

440424-1 NASA Causeway Bridge Replacement Industry Forum Questions and Answers

May 6, 2021

Important dates:

- CEI advertisement on May 17, 2021
- 60-day advertisement on June 25, 2021
- Letting is August 25, 2021

Note: Bid questions will be entertained as usual during the procurement process.

Q. Will the precast I-beams be spliced and/or have post-tensioning?

No. These are simple span Florida I-beams that will be made continuous at the main piers with full-depth diaphragms.

Q. What are the anticipated bonus amounts and times to obtain the bonus?

The first incentive-disincentive bonus is planned to be up to \$3 million. The daily bonus amount for the first bonus is planned to be \$25,000. The contractor can earn \$25,000 for each day the first milestone is completed prior to the 650th calendar day after the start of contract time, up to a total amount of \$3 million. The second incentive-disincentive milestone bonus is planned to be up to \$2 million. The daily bonus amount for the second bonus is planned to be \$8,000. The contractor can earn \$8,000 for each day the second milestone is completed prior to the 1,425th calendar day after the start of contract time, up to a total of \$2 million.

Q. What is the anticipated construction duration?

The construction plans anticipate 1,425 days for Contract Time.

Q. What is the current cost estimate for the project?

The estimate is currently being updated. Please refer to the bid documents once the advertisement posts on June 25, 2021.

Q. How many lanes of traffic are to be maintained during construction?

The intent of the project is to maintain four lanes of traffic at all times throughout the project. There are limited instances where temporary lane closures will be allowed. Phase 1A of the TTCP will allow for a single lane closure during the installation of temporary pavement. Additional lane closures will need to be approved and a request shall be made with 14 days in advance of the closure.

Q. Have you performed a bank-to-bank hydrographic survey? If so, is it available?

Yes, a hydrographic survey was performed. The survey documents can be made available once a contract is awarded.

Q. Are the existing bridge plans available to begin reviewing?

The bridge plans will be part of the bid package once it advertises. To obtain a copy early, please make a public records request to the Department per Florida Public Records law. To request the documents, please email PublicRecords.D5@dot.state.fl.us.

- Q. Do you anticipate post-tensioning on the hammerhead piers?**
No, there will not be post-tensioning on the hammerhead piers.
- Q. Please give a brief description of the pier foundations.**
Each bridge will be supported on single hammerhead piers with waterline footing that will be founded on 30-inch high-moment-capacity prestressed concrete piles. Once both bridges are constructed, the two independent foundations will have concrete struts connecting each waterline footer for vessel impact.
- Q. Is contact information for particular NASA and KSC staff provided in contract documents?**
We will provide that information at the pre-construction conference before work begins. We are still determining the contacts. At this point, we believe there will be one person as the main point of contact for the contractor.
- Q. Have milestone dates for eastbound bridge completion and westbound bridge completion been established? If so, can you share those completion dates?**
The first milestone is completion of the eastbound bridge and closure of the existing bridges and is 650 calendar days from start of contract time. The second milestone is completion of the project and is 1,425 calendar days from start of contract time.
- Q. What is the anticipated time for NASA to issue the permits?**
Please refer to the MSP once the project is advertised. It will outline the steps you will need to take to obtain the excavation permit. There will be special procedures you will have to follow. The timeframe is not necessarily defined.
- Q. What type of work time restrictions will there be on this project?**
We are not planning to restrict hours of operation as part of the contract plans. The exception would be work stoppages or restrictions associated with NASA launches as defined in the plans.
- Q. Please elaborate on the existing subsurface pile demolition/clearing or extraction.**
In general, if piles are not identified as potential conflicts with the proposed location of the new piers, they will be cut below the mud line per standard specification. The caveat to that is at the main channel crossing, the bascule piers and associated pile foundations must be removed in their entirety.
- Q. Is FDOT the generator for asbestos materials? Is the contractor to carry disposal costs?**
Per standard specifications, the contractor will be responsible for removal of asbestos from the project and from the site. We will not be using our C.A.R contractor for this one.
- Q. Will there be an epoxy overlay or bridge deck sealer on the new bridge decks?**
No. There is no overlay or sealer on the new bridge decks.
- Q. Are there any crane height restrictions at any time?**
Yes. According to the Federal Aviation Administration permit, the crane height cannot exceed 150 feet above ground level (AGL).
- Q. Any specific limitations related to maintaining the navigable waterway during construction?**
Yes, the navigable waterway must be maintained at all times as specified in the U.S. Coast Guard permit.

- Q. Are the bascule piers to be completely removed?**
Yes, both bascule piers are to be removed in their entirety.
- Q. Can you use the existing eastbound bridge to deliver piles, beams, and concrete?**
The current bridges are posted with weight restrictions. It will be up to the contractor to determine if the bridge can accommodate the desired load.
- Q. Is the construction bidding A+B?**
No. This is a standard low-bid contract.
- Q. How can we obtain copies of all permits?**
The permits will be included as part of the plans package once the project advertises.
- Q. Is there an estimated number of annual work stoppage days? Are there weather days?**
We will include that in the plans for special events. We are anticipating 10 days per year for work stoppage related to rocket launches. Weather days, holidays and other special event days will be awarded per standard specifications.
- Q. When is NTP expected?**
Typically, it is about 60 days from letting, but there is not a specified date. Time frames are established in Division I of the FDOT Standard Specifications for Road and Bridge Construction.
- Q. Is there any retrofit or repair scope on this project, especially relating to any structures that will remain?**
No. The existing bridges will be completely demolished.
- Q. Is there a reef disposal site required for this project?**
No.
- Q. Will cathodic protection measures, such as pile jackets, be included in the design for construction?**
No. Cathodic protection is not included in this project. It is all new construction.
- Q. Will the 30" PC piles be prestressed with black steel or will FRP or stainless-steel strands be required?**
All of the 30-inch prestressed concrete piles will be standard concrete piles with black steel. There will be no FRP or stainless-steel.
- Q. Will there be any special requirements for the bridge fender system while removing and constructing in phases?**
There are no special requirements. Fender system shall be constructed in two phases. Do not remove existing fender system, except where in conflict with proposed fender system, until the proposed fender is installed in its entirety.
- Q. Please describe special environmental restrictions for demolition.**
The bridge plans and permit documents will outline all environmental restrictions for demolition. Blasting will not be allowed as a means of demolition.

- Q. Will there be any utilities attached to the bridge? Will the future ITS be attached to the bridge?**
Bridge railing conduits will be provided for future ITS requirements. There will not be any utilities attached to the bridge, but there are insert details on the new bridges to accommodate hanger systems for future FPL distribution facilities.
- Q. The demolition of the existing bridges is part of the present scope?**
Yes, demolition is included in the scope for this project. Maintenance of the existing bridges will be handled by NASA.
- Q. What is the DBE participation goal for this project?**
The DBE goal for this project will be 10.65%.
- Q. With the new bridges being approximately 1,000 feet longer, is the shoreline being pushed back?**
No. The shoreline is not being pushed back.
- Q. Are there any lane closures restrictions on the existing bridge while constructing the new eastbound bridge?**
The intent is to maintain all four lanes of traffic. There are times specified when you can reduce one lane to set up maintenance of traffic for certain events. Approvals for lane closures will be limited.
- Q. Will there be a 60-day flex start for the project to allow material fabrication to help meet milestones?**
This project is planned to have an acquisition time of 30 days.
- Q. If there is a prevailing wage determination required? Will it be associated with KSC?**
The prevailing wage requirement will be in accordance with the Brevard County standard.
- Q. Can work start before the completion of the backup generator by the contractor?**
There is an existing back-up generator on site that is maintained by NASA. It is in the path of the new bridge. As long as the generator can remain operational, some work could begin.
- Q. Are the 1,425 days based on substantial completion or final acceptance?**
The 1,425 days is in accordance with specification 5-11, which is final acceptance.