



CITY OF TAMPA

Bob Buckhorn, Mayor

CONTRACT ADMINISTRATION DEPARTMENT

David L. Vaughn, AIA, Director

ADDENDUM NO. 1

DATE: October 3, 2011

Contract 12-C-00006; Cold-in-Place Asphalt Recycling

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: Replace page P-3 with the attached page P-3R.

Item 2: Replace Specific Provisions section in its entirety with the attached Specific Provisions.

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 ContractAdministration@tampagov.net.

Jim Greiner

Jim Greiner, P.E., Contract Management Supervisor

Item No.	Description	Unit	Approx. Quantity	Unit Price In Words	Unit Price	Total Price for Item
1	Cold Recycling (Per Section SP-13.0)	SY	100,000		\$	\$
2	Full Depth Reclamation (Per Section SP-21)	SY	50,000			
3	Asphalt Emulsion	Gal	300,000		\$	\$
4	Cement - Cement Treated Base	Ton	1,000		\$	\$
5	Base Course with Two Feet Widening (Per Section SP-13.2.6)	SY	5,000		\$	\$
6	Furnish and Install FDOT Type SP-12.5 Asphaltic Concrete (Per Section SP-16.0)	Ton	5,000		\$	\$
7	Furnish and Install FDOT Type S-9.5 Asphaltic Concrete (Per Section SP-16.0)	Ton	20,000		\$	\$
8	White Line - 6 inch Width	LF	25,000		\$	\$
9	Yellow Line - 6 inch Width	LF	25,000		\$	\$
10	Cold Milling (0-3") PER Section SP-20.0	SY	50,000		\$	\$
11	Contingency	LS			\$500,000.00	\$500,000.00
					TOTAL COMPUTED PRICE: \$	

SPECIFIC PROVISIONS

SP-1.01 DPW TECHNICAL SPECIFICATIONS:

Florida Department of Transportation Standard Specifications for Road and Bridge Construction dated 2010 shall be incorporated for construction and materials with the exception of Contractor QAQC requirement. Adjust any references to previous editions of the FDOT Standard Specifications and follow current references.

The following hierarchy of the contract documents shall apply:

The DPW Technical Specifications shall govern, except as noted herein.

In the case of apparent conflict with the project plans, the Specific Provisions shall govern.

SP-2.01 BID ITEMS:

It is the intent of these Contract Documents that any items of work and all costs for which compensation is not directly provided by a bid item but are incidental to various project items of work, shall be prorated and included in the bid item for which they are required. Failure of the Contractor to follow this procedure shall be basis for rejection of its bid.

Quantities are approximate only and actual quantities used during the project may vary greatly from the estimates.

Work will be performed on an as-needed where-needed basis.

SP-2.02 WORK DIRECTIVE CHANGE:

A Work Directive Change is a written directive to the Contractor, issued on or after the date of the execution of the Agreement, and signed by the Engineer on behalf of the City, ordering an addition, deletion or revision in the work, or responding to an emergency. A Work Directive Change will not change the contract price or the time for completion, but is evidence that the parties expect that the change directed or documented by a Work Directive Change will be incorporated in a subsequently issued Change Order following negotiations by the parties as to its effect, if any, on the contract price or the time of completion.

Without invalidating the Agreement, certain additions, deletions or revisions in the work may, at any time or from time to time, be authorized by a Change Order or a Work Directive Change. Upon receipt of any such document, the Contractor shall promptly proceed with the work involved.

SP-2.03 LINES AND GRADES:

The General Provisions Section G-8.01 and G-8.02 are revised to read as follows:

G-8.01 General:

All work done under this contract shall be constructed in accordance with the lines and grades as shown on the plans or as directed by the Engineer. The full responsibility for keeping alignment and grade shall rest upon the Contractor.

The Engineer will establish Bench Marks and baseline controlling points only.

G-8.02 Surveys:

Not Applicable.

SP-2.04 REQUIREMENTS FOR CONTROL OF THE WORK:

Prior to the start of the work included in this contract, a Preconstruction Conference will be held by the Engineer to be attended by the Contractor and representatives of the various utilities and others for the purpose of establishing a schedule of operations which will coordinate the work to be done under this contract with all related work to be done by others within the limits of the project. The Contractor shall be prepared for this meeting and shall present a comprehensive construction schedule for all items of work to be accomplished, which will be used as the basis for the development of an overall operational schedule and a list of subcontractors and material suppliers to be used on this work.

All items of work in this contract shall be coordinated so that progress on each related work item will be continuous from week to week. The progress of the work will be reviewed by the Engineer at the end of each week, and if the progress on any item of work during that week is found to be unsatisfactory, the Contractor shall be required to adjust the rate of progress on that item or other items as directed by the Engineer.

The Contractor shall conduct operations in such a manner as will result in the minimum of inconvenience to occupants of adjacent homes and business establishments and shall provide temporary access as directed or as conditions in any particular location may require.

Access to adjacent residential, public and commercial properties shall be provided at all times during the contract period.

The Contractor shall restore to its previous condition as directed by the Engineer any private property, City property, or utilities damaged by its construction. No payment shall be made to the Contractor for any required restoration of private property, City property or utilities, unless otherwise noted.

SP-2.05 REFERENCE STAKES:

Add the following paragraph to General Provision Section G-8.03:

The Contractor shall, with no additional payment, furnish and install reference stakes at all even and half-stations along the project survey baseline.

These stakes shall be maintained for the duration of construction for the purpose of the Engineer's reference.

SP-2.06 CONTRACTOR'S WEEKLY SCHEDULE:

In order that the Department of Public Works personnel may be advised of the work to be performed, the Contractor may be required to submit weekly to the Engineer of its designated representative a schedule indicating the proposed work plan for the forthcoming week. Such shall be delivered to DPW not later than Friday preceding the work plan week unless other arrangements have been made for this submittal.

SP-2.07 MONTHLY CONSTRUCTION ESTIMATES AND RELEASE OF LIEN:

The Contractor shall prepare on or about the first day of each month an estimate of the work completed in the preceding month. Said estimate shall be prepared on standard forms provided by the Engineer, and three (3) signed originals shall be provided by the Contractor. Any disputed quantities shall be adjusted as directed by the Engineer prior to each partial payment, as provided for in Article 10.05 of the Agreement.

Certification that all subcontractors have been paid for the previous month's work shall be submitted with each partial payment request on forms provided by the Engineer.

An update of the overall project schedule shall be submitted with each partial payment request.

SP-2.08 CONTRACTOR'S REPRESENTATIVE:

Add to Article 8.02 of the Agreement:

"The Contractor shall submit in writing to the Construction Engineer the name of its duly authorized representative who will be present on the job during all work activities and is authorized to make decisions for the Contractor. Any change in the contractor's representative shall require written notification to the Construction Engineer prior to such change".

SP-2.09 NOTICE AND SERVICE THEREOF:

All notices, which shall include demands, instruction, requests, approvals, and claims, shall be in writing.

Any notice to or demand upon the Contractor shall be sufficiently given if delivered to the Contractor's representative at the construction site or to the office of the Contractor specified in the bid (or to such other offices as the Contractor may, from time to time, designate to the City in writing), or if deposited in the United States mail in a sealed, postage-prepaid envelope, or delivered, with charges prepaid, to any telegraph company for transmission, in each case addressed to such office.

All notices required to be delivered to the City shall, unless otherwise specified in writing to the Contractor, be delivered to the Engineer, 3806 E. 26th Avenue, Tampa, Florida 33605, and any notice to or demand upon the City shall be sufficiently in the United States mail in a sealed, postage-prepaid envelope, or delivered with charges prepaid to any telegraph company for transmission, in each case addressed to said Engineer or to such other representative of the City or to such other address as the City may subsequently specify in writing to the Contractor or to its representative at the construction site for such purposes.

Any such notice or demand shall be deemed to have been given or made as of the time of actual delivery or (in the case of mailing) when the same should have been received in due course of post or (in the case of telegram) at the time of actual receipt, as the case may be.

SP-2.10 CONTRACTOR'S FIELD OFFICE:

The Contractor will not be required to provide a Contractor's field office.

The Contractor, however, shall have Contract Documents, the latest approved working drawings, standard drawings and a representative of the Contractor available at the site during regular working days.

SP-2.11 ENGINEERING'S FIELD OFFICE:

An Engineering field office shall not be required for this project.

SP-2.12 DAMAGE TO ADJACENT STREETS:

Any streets, including curbs, gutters and shoulders, outside the project area (not designated for construction), which are determined by the Engineer to have been damaged due to negligent construction related operations and/or equipment, shall be restored by the Contractor to its original or better condition without any cost to the City and to the satisfaction of the Engineer.

SP-2.13 PROJECT PHOTOGRAPHS:

The Contractor will not be required to furnish photographs of the project; however, the Engineer may or may not take photographs of the area immediately prior to and after completion of the construction for record and information. To assure that there will not be any conflict with this photography, the Contractor shall not perform cleaning operations or action which will disturb any street or area within the project until the Engineer has been advised thereof and has had adequate opportunity to perform the desired photography.

SP-2.14 PRECONSTRUCTION VIDEO:

Not Applicable.

SP-2.15 PROJECT CLEAN-UP:

Clean-up on this project is extremely important and the Contractor will be responsible for keeping the construction site neat and clean with debris being removed regularly as the work progresses.

If project cleanliness and/or dust control reaches an unacceptable level in the opinion of the Engineer, the Engineer will notify the Contractor in writing. If the Contractor does not act to correct the situation within 4 hours in the case of dust control or within 24 hours in the case of general cleanliness, the Engineer will call upon outside forces to provide the appropriate services. Cost of all such activities shall be charged to the Contractor via Award change order.

SP-2.16 PERMITS:

The Contractor shall be responsible for obtaining all applicable City permits for this project. These can include, but may not be limited to, Right-of-Way Permit(s) and Maintenance of Traffic approval. The Contractor shall supply any required plans or other information to the issuing department.

The Contractor shall be responsible for obtaining all applicable Railroad Crossing permits. The Contractor shall give a minimum of 14 days advance notice to the Railroad's Engineer for flagging service. No separate payment shall be made for Railroad flagging service.

The time required to prepare, submit, review, and issue the permits shall be included in the Award time and no payment shall be made for any delay incurred by this process.

Cost for obtaining City permits shall be included in the unit costs for the various items and no separate payment shall be made. The Right-of-Way permit fee shall be waived by the City.

All subcontractors working on the project shall obtain their own, separate, permits as above.

SP-2.17 AS-BUILT PLANS:

The Contractor shall not be responsible for preparation of "As-Built" plans, as applicable to the work.

SP-2.18 RESIDENTS NOTIFICATION

The Contractor shall distribute, by hand, a typed notice to all residences and businesses on the street to be resurfaced. The notice will be delivered 7 days and again at 24 hours prior to resurfacing of the road. The notice will have a local phone number that residents may call to ask questions. The notice shall be of the door hanger type which secures to the door handle of each dwelling. Unsecured notices will not be allowed. The Contractor shall also place the notice on the windshield of any parked cars on the street. Hand distribution of this notice shall be considered incidental to the award, and no additional compensation will be allowed.

SP-3.01 STREET CLOSURES AND MAINTENANCE OF TRAFFIC

3.01.1 A City of Tampa permit for construction and maintenance operations within public Rights-of-Way will be required for every street, lane, or sidewalk closure within City of Tampa Rights-of-Way.

3.01.2 A State of Florida Department of Transportation Permit will be required for every street, lane, or sidewalk closure within State of Florida Rights-of-Way. The Contractor, as the organization performing the work, will secure this permit.

3.01.3 These permits will establish the requirements for the closure related to number of lanes and/or time of day lanes or street may be closed. The Contractor shall adhere to the requirements as described in the permit(s).

3.01.4 The Contractor shall furnish and maintain all necessary signs, arrow boards, pavement markings, barricades, traffic cones, lights, law enforcement officers and flagmen necessary to control traffic and provide for safety of the public, all in compliance with the current Florida Department of Transportation Roadway and Traffic Design Standards and the FHWA Manual on Uniform Traffic Control Devices. The Contractor shall observe traffic movements through the work site and inspect all traffic control devices on a regular basis to ensure that all devices are properly installed and functioning as intended.

The City shall have the discretion of using its own supply of traffic control devices or to utilize items provided by the Contractor, whichever is deemed in the City's best interest. In the event that Contractor supplied message boards are to be utilized during a project, the Contractor shall provide pricing information related to supplying the items to the Engineer at each project's Preconstruction meeting. The City will provide written acceptance of the pricing information prior to the start of work on the project and the Contractor will be compensated at its cost plus 10%. Invoices shall include a separate line item for the charges related to each item type. In addition, the Contractor will be responsible for the payment of any law enforcement officers at cost plus 10% upon receipt of invoice from the appropriate agency and will be required to provide this information to the City for payment. No payment will be made to the Contractor related to any of these items without the City's prior written approval.

3.01.5 In cases of closure for street, lane, or sidewalk on the City of Tampa Functionally Classified Network (collectors, minor arterials, and principal arterials) including all State Roads, the Contractor shall provide a maintenance of traffic plan to the City of Tampa, Transportation Division. This plan shall be provided at least 72 hours in advance of the closure (excluding weekends) and shall contain the following:

3.01.5.1 Proposed detour routes.

3.01.5.2 Signing of the complete construction area and detour routes.

3.01.6 Advance notice information signs/Message boards advising the public of scheduled closure of major roadways and/or information signs advising the public of points of closure and detour routes may be required by the Engineer. The number of message boards, location(s) and time duration required will be determined by the Engineer prior to each project. The City shall have the discretion of using its own supply of message boards or to utilize message boards provided by the Contractor, whichever is deemed in the City's best interest.

In the event that Contractor supplied message boards are to be utilized during a project, the Contractor shall provide pricing information related to supplying message boards to the Engineer at each project's Preconstruction meeting. The City will provide written acceptance of the pricing information prior to the start of work on the project and the Contractor will be compensated at its cost plus 10% for the message boards. Invoices shall include a separate line item for the charges related to message boards. No payment will be made to the Contractor related to message board charges without the City's prior written approval.

3.01.7 Payment shall be full compensation for all work, equipment, materials, tools, labor and any incidentals required to maintain safe traffic routes past the work site.

3.01.8 Maintenance of traffic shall be considered part of the general cost of doing work and should be included in the bid prices.

SP-3.02 TRAFFIC INFORMATION SIGNS:

The Contractor's attention is directed to Section 10 of the General Provisions, PROTECTION OF WORK AND PUBLIC, and to the consideration therein for providing informative signs indicating the street closures. It is the purpose of such requirements to adequately inform residents and the general public of the closure thereby creating better understanding and relations during the construction.

SP-3.03 PROJECT SIGN:

Not Applicable

SP-3.04 TEMPORARY SIGNALIZATION:

The Contractor shall furnish all labor, materials and equipment required to provide and maintain operation of temporary signalization during all phases of construction until permanent signalization is installed and functioning properly. If a temporary communications interconnect is required, this will be stated on the signal plans.

The work includes all excavation, backfill, sheeting, shoring, bracing; installation of wood signal poles, guy wiring, signal heads and connecting hardware, span wire, messenger wire, signal cable, electrical service, wire and service attachment, controller and pole mounted cabinet; relocation of signal equipment during construction phasing; and all other work and hardware incidental to providing and maintaining the operation of temporary signalization.

Contingency Item.

SP-3.05.1 WORK DAYS

Except for special operations that may be necessary to maintain, check, and protect work already performed, all work shall normally be discontinued on Saturdays, Sundays and City designated holidays. Should it be desired by the Contractor and accepted by the Engineer to perform regular and continuous night work, all the lighting, safety, maintenance of traffic and other facilities which are necessary for performing such work at night must be provided by the Contractor at his own cost and expense.

SP-3.05.2 WORK SCHEDULE

Normal working hours are 7:00 AM to 5:00 PM, Monday - Friday. Work on holidays, weekends and evening will only be done if determined by the Engineer. Some streets, arterials and collectors may only be worked on between 9:00 AM and 3:00 PM. The Engineer will inform the Contractor at the Preconstruction Meeting of segments which can only be worked on from 9:00 AM to 3:00 PM.

The beginning date of work to be accomplished under this bid shall be the date set forth in the written Notice to Proceed given the Contractor. Once started, the work shall be continued without interruption.

The work to be accomplished under this project has been grouped into various areas within the City. The City will assign work to the Contractor an area at a time. The City may request the Contractor to furnish a work schedule at the end of each work week for the following week's work to aid in scheduling City personnel to the best advantage of the Contractor and the City.

The Contractor shall schedule its work so as to maintain at least one-way traffic and shall provide effective dust control at all times. Two-lane traffic shall be maintained wherever possible.

SP-3.05.3 NIGHT WORK:

Any, and all or portions of the work to be performed at night, as shown in the maintenance-of-traffic plan, or as specified herein.

All night work shall meet the requirements of Section 8-4.1 from the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, 2010 edition.

An additional payment may be made for night work, as required by the Engineer; night work will be determined on a case by case basis.

SP-3.06 TEMPORARY TRAFFIC STRIPING:

Signalized intersections, school crossings, and four-way stop intersections shall receive special attention with temporary markings. Contractor shall be responsible for the striping plans during the project.

Temporary traffic striping used by the Contractor on surfaces, which will remain exposed roadway (final resurfacing course or friction course), shall be painted per FDOT Standard Specifications for Road & Bridges, 2010 edition, Section 710, unless an alternative is approved by the City. All markings applied shall be in accordance with the Manual on Uniform Traffic Control Devices and in the final configuration at completion of the project. Temporary reflective markers (RPM's) can be used if approved by the Engineer in writing.

No additional payment will be made for reflective markers used by the Contractor. Temporary markings will be paid per linear foot under Item 7 and 8.

SP-3.07 BARRICADES, ARROW BOARDS AND WORK ZONE SIGNS

Barricades, arrow boards, work zone signs and related maintenance of traffic items shall be the responsibility of the Contractor, and shall be placed as necessary and as directed by the Engineer.

The costs for providing barricades, arrow boards, work zone signs, etc., shall be included in the various unit price contract items and no separate payment shall be made.

SP-4.01 DENSITY REQUIREMENTS:

Refer to SP-13 and SP-16.

SP-4.02 STABILIZATION:

Not Applicable.

SP-4.03 SOIL BORING INFORMATION:

Not Applicable.

SP-4.04 TEMPORARY STOCKPILING:

For temporary stockpiling of the excavated material within project limits (and anywhere within City limits) the Contractor shall follow the following procedure.

Public Right of Way

- a. The Contractor will not be allowed to stockpile suitable, excavated material within right-of-way for a period in excess of 30 calendar days. Unsuitable excavated material shall not be stockpiled within public right-of-way for a period in excess of 7 calendar days.

Location other than Public Right-of-Way

- b. The Contractor shall:
 1. Obtain the permission (in writing) from the owner of the property where stockpiling is desired.
 2. At its own expense present the above letter and a contour plan of the site to the DPW Construction Engineer for approval of stockpiling site.
 3. At the conclusion of the stockpiling activity, the Contractor shall obtain a signed letter of release from the property owner that he/she is completely satisfied with the stockpiling operation and with the restoration of their property. A copy of the letter shall be furnished to the Engineer.

The time periods of stockpiling shall be specified by the Contractor in writing.

Upon removal of stockpiled material, the Contractor shall clean up and grade the site to its original contours and conditions.

The City of Tampa shall not be a party to any agreement between the Contractor and private property owner(s).

Regardless of the location of stockpiling, it shall be the Contractor's responsibility to make sure that stockpiling in no way constitutes a public hazard, nuisance and does not interfere with the natural surface runoff in the area.

SP-4.05 DEWATERING:

Not Applicable.

SP-4.06 COMPACTION OF SUITABLE CLAY FILL MATERIAL:

Not Applicable.

SP-5.01 UTILITY PROTECTION CONSIDERATIONS:

The Contractor shall protect all utilities and other facilities within and adjacent to the construction as covered in Section G- 1.03, unless a utility firm has conclusively indicated, or such is shown on the plans, that the certain adjustment, removal, reconstruction, or protection of the utility's facility will be performed by that respective utility.

It will be the Contractor's responsibility to preserve all existing ditches, swales, force mains, gravity mains, laterals, etc., and other storm water appurtenances and facilities pertaining thereto whether owned or controlled by City, other governmental bodies or privately owned by individuals, firms or corporations.

SP-5.02 ADJUSTMENT OF UTILITIES AND PUBLIC SERVICE INSTALLATIONS:

Storm and sanitary sewer manhole covers, valve covers or boxes, water meter boxes, and vaults located within the limits of construction of the pavement or sidewalk area to be constructed, reconstructed or overlaid shall be relocated or adjusted by the Contractor to conform with the new pavement or sidewalk elevation as a part of the work of constructing or reconstructing the pavement or sidewalk and no separate payment shall be made.

Appurtenances of other utilities will be relocated or adjusted by the utility company owning or having jurisdiction over the respective utility.

SP-5.03 REMOVAL OR ADJUSTMENT OF PUBLIC UTILITIES:

The City will make necessary arrangements with public utility owners, other than City of Tampa Water and Sanitary Sewers, for removal or adjustments of existing utilities, whether shown or not shown on the plans, where such removal or adjustment is determined by the Engineer to be essential to the performance of the required construction, provided normal construction procedures are used by the Contractor.

Relocations or adjustments requested by the Contractor on the basis of the use of a particular method of construction or a particular type of equipment shall not be considered as being essential to the construction of the project if other commonly used methods or equipment could be employed without the necessity of

relocating or adjusting the utility. The Engineer will determine the responsibility for any such adjustment of utilities.

Relocations or adjustments requested for the Contractor's convenience or because of delivery of materials to the job site shall be the responsibility of and at the expense of the Contractor.

The Contractor shall be required to coordinate its activities with relocation work by the utilities. A schedule for relocation work will be presented to the Contractor at the pre-construction conference. This schedule may be adjusted to "fit" the Contractor's proposed schedule, but it will include periods during which the Contractor's ability to perform work in the relocation area will be limited, with no additional compensation.

SP-6.01 USE OF CITY WATER SYSTEM:

A Tampa Water Department portable meter shall be utilized when obtaining water from the City system. Contractor shall include all coordination, application fees, deposits and services fees in the bid.

SP-6.02 WATER MAIN CONSTRUCTION AND/OR OFFSET:

Not Applicable.

SP-6.03 WATER SERVICE CONNECTIONS:

Not Applicable.

SP-7.01 SANITARY SEWER CONSTRUCTION:

Not Applicable.

SP-7.02 SANITARY SEWER HOUSE LATERAL EXTENSION:

Not Applicable.

SP-8.01 FILLING LOW AREAS WITHIN CITY LIMITS:

The Contractor under Sec. 21-27 (Permit Requirements) of the City of Tampa Code is prohibited from filling any area public or private (except where shown on the construction plans) within the project limits or any where within the City limits without a permit.

For filling and/or grading any area, the owner of such area shall obtain a permit from the Storm water Management Division, Department of Sanitary Sewers, City of Tampa. The owner shall submit existing and proposed contour plans of the area to be filled and the adjacent land for determination if a permit could be issued. Drainage patterns can not be altered to the detriment of neighboring property owners or public rights-of-way.

Concurrently the permit application will be reviewed by the Parks Department.

The Contractor shall not deposit any fill material within the City limits without an approved permit. A copy of the permit shall be submitted to the Engineer, by the Contractor prior to any filling or grading operation.

SP-8.02 ENVIRONMENTAL PROTECTION:

The Contractor will be held liable for the violation of any and all environmental regulations. Violation citations carry civil penalties and in the event of willful violation, criminal penalties. The fact that the permits are issued to the City does not relieve the Contractor in any way of its environmental obligations and responsibilities.

SP-8.03 CONFLICT STRUCTURE:

Not Applicable.

SP-8.04 REINFORCED CONCRETE PIPE/BOX:

Not Applicable.

SP-8.05 CONSTRUCTION OF PAVED SUMP BETWEEN INLET AND EDGE OF PAVEMENT:

Not Applicable.

SP-8.06 DRAINAGE STRUCTURES:

Not Applicable.

SP-8.07 RIP-RAP:

Not Applicable.

SP-8.08 STANDARD FOR FILTER FABRIC:

Not Applicable.

SP-8.09 CONNECTION TO EXISTING INLET OR MANHOLE:

Not Applicable.

SP-8.10 EROSION CONTROL PLAN:

Not Applicable.

SP-8.11 CONCRETE STRUCTURES AND CONCRETE BOX CULVERTS:

Not Applicable.

SP-8.12 DRAINAGE STRUCTURE AND PIPE BEDDING:

Not Applicable.

SP-9.01 EXISTING SIDEWALKS, DRIVEWAYS AND PARKING AREAS:

The Contractor shall meet existing sidewalks, driveways and parking areas (concrete or asphalt) when possible with the proposed street replacement. At locations where existing sidewalks and driveways are not at the same elevations as the new grades, the Contractor may be required to reconstruct a portion of the sidewalk or driveway as directed by the Engineer. (When existing driveway is of asphalt type, a base of 6" thickness shall be constructed with a 1" thick asphaltic concrete surface course.)

Payment will be made under the owner's contingency (Bid Item No. 9). There will be no payment if existing sidewalks or driveways must be reconstructed due to negligence of the Contractor.

SP-9.02 PRIME/TACK COAT:

Refer to SP-13.

SP-9.03 PAVEMENT REPLACEMENT AND TOTAL RESTORATION:

Not Applicable.

SP-9.04 CONCRETE CURB OR CURB-AND-GUTTER:

Expansion joints in concrete curb or curb-and-gutter shall be placed at all inlets, radius points, horizontal and vertical points of intersection (P.I.'s), and as otherwise directed by the Engineer. They shall be located at intervals of 100 feet between other expansion joints or ends of a run.

SP-9.05 ASPHALT LEVELING COURSE:

Not Applicable.

SP-9.06 PAVEMENT MIX DESIGNS:

Refer to SP-16.

SP-9.07 USE OF RECLAIMED ASPHALT:

See SP- 13

SP-9.08 CRUSHED CONCRETE AS ALTERNATIVE BSE MATERIALS:

Not Applicable.

SP-9.09 PEDESTRIAN RAMPS:

All pedestrian ramps constructed in new sidewalk under Section 522 of that Technical Specifications shall comply with F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS Index No. 304 and 310, except that Detectable Warning Strips, a.k.a., domes, for District Seven Construction and Maintenance should be either inset ceramic tiles or thermoplastic detectable warning strips. These warning surfaces shall be provided by the following vendors/manufacturers or as approved by the Engineer:

- Inline Truncated Dome EZ Tile supplied by Professional Pavement Products
- Topmark supplied by Flint Trading
- Vanguard Truncated Dome supplied by Vanguard

Payment for ramps in existing sidewalk shall be made under owners contingency (Bid Item No. 9):

SP-10.01 GRASSING AND/OR SODDING:

Not Applicable.

SP-10.02 TREE REMOVAL:

Not Applicable.

SP-10.03 LIVE OAK TREES:

Not Applicable.

SP-10.04 ROOT PRUNING:

Not Applicable.

SP-10.05 TRANSPLANTING TREES:

Not Applicable.

SP-10.06 RESTORATION OF LANDSCAPING WITHIN RIGHT-OF-WAY:

The Contractor shall remove any shrubbery, trees less than 5 inches in diameter, other landscaping, walkways, planters, other landscaping, and irrigation systems which are in conflict with the proposed construction. These items shall be restored, relocated, and/or reconstructed as shown in the plans or as directed by the Engineer.

Cost of removing, restoring, relocating, and reconstructing the above items shall be included in the base bid. No separate payment shall be made for this item.

SP-10.07 TREE PROTECTION:

Tree barricades shall be constructed and maintained at trees indicated on the plans as "to be protected" and/or as directed by the Engineer. Generally, barricades are to be placed ten (10) feet from the trunk of each protected tree.

Barricades shall be constructed of commercially available pine lumber, as follows: Vertical members shall be 2" x 2" or larger, generally spaced twelve (12) feet apart. Horizontal members shall consist of one (1) 1" x 2" board.

The Contractor shall provide the services of an approved licensed tree professional when it is necessary to trim or cut a branch from a tree.

Payment for tree protection and tree cutting or trimming shall be included base bid. No separate payment shall be made for this item.

SP-10.08 TREE FEEDER SYSTEMS:

Not Applicable.

SP-10.09 TREE TRIMMING:

The Contractor shall be responsible for trimming any limbs or shrubbery that may interfere with its equipment and as directed by the Engineer. Cost of trimming and disposing of these items shall be included in the bid items for asphalt and no other payment shall be made.

SP-11.01 PARKING METERS:

REFER TO GENERAL PROVISIONS, SECTION 14 MISCELLANEOUS

Add the following in its entirety:

G-14.04 RESERVED PARKING SIGNS IN PARKING METER AREAS

The Contractor shall reimburse the Department of Public Works, Parking Division located at 107 N. Franklin Street, Tampa, Florida 33602 for any and all metered parking spaces occupied or made unusable or unavailable as a result of or because of construction activity by the Contractor. Private automobiles may not be parked in any reserved space.

In order to receive temporary or permanent reserved signs in parking areas which are regulated by parking meters, there shall first be paid to the Parking Revenue Fund for the elimination of each such meter a charge based on the following schedules:

- (1) In one dollar and twenty-five cents (\$1.25) per hour metered areas, a charge based on twelve dollars and fifty cents (\$12.50) per day with a minimum of twelve dollars and fifty cents.
- (2) In fifty cents (\$0.50) per hour metered areas, a charge based on five dollars (\$5.00) per day with a minimum of twelve dollars and fifty cents.
- (3) In thirty cents (\$0.30) per hour metered areas, a charged based on three dollars (\$3.00) per day with a minimum of twelve dollars and fifty cents.
- (4) In twenty-five cents (\$0.25) per two hours metered areas, a charged based on one dollar and twenty-five cents (\$1.25) per day with a minimum of twelve dollars and fifty cents.
- (5) During non operational hours (i.e., Sundays, Holiday, and weekdays after 6:00 p.m.) in metered areas, a charge based on two dollars (\$2.00) per day with a minimum of twelve dollars and fifty cents.

In the event that an entire block or area of parking meters are reserved for a period of 90 days or longer, the Contractor may arrange a payment schedule with the Department of Public Works, Parking Division. Said payment schedule will be paid on a monthly basis after a deposit equivalent to the first and last month rental charges has been received by the Parking Division prior to commencement of construction.

Any meter or meters which may sustain damage due to construction activities in the immediate area must be removed. The meter removal/installation charge is \$7.50 per meter. Failure to have a meter(s) removed will result in the Contractor being held liable for damage occurring to said meter(s) and further, the Contractor will be required to reimburse the Department of Public Works, Parking Division for meter(s) repaired or replaced.

Contingency Item.

SP-11.02 USE OF EXPLOSIVES:

Explosives will not be used on the work except when authorized by the Engineer. The use of same, if authorized, shall conform to laws or ordinances which may pertain to the use of same and the utmost care will be exercised by the Contractor so as not to endanger life or property. The Contractor will assume full responsibility in connection with use of any explosives even though authorized. Explosives will not be stored within the City limits.

SP-11.03 EXISTING PUBLIC FACILITIES:

Existing public facilities that are removed by construction operations under this contract shall be replaced by the Contractor to City of Tampa specifications. These items shall include all public benches, light poles, shelters, roadway signs, etc., and replacement of these items shall be considered incidental to the cost of construction and no separate payment will be made.

SP-11.04 METAL PRODUCTS:

All metal products incorporated into the project must be tested by and found to conform to applicable specifications by an approved private testing laboratory prior to use on the project. These acceptance reports must also be made available to the Construction Engineer and to be placed in its office file prior to use on the project.

SP-11.05 WATER FOR DUST CONTROL:

The work specified in this section consists of the application of water within the limits of construction of the project or on streets used as detour routes in connection with the project, in accordance with these specifications.

Water used for dust control shall be free from pollution to the extent that its use will not constitute a nuisance or health hazard to anyone living in close proximity to the areas where it is used.

Water for dust control shall be included in the unit costs for the various items and no separate payment shall be made.

SP-11.06 PROPOSED FENCE:

Not Applicable.

SP-11.07 RELOCATION OF EXISTING FENCE:

Not Applicable.

SP-11.08 RESTORATION OF EXISTING FENCE:

The existing fence, if removed or damaged by the Contractor during the construction work in this project, shall be restored to its original condition.

No payment shall be made to the Contractor for the fence removal and/or restoration.

SP-11.09 CONCRETE BLOCK RETAINING WALLS WITH CONCRETE FOOTING:

Not Applicable.

SP-11.10 MAILBOX RELOCATION:

All mailboxes within the limits of construction shall be removed and reset or relocated to allow access for mail delivery as directed by the Engineer. Cost of this activity shall be included in the cost of the various contract items and no separate payment shall be made.

SP-11.11 SIGNALIZATION CONDUIT:

Not Applicable.

SP-11.12 RESTORATION OF MONUMENTATION:

The Contractor shall, with no additional payment, re-establish any permanent survey or mapping monumentation which is disturbed or destroyed in the course of the construction project.

SP-11.13 INSTALLATION OF SIGNALIZATION POLES AND MAST ARMS:

Not Applicable.

SP-11.14 SIGNALIZATION CONTROLLER AND CABINET:

Not Applicable.

SP-11.15 VEHICULAR TRAFFIC SIGNAL ASSEMBLIES:

Not Applicable.

SP-11.16 CONTINGENCY ALLOWANCE:

Payment from the Contingency Allowance shall be made only at the direction of the Engineer under:

Item No. SP-11-16	Contingency Allowance \$300,000	L.S.
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SP-12.01 METRICATION:

The Contractor may be required to convert plan units to and/or from metric units in order to comply with Florida Department of Transportation and City of Tampa conversions to the metric system.

No separate payment for conversion of units will be made.

SP-13.00 COLD RECYCLING WORK

SP-13-1 SCOPE OF WORK

SP-13-1.1 DESCRIPTION. This work is the in-place construction of a Cold Recycled Bituminous Base Course using either reclaimed asphalt pavement (RAP) material and/or reclaimed aggregate material (RAM) combined with virgin aggregates and/or bituminous material. It is the intent of this Contract to recycle

100% of the existing asphalt pavement to ensure that the completed recycled base course will be of a consistent material and thickness throughout. This will include, but is not limited to, all existing asphalt pavement adjacent to all concrete curbing, storm sewer inlets, manholes, sanitary sewer manholes, and all utility valve boxes. The existing asphalt pavement in the above described locations must be included in the recycling process in order to construct a bituminous base course with a uniform thickness throughout 100% of the proposed area. The completed cold recycled bituminous base course shall be 1.5 inches below the required elevation of the finished asphalt surface or other wearing course determined by the Engineer. The finished asphalt surface grade and elevation shall be discussed in the preconstruction meeting.

SP-13-1.2 RADIUS. Mill to a minimum depth of four inches, all material in radius. Excavate milled material from radius and replace with new recycled base course material or binder to the required depth, and compact.

SP-13-1.3 INTERSECTIONS. Mill and recycle to a minimum depth of four inches all material in intersections as specified by the Engineer. Compact using acceptable methods leaving a one-inch paving notch along the undisturbed roadway adjacent to and connecting the project.

SP-13-1.4 SLOPE. A minimum 2% Cross Slope shall be maintained through the length of the project.

SP-13-1.5 CURB REVEAL. It is the intent of this Contract to obtain a final curb reveal of a minimum of five inches after the installation of a 1-1/2" wearing course or other wearing course determined by the City.

SP-13-2 CONSTRUCTION

SP-13-2.1 MIXING. Mixing of all reclaimed materials, aggregate and emulsified asphalt will be conducted in-place. Maintain proper moisture content to assure thorough mixing of all materials in-place.

SP-13-2.2 IN-PLACE MIXING. Spread the required quantity of reclaimed material and aggregate, if required, on the prepared area in a uniform loose layer to obtain the specified compacted depth. Adjust the travel speed of the mixer to obtain a thorough and uniform mixture in a single pass.

SP-13-2.3 Ensure that positive displacement pumps accurately meter the planned amount of bituminous material and the milling machine mixes it thoroughly with the RAP materials. The pump shall be mechanically or electronically interlocked with the ground speed of the machine. The bituminous metering system and water metering system shall be capable of continuous monitoring (GPM) flow and totaling the quantity of bituminous material applied into the mixing chamber.

SP-13-2.4 COMPACTION. Construct the base course in approximately equal depth layers. Provide a compacted layer depth of not less than three inches or more than five inches. After each course has been uniformly spread, allow that course to cure as necessary prior to the rolling. Roll with rollers meeting the requirements of FDOT Standard Specifications for Road and Bridge Construction 2010, Section 330-10. Commence rolling at the low side of the course, except leave 3 to 6 inches from any unsupported edge or edges unrolled initially to prevent distortion. The in-place density of each compacted course will be determined in accordance with Section 200. Density readings will be taken by a licensed nuclear gauge operator and witnessed by the Engineer. Construct at least 2 control strips by varying the roller sequence to achieve maximum density. Compact the remaining recycled mixture to a target density of at least 96% of the highest average control strip density. Use both a pneumatic tire roller (25-30 ton) and a steel roller (10 ton or larger) operated in a vibratory mode in the rolling operation.

SP-13-2.5 FINISHING. Complete the finishing operation during daylight hours. The roadway must be open to the public at all times.

SP-13-2.6 ROAD WIDENING. Remove two feet of shoulder a minimum of 12 inches deep. Replace with cold recycled material and compact in two lifts. Payment will be made per bid item, Base Course with Two Feet Widening per square yard.

SP-13-3 FINISHED SURFACE

SP-13-3.1 PROTECTION. The Contractor shall, per FDOT Standard Specifications for Road and Bridge Construction 2010, Section 330-13, protect any finished portion of the base course upon which construction equipment is required to travel to prevent marring, distortion, or damage of any kind. Immediately and satisfactorily correct any such damage. Prime/lock-down and sand the recycled pavement layer prior to opening the roadway to traffic. No additional payment shall be made for protection of the recycled layer.

SP-13-3.2 SURFACE TOLERANCE. The Contractor shall, per FDOT Standard Specifications for Road and Bridge Construction 2010, Section 330-12, check the surface smoothness transversely with acceptable templates and longitudinally with straightedges in accordance with the requirements of Section 330-12. Satisfactorily correct any surface irregularity that exceeds 1/2 inch under a template or straightedge, or that the Engineer deems objectionable.

SP-13-3.3 TESTS FOR DEPTH OF FINISHED BASE COURSE. Determine the depth of Recycled Bituminous Base Course by cutting or drilling holes to the full depth of the completed base course. Make one depth measurement for each 500 lineal feet or less of completed base course. Remove and satisfactorily replace any section deficient 1/2 inch or more from the specified depth at no expense to the City.

SP-13-3.4 Start the immediate correction of sections of the base course, which are deficient in depth at the point of the determined deficiency, and proceed longitudinally and transversely until the base course is found to meet the specifications.

SP-13-3.5 Cut or drill all test holes, backfill with similar or acceptable material, and satisfactorily compact at no expense to the City. This operation will be under the supervision of the Engineer, who will check the depth for record purposes.

SP-13-6 BASE FAILURE. In the event of any unstable or failed area of the recycled asphalt base course, the City will determine if the failure is due to the incorrect processing of the recycled asphalt material or if deeper underlying material or drainage problems are responsible for the failure. In the event it is determined by the Engineer and the Contractor that the failure is due to the recycled asphalt material being at fault, the Contractor will excavate the failed area and back fill and compact with suitable new material. If the problem is not due to the recycled asphalt material, then the area will be excavated and repaired per the applicable proposal item unit price.

SP-14-1 EQUIPMENT

SP-14.1 Use equipment which will produce the completed base course in-place as follows:

SP-14.1.1 Use a single processing unit capable of planning, sizing, and mixing all materials in-place and which is capable of placing the recycled base course in a single pass lay down.

SP-14.1.2 Use a multi-unit train capable of planning, sizing, and mixing all materials in-place as specified. Up-cutting machines will not be permitted unless secondary crushing is conducted in-place prior to mixing and the introduction of bituminous material. The multi-unit train must recycle a minimum lane width of ten feet in one pass.

SP-14.1.3 Use only bituminous pavers as specified in FDOT Standard Specifications for Road and Bridge Construction 2010, Section 320-5 for lay down of materials.

SP-14.1.4 Maintain all equipment in a satisfactory operating condition as specified in FDOT Standard Specifications for Road and Bridge Construction 2010, Section 320.

SP-14.1.5 RECYCLING ALONG CURB, GUTTER LINE AND AROUND UTILITIES. So as to recycle 100% of the roadway, use a small milling machine to mill to a minimum depth of 4 inches longitudinally along all curbs and gutters, and around all manholes, inlets, and any other structures not accessible or practical to be milled by a standard size milling/mixing machine. The milled product produced by the small mill will be the same as the large mill and of equal gradation to produce a uniform recycled bituminous base course. Remove milled material and replace with new recycled bituminous base course material or binder. Inlets/Catch Basins must be covered during the milling and recycling operation to prevent milled material from entering the catch basin area where it could contaminate and/or block the storm water system. Compact material flush with curb-face so as no irregularity in material exists. It is the intent to obtain a final curb reveal of 5 inches after the installation of the 1-1/2" wearing course or other wearing course determined by the City.

SP-15 MATERIALS

SP-15.1 Construction material and workmanship shall conform to applicable requirements of FDOT Standard Specifications for Road & Bridge Construction, 2010 Edition, Section 334. All materials incorporated in this Contract shall comply with the following FDOT Standard Specifications for Road & Bridge Construction, 2010 Edition. The Contractor shall furnish the Engineer with written certification that these requirements are being met.

SP-15.1.1 RECLAIMED AGGREGATE MATERIAL. Aggregate material which has been removed, hereinafter called (RAM).

SP-15.1.2 RECLAIMED ASPHALT PAVEMENT. Processed paving material containing bitumen and aggregates, hereinafter called (RAP).

NOTE: Ninety-five percent of the bituminous material is required to pass through a two-inch sieve.

SP-15.1.3 BITUMINOUS MATERIAL. Add to the mix the type and quantity of bituminous material as determined by Design. Use bituminous material conforming to the applicable requirements of FDOT Standard Specifications for Road and Bridge Construction 2010. The following material should be used: Emulsified Asphalt, CSS-1H, E-18R or approved equivalent alternate.

SP-15.1.4 AGGREGATE. FDOT Standard Specifications for Road and Bridge Construction 2010, Section 901-1.4, Nos. 57 and 67, No. 2. Add the gradation and quantity to the mix as required by field conditions or as directed by the Engineer.

SP-15.1.5 TESTING. Permission to test streets must first be obtained from the Engineer. One core sample must be taken for every 500 lineal feet, with a minimum of a 6" core bit, on each street that is part of this project. This hole must be patched with cold patch. Supply representative samples of the RAP material or pavement core samples, bituminous materials, and virgin aggregate to a laboratory for preliminary testing

to determine the optimum moisture content, type of bituminous material, and proportions. Obtain guidelines on sampling procedures from the Florida Method of Sampling and Testing as found in the Field Sampling and Testing Manual.

SP-15-1.6 MIXTURE. Combine the reclaimed material, aggregates, and bitumen, meeting the requirements specified, in such proportions that the total aggregate and bitumen in the base course conforms to a mixture of acceptable composition and stability. Make field adjustments to the recommended mix design under the guidance of a knowledgeable and competent technician to obtain a satisfactory recycled mixture.

In addition, the Contractor shall submit to the Engineer in writing the proposed asphalt mixes and sufficient samples for study and testing. A minimum of ten days shall be allowed for the Engineer to approve or recommend changes.

SP-16 ASPHALT PAVEMENT

SP-16.1 DELIVERY TICKETS. All delivery tickets and notes regarding any materials brought to the project site to complete this Contract must be given to the Engineer upon delivery to the project site. These tickets must be signed by the Engineer at the time of delivery.

SP-16.2 METER READINGS. Before the start and at the end of each day's work, the Engineer must be permitted access to the mixing equipment in order to read the meter to verify the quantity of asphalt emulsion applied during the day's work.

SP-16.3 FURNISH & INSTALL FDOT TYPE SP-12.5 OR SP-9.5 ASPHALT. The Contractor shall furnish all the equipment, materials and install the overlay of SP-12.5 or SP-9.5 Asphaltic Concrete in full and complete accordance with the latest edition of FDOT's Standard Specifications for Road and Bridge Construction. Payment will be full compensation for the asphalt overlay and made under the Proposal Item unit price for Furnish & Install FDOT Type SP-12.5 or SP-9.5 Asphalt, by the ton.

SP-16.4 MATERIALS. Construction materials and workmanship shall conform to applicable requirements of FDOT Standard Specifications for Road & Bridge Construction, 2010 Edition. The Contractor shall furnish the Engineer with written certification that the following requirements are being met:

- (1) A leveling course may be required to correct the profile of the road and after cold milling. The type of mix and the depth of the leveling will be decided in advance by the Engineer;
- (2) Surface Course Type SP-12.5 and Type SP-9.5 shall conform to FDOT Standard Specifications for Road & Bridge Construction, 2010 Edition, and latest supplemental specifications;
- (3) Asphaltic Concrete Pavement. All asphalt pavements shall be constructed of asphaltic concrete of type and thickness as shown in the specifications and placed where directed by the Engineer. Construction material and workmanship shall conform to applicable requirement of FDOT Standard Specifications for Road & Bridge Construction, 2010 Edition, and latest supplemental specifications.

In addition, the Contractor shall submit to the Engineer, in writing, the proposed asphalt mixes and sufficient samples for study and testing. A minimum of ten days shall be allowed for the Engineer to approve or recommend changes.

SP-16.5 METHOD OF MEASUREMENT-ASPHALT. When placing asphalt, the Contractor shall be paid based on the tons of asphalt placed (lbs per sq yd) as directed by the Engineer. First, the Engineer shall predetermine the amount of asphalt to be placed for each individual job. The Engineer shall specify the amount on a job-by-job basis prior to the particular job commencing. The Contractor shall then be allowed to vary the actual amount of asphalt placed by +/- 5 lb. per sq. yd. of the amount specified.

If the Contractor places within +/- 5 lbs. per sq. yd. of the amount of asphalt specified by the City, then the City shall pay said Contractor for the exact amount of asphalt placed.

If the actual amount of asphalt placed by the Contractor is less than the +/- 5 lbs. per sq. yd. range specified above, then the Engineer will be given the following two options:

(1) The work shall be deemed unacceptable and the Contractor shall be required to rework the entire work area so as to comply with the work order. There shall be no additional compensation for this work;

(2) The Engineer may elect to pay the Contractor for the amount of asphalt actually placed.

If the actual amount of asphalt placed by the Contractor is greater than the amount of asphalt +/- 5 lbs. per sq. yd., then the City shall pay for only the specified amount plus 5 lbs. per sq. yd.

SP-16.6 DENSITY CONTROL AND PAYMENT SCHEDULE. The Contractor shall use a City approved independent lab to perform all density testing as specified in Section 334 in the FDOT Standard Specifications for Road & Bridge Construction 2010 edition.

SP-16.7 BILLING / WORK ORDER EXAMPLE.

- Street Segment 200' Long X 22" Wide
- Square Yards (220' x 22") 9 = 488 sq yds
- City presents Work Order for Segment:
- Estimate Yards @ 488 sq yds
- Estimate 110 lbs/yd² of Asphalt
- Estimate of Units:
- Area.....488 Sq Yds
- Asphalt.....26.8 Tons
- (110 lbs. x 488 sq yds) 2000 lbs/Ton = 26.8 Tons
- Range of Acceptable Billing at +/- 5 lbs. /Ton:
- @ 105 lbs/sq yd.....25.6 Tons x Unit Price
- @ 110 lbs/sq yd.....26.8 Tons x Unit Price
- @ 115 lbs/sq yd.....28.0 Tons x Unit Price
- Work Orders and Daily Work Summary

The Contractor and the Engineer shall be required to mutually agree (prior to the work) as to the amount of (average lbs/sq yd) asphalt that is to be used for each work area. A Work Order will be used to document this amount and then be used as the base for calculating the acceptable range of the billing (+/- 5 lbs per sq yd). No work is to commence before the Contractor and the Engineer has signed said Work Order.

At the end of each workday, the Contractor and the Engineer shall confirm and document the square yards of asphalt and the tons of asphalt used for that day. Said documentation shall be performed on the Daily Work Summary Form to be signed by both parties. As the work proceeds, the Contractor shall provide the

Engineer with asphalt shipping tickets that provide the tonnage amount and square yardage so that at the end of the day, the pounds per square yard of asphalt for that day can be documented on the Daily Work Summaries.

SP-16.8 QUANTITY. The quantities specified in the Bid Response Page are approximate. Payment will be based on actual field measurement agreed to daily by the Engineer and Contractor.

SP-17 OTHER CONSIDERATIONS

SP-17.1 Pre-Construction Testing - The Contractor is required to take representative core samples of the roads proposed in this Contract to insure adequate depth of suitable material for recycling. The results of these core samples, along with a suggested mix design of asphalt content must be submitted to the Engineer. No additional payments will be made for coring.

SP-17.2 Curing - Allow the recycled base course to cure for at least one week before placing the wearing course.

SP-17.3 Failure to comply with testing, construction methods, or specified equipment will be cause for default of Contract.

Where it becomes necessary, the Contractor will adjust manhole rings as directed by the Engineer. Manhole risers will be provided by the City and installed by the Contractor. The risers will be adjustable by a turnbuckle type locking devise made by American Highway products or equal and will be placed just ahead of the paver so that they will not be affected by traffic. All such work shall be accomplished as ordered by the Engineer.

At streets that intersect streets being resurfaced, resurfacing shall extend onto the intersecting street to the pedestrian crossing turns and over the areas along the radii of all returns, so as to maintain the drainage pattern of the intersection. At the pedestrian crossing, the resurfacing shall be feathered into the existing pavement of the intersecting street.

On any street that has been resurfaced and contains drainage inlets, the Contractor is required to maintain an eight-inch vertical opening to the inlet.

All sweeping by the Contractor will be performed by equipment that has a working water spray system to minimize dust.

SP-18 BITUMINOUS MATERIALS ESCALATION

Due to rapidly fluctuating oil prices, Emulsion and Asphaltic Concrete price adjustments may occur. A current FDOT Fuel and Bituminous Price Index must be submitted with the bid stating what the initial bid prices were based upon. These price indexes are located at the following FDOT website address: <http://www.dot.state.fl.us/construction/fuel&bit/Fuel&Bit.shtm>.

Adjustments for Asphalt Cement (AC-20/30), Polymer Materials, Cutback (RC-70) and Emulsified Asphalts (RS-1/RS-2) will be calculated from the latest FDOT Fuel and Bituminous forms and specifications, currently #700-050-66, dated February 2007. This form is located at the following FDOT website address: <http://www.dot.state.fl.us/construction/fuel&bit/FuelForms.shtm>. Adjustments shall be discussed at the preconstruction meeting and finalized prior to starting work for each project. The City, at its sole discretion, shall determine if the price adjustment is acceptable and provide written acceptance of the price revisions prior to start of any work on the project. The City will not compensate the Contractor for any work that is done without prior written consent of any pricing adjustments.

SP-19. PERFORMANCE. The Contractor may be required to furnish evidence in writing that he or she maintains a permanent place of business and has adequate equipment, finances, personnel, and inventory to furnish the items offered satisfactorily and expeditiously, and can provide necessary services.

SP-20 COLD MILLING WORK

SP-20.1 SCOPE OF WORK

SP-20-1.1 The work specified in this section consists of removing existing asphaltic concrete pavement to improve the ride characteristic or to lower the finished surface adjacent to existing curb prior to resurfacing, thereby re-establishing proper drainage.

SP-20-1.2 The work specified in this section consists of removing existing asphaltic concrete pavement. Transporting and stockpiling the milled asphalt pavement to a storage area designated by the Engineer will be the responsibility of the Contractor. The salvaged material from this project shall remain the property of the City of Tampa.

SP-20-2 CONSTRUCTION

SP-20-2.1 The existing pavement shall be milled to varying depths in a manner which will restore the pavement surface to a uniform longitudinal profile and cross slope of 1/4" per foot. Minimum removal shall be to approximately 1.5 inches in depth. The longitudinal profile of the milled surface shall be established by skid sensor on the side of the cut nearest the centerline of the road. The cross slope of the milled surface shall be established by a second skid sensing device near the outside edge of the cut or by an automatic cross slope control mechanism. The City may waive the requirements for the automatic grade or cross slope controls where the situation warrants such action. The Engineer prior to starting each phase will approve the milling pattern, in conjunction with the lay-down operation.

SP-20-2.2 The Contractor may elect to make multiple cuts to achieve the required pavement configuration or depth of cut if approved by the Engineer. All material shall be removed around manholes, valve boxes, etc. and to the curb.

SP-20-2.3 The milling machine shall be operated to effectively minimize the amount of dust being emitted from the machine. Pre-wetting of the pavement may be required.

SP-20-2.4 Prior to opening to traffic an area which has been milled, the pavement shall be thoroughly swept with a power broom or other approved equipment to remove, to the greatest extent practicable, fine material that could become dust under traffic. This operation shall be conducted in a manner so as to minimize the potential for creation of a traffic hazard and to minimize air pollution.

SP-20-2.5 Sweeping of the milled surface with a mechanical-type sweeper will be performed just prior to placing the new asphalt concrete.

SP-20-2.6 Any manhole covers protruding more than 1" above the milled surface shall have asphalt applied and tapered to existing surface all around the manhole to allow smooth transition for the motoring public.

SP-20-3.3 FINISHED SURFACE

SP-20-3.3.1 The milled surface shall have a texture which will produce acceptable bonding.

SP-20-3.3.2 The finished surface shall have a reasonable uniform texture and shall be within 1/4 inch of a true profile grade and shall have no deviation in excess of 1/4 inch from a straight edge applied to the pavement perpendicular to the center line. Areas varying from a true surface in excess of the above stated tolerance may be accepted without correction if the Engineer determines that they were caused by a pre-existing condition which could not have reasonably been corrected by the milling operations. Any unsuitable texture or profile, as determined by the Engineer, shall be corrected by the Contractor at no additional compensation.

SP-20-3.3.3 The Engineer may require re-milling of any area where a surface lamination caused a non-uniform texture to occur.

SP-20-4 EQUIPMENT

SP-20-4.4.1 The equipment for this operation shall be a machine capable of maintaining a depth of cut and cross slope, which will achieve the results, specified herein.

The machine shall be equipped with automatic grade controls which operate by sensing from one or more skids moving along the pavement surface and where required shall produce a skid resistant surface texture. The machine shall be equipped with a means to effectively limit the amount of dust escaping from the removal operations.

SP-20-4.4.2 It shall be the Contractor's responsibility to familiarize himself and comply with all such local regulations as well as State and Federal rules and to obtain all necessary permits.

SP-20-5 OTHER CONSIDERATIONS

SP-20-5.1 Where it becomes necessary, the Contractor shall adjust manhole rings as directed by the Engineer. Manhole risers will be provided by the City and installed by the Contractor. The risers will be adjustable by a turnbuckle type locking device made by American Highway products, or equal, and will be placed just ahead of the paver so that they will not be affected by traffic. All such work shall be accomplished as ordered by the Engineer.

SP-20-5.2 At streets which intersect streets being resurfaced, resurfacing shall extend onto the intersecting street to the pedestrian crossing turns and over the areas along the radii of all returns, so as to maintain the drainage pattern of the intersection. At the pedestrian crossing, the resurfacing shall be feathered into the existing pavement of the intersecting street.

SP-20-5.3 On any street which has been resurfaced and contains drainage inlets, the Contractor is required to maintain an eight-inch vertical opening to the inlet.

SP-20-5.4 All sweeping by the Contractor shall be performed by equipment that has a working water spray system to minimize the dust problem.

SP-20-5.5 The Contractor must have capability to flood any area with water to insure proper drainage upon completion of paving operations.

SP-21 FULL DEPTH RECLAMATION

SP-21-1 SCOPE OF WORK

SP-21-1.1 Description: The work specified in this section consists of pulverization 100 % of the existing asphalt pavement and a predetermined portion (Up to 15 inches) of the underlying materials combined with a binder material. The intent of this process is to ensure the completed reclaimed base will be of a consistent material and thickness throughout that will meet or exceed the structural requirements as described in the project specifications.

SP-21-2 CONSTRUCTION

SP-21-2.1 PULVERIZATION. The existing pavement and base material shall be pulverized and blended to the required depth (Up to 15 inches). During this step 98% of all material is required to pass through a 2 inch sieve.

Material gradation may vary due to local aggregates and conditions. Multiple passes of the reclaimer may be necessary to achieve the required gradation.

SP-21-2.2 STABILIZATION. The Engineer can specify bituminous, chemical or mechanical stabilization based on the mix design. All materials and additives used shall conform to the applicable requirements of the 2010 FDOT Standard Specifications for Road and Bridge Construction. Bituminous stabilization additives shall be introduced into mix through the reclaimer uniformly and metered so that areas are of equal consistency.

Chemical stabilization additives such as Portland cement, lime, fly ash and various blends can be applied by spreading ahead of the reclaiming machine in dry powder form with calibrated spreading units or in slurry form, either on the ground ahead of the reclaimer, or through a suspension material spray bar integrated into the reclaiming machine's mixing chamber.

Mechanical stabilization additives such as crushed aggregates, asphalt millings and crushed concrete can be spread either ahead of the pulverization pass or incorporated into a blending pass after pre-pulverization and shaping.

After the material has been processed, it shall be compacted to the lines, grades, and depth required. Water may be applied to ensure optimum moisture content at the time of mixing and compaction.

SP-21-2.3 COMPACTION. Breakdown compaction shall take place immediately behind the reclaimer prior to any shaping with the motor grader. Compaction equipment used for breakdown rolling will be self-propelled, compaction will be accomplished with vibratory steel-wheeled rollers and heavy pneumatic-tired rollers. The weight and types of rollers will be as necessary to obtain the required compaction. Shaping proceeds after breakdown compaction with a motor grader to establish proper grade and cross slope. Intermediate rolling is done during this step with a pneumatic roller or a heavy smooth drum vibratory compactor to seat any loose aggregates. Final rolling can proceed using a 12-14 ton range single or tandem steel drum static roller.

The field density of the compacted base shall be at least 96% of the maximum density of laboratory specimens.

Any shoving or other unacceptable displacement shall be corrected. All irregularities greater than ½" over ten feet need to be corrected.

SP-21-2.4 FINISHING. The base course shall conform to the required lines, grades and cross-sections. The newly completed FDR base shall be protected by a prime coat as specified in 2010 FDOT Standard Specifications at a rate of not less than 0.15 gal/sy. At the time the prime coat is applied, the surface shall be dense, free of all loose and extraneous material, and shall contain sufficient moisture to prevent penetration of the bituminous material.

No additional payment shall be made for the prime coat.

SP-21-2.5 MIX DESIGN. Prior to base course construction, a minimum of one (1) core sample must be taken for every twenty five hundred (2,500) square yards of the roadway. Representative samples of the RAP material, underlying base material and virgin materials, where applicable, shall be supplied to a nationally accredited laboratory for preliminary testing to determine the optimum moisture content and proportions of additives needed to produce a finished base course with a minimum compressive strength of 300 PSI. The mix design shall have the following information included: 1. Depth of mixing operation. 2. Type and amount of binder additive. 3. Optimum moisture content for mixing. 4. Completed thickness of FDR base. 5. Required density of completed FDR base. 6. Project location for mix design application. 7. Results of strength tests; Marshall Stability and Tensile Strength.

All mix designs will be developed by qualified, experienced laboratories and personnel and as required by contract documents.

No additional payment for core samples, testing and mix design.

SP-21-3 EQUIPMENT.

The reclaimer shall be self-propelled, down cutting, cold reclaiming machine capable of pulverizing the existing pavement, base and sub grade to depths of up to 15 inches and minimum width of 8 feet in a single pass. The reclaimer shall have the capability of introducing and metering additives uniformly and accurately. The metering device will deliver the amount of asphalt binder to within 0.2 percent of the required design amount by weight of pulverized material. The pump will be mechanically or electronically interlocked with the ground speed of the reclaiming machine.

The Motor Grader shall be of sufficient size and horsepower to adequately rough grade the pulverized, mixed and compacted base. The equipment shall be in good working order free from leaks and capable of maintaining an accurate grade and cross-slope.

Rollers shall be in good working order free from leaks and capable of compacting the mix to the requirements of these specifications. Vibratory rollers shall be a minimum of 10 tons and capable of rolling in either vibratory or static mode. Three wheel static rollers shall be a minimum of 11 tons. Pneumatic tire rollers shall have a minimum of 9 oscillating wheels with smooth, low pressure tires (pressure shall be equally matched in all tires within 5 PSI) and weigh at least 20 tons.

All equipment necessary for the successful completion of projects governed by this technical provision shall be included in the unit costs associated herein.

SP-21-4 FIELD SAMPLING AND TESTING.

Field sampling, testing and inspection will include the following:

1. FDR Gradations to control the maximum size of pulverized materials. Frequency – Beginning of each production day and minimum twice per day.
2. Recycling Additive Sampling and Testing as needed to ensure compliance with specifications. Frequency – Review delivery ticket each load and certification from supplier.
3. Moisture Tests to ensure good binder dispersion and compaction. Frequency – Beginning of each production day and minimum twice per day or more if conditions warrant.
4. Binder Application Rate will be monitored to verify required amounts to achieve desired FDR properties. Frequency – Monitored continuously by operator by on board computer. Verify minimum 3 times per day by QC technicians. Verify quantity on delivery ticket versus production area for each load of binder.
5. Depth of Mixing monitored regularly to obtain required FDR thickness. Frequency – Beginning of each production day and minimum of three times per day.
6. Cross Slope Measurements to obtain minimum 2% as required. Frequency – Continuous monitoring, record minimum five measurements per production day.
7. Width of Roadway Measurements to ensure planned roadway width. Frequency – Continuous monitoring, record minimum five measurements per production day.
8. Compacted Density monitored to establish rolling pattern, compaction control and final compaction. Frequency – Monitor as needed, minimum five final density tests per day.
9. Marshall Tests to monitor in place mixture for structural strength and verification of mix design. Frequency – Once per day minimum.

A daily record of production, quantities and quality control tests will be submitted to the City upon request. No additional payment shall be made for sampling and testing.

SP-21-5 PAYMENT.

Prices and payments will be full compensation for all work (FDR) specified in this section, including furnishing, hauling, placing, spreading, mixing, compacting, testing, prime coat, mix design, corrections and MOT. Payment shall be made per square yard under Item 2.

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