly reducing the amount of material hauled to a Class A facility. Since the classification cannot be determined before bid time, who will pay for the cost of this testing and who will realize the savings if the contaminated quantity is reduced?

Answer: The contractor is required to excavate 2' below existing grade (bls) and it is not expected to require any over excavation beyond the 2' layer. If overexcavated material is required then the soil must be considered contaminated and be treated similar to the removal of the 2' layer.

12. Please confirm that any utility adjustments are by others; for example, on the Utility Adjustment Plan (4).

Answer: Yes, the utility owner will adjust.

13. Does THEA own the tracks (Not CSX) and associated structures, can a letter be obtained to such effect?

Answer: Yes, THEA owns the land and tracks.

14. Does THEA have right of 1st refusal on all material?



0-0723 THEA RR Track Removal
Parallel to Meridian Ave from Cumberland Ave to Twiggs St.
Posted: 6/8/2023

Answer: No.

15. The West spur heading to the former mill has already been removed, has soil removal already occurred in that location as well?

Answer: No.