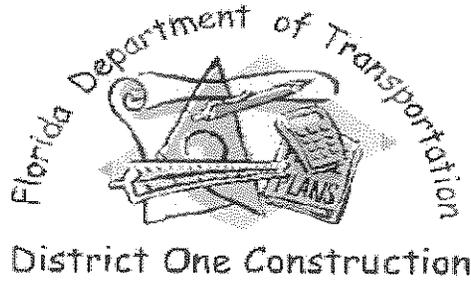


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Proposal Number: T1417
Financial Project Number: 413120-1-52-01, 416120-1-52-02, 412120-1-56-01

Question	Response
<p>Plan sheet # 322 of the temporary traffic control plan under pay item 102-107 calls for 1-DA of temporary detection for existing traffic signals. This is to take place during PHASE 1 of the project. Sheet # 336 of the temporary traffic control plan indicates that milling and resurfacing will not take place until PHASE III of the project. Signalization locations # 4, 5 & 6 (plan sheets T-12, T-14 & T-16) will have new video detection installed and operable by the time milling occurs and should not require any temporary detection. One day of temporary detection will not be sufficient to cover the three intersections that require new loops and obviously cannot be done during PHASE 1. Please advise</p>	<p>Answer Posted 12/1/11 @12:55pm: A Plan revision (#1) was issued for this project. Please see Addendum #1 dated November 30, 2011 on the Department's Contract Administration Website.</p>
<p>1. Please reference plan sheet U-2, General Note number 2, PVC pipe does not come with mechanical joint ends, please clarify the intent. 2. Reference plan sheet U-2, General Note number 4, ductile iron pipe with mechanical joints is a thing of the past and will be difficult to get, suggest we be allowed to use the manufacturer's push-on joint with restraining gasket</p>	<p>Answer Posted on 12/3/11 @3:45pm: 1.) The specifications allow for the use of push-on pipe. 2.) The specifications allow for the use of push-on pipe. 3.) Manatee County 4.) Manatee County requested the force main be placed in casing</p>

<p>when needed at restrained pipe areas. Please clarify. 3. Who is the Owner of the sewer force main and water main that is being relocated? 4. Reference plan sheets U-14, U-15 and U-16, regarding the HDPE force main pipe to be installed inside the 18-inch casing, is this what the Owner of the utility really wants? How do you propose we are to install this pipe with fittings inside the casing? 5. With regard to the HDPE pipe inside the casing as mentioned in above question 4, please provide a detail for pipe in casing, are we to install casing spacers and rubber end seals? 6. Please provide a detail for the air release that is to be installed at station 1258+15 as note number 14 on plan sheet U-2 indicates we are to install.</p>	<p>because it is under the proposed pavement. Notes 14 and 15 on U-2 allow for fittings or bending of the HDPE and the casing bends can be fabricated to accommodate the HDPE. Alternatives to the 45 bends can be proposed but the HDPE must be in a casing. 5.) The HDPE should be secured in the casing using a method that would allow new pipe to be pulled through the casing in the future, if needed. 6.)The piping can be installed using open cut methods. The 8 inch force main will be installed in an 18 inch casing which should allow room for the saddle/ball valve/fittings. See the plan details for guidance. A hole will be needed in the casing pipe for the air release piping to exit. The ball valve assembly should be tapped near the crown of the force main to allow the escape of any accumulated air. The gap between the Air Release Valve piping and the hole in the casing pipe should be sealed.</p>
<p>We would like to see the comp book for this project. Please provide a copy of link.</p>	<p>Answer Posted on 12/1/2011 @ 12:28AM: The computation book is not obtainable at this time prior to the letting for this project. The awarded bidder may request the computation book at the Preconstruction meeting from the Project Administrator and can be made available at that time. However, the Department does not provide the comp book prior to bidding.</p>
<p>Sheet U-2 Note 16. It is impossible to push pipe through a casing with horizontal and vertical offsets. Please clarify.</p>	<p>Answer Posted on 12/1/11 @6:07pm: The piping can be installed using open cut methods. Casing fittings can be split, placed around the HDPE bend and welded.</p>
<p>Utility Plans, there are various locations calling for casing pipe along with utility pipe. Is this casing to be installed by jack and bore method, or open cut?</p>	<p>Answer Posted on 12/1/11 @5:32pm: The intent of the casing is to simplify any future utility pipe replacement. The method of casing installation is at the discretion of the contractor. Per the Standard Specifications (102-8.1) reasonable access to properties must be maintained.</p>
<p>Section A-A on page 219 refers to the "Confining Clay Layer" as one possible terminus for the excavation in the pond liner area and then again when defining the area over which the liner must be placed. Can you specify exactly which strata would be consistent with the criteria for a "Confining Soil Layer"? What testing, if any, will be required to determine if the "Confining Soil Layer" has been reached? Hypothetically speaking, what if the layer is reached</p>	<p>Answer Posted on 12/2/11 @4:24pm: The strata (s) referred to in Section A-A as the Confining Clay Layer are shown as soil profiles 4, 5, and 8 on the Roadway Soil Survey (6) shown on Sheet 225. The confining soils are clays (A-7-6, A-7-5, and A-6). All the SPT borings except two performed in the pond site area encountered soil profiles 4 and/or 8 between elevations -4.0 to -9.0. The two borings that did not encounter clay are located on the proposed northern toe of slope where the liner will be required regardless. The liner will need to be extended in this area until clay is encountered. Realistically speaking, excavation within the pond bottom area is required until clay is encountered (to ensure its presence) or to the depths shown on Sheet 219: A minimum elevation of -11.9 in the littoral area and elevation -14.7 in the sump area. Where clay is not encountered below the pond bottom at those noted elevations, a liner will be required to extend horizontally over the sandy soils to the clay layer, and embedded into the clay as shown in the detail on Sheet 219. Excavation to</p>

<p>in the deeper excavation areas but not in the shallower littoral areas. Does the liner have to run all the way across the pond regardless or does the liner only have to be constructed in areas where the "Confining Soil Layer" has not been reached? Does the Department expect that the "Confining Soil Layer" will be reached?</p>	<p>the elevations noted is only required if clay is not encountered and is required to those depths to provide the proper overburden above the liner. Visual and touch inspection is sufficient to determine if the clay layer is encountered. The clays are quite obvious as they are cohesive and pliable. A simple test is to squeeze the soil in your hand and when you open your hand and pick up the lump: if it stays together it is clay, if it crumbles apart it is granular. Based on the geotechnical exploration, we expect the clay layer to be reached within the majority of the pond area in the elevation range of -4.0 to -9.0, however it is possible that there may be some locations where the clay layer is absent, particularly in the vicinity of the north end of the pond.</p>
<p>Your Typical sections call for an 1 1/2" of SP on top of the Optional Base Group 9, yet the quantities for Item 334-1-14 Superpave Asphaltic Conc. Traffic 'D' seem to show that it would get 3" of SP on top of the Opt. Base Grp. 9. Either the typical section is wrong and should be 3" or the quantity of 10,318 tons is off. I know there is some overbuild but not 5,000 tons worth. Can you please advise.</p>	<p>Answer Posted 12/1/11 @1:35pm: A Plan revision (#1) was issued for this project. Please see Addendum #1 dated November 30, 2011 on the Department's Contract Administration Website</p>
<p>The entire Pond C-1 area is labeled as an Area of Potential Contamination on sheet 367 of the plan set. Would it be prudent to assume that the material excavated from this pond will not be suitable for use on-site? Has the Department quantified the amount of material within the excavation template that will be contaminated? How will the contaminated material excavation impact the Confining Soil Layer requirements for the pond bottom? Is the contamination assessment report available?</p>	<p>Answer Posted on 12/3/11 @7:15pm: 1.) The Pond C-1 site was labeled as a potential contamination site due to its prior land use and the former existence of paint cans and various old containers which were strewn about the site. Subsequently these containers were removed and the District-Wide Contamination Assessment/Remediation Contractor (CAR Contractor) performed soil sampling and found no contamination. The Department offers no opinion as to the question Would it be prudent to assume that the material excavated from this pond will not be suitable for use on-site? 2.)The Department has not specifically quantified the amount of material within the excavation template that could be potentially contaminated based on the response to Question 1s findings. 3.) If the Contractor encounters indications of contamination during construction (as could occur if there were additional dumping after the CAR Contractors sampling) they should stop work in the area and follow the instructions in Section 8-4.9 of the Standard Specifications. 4.) The Contamination Assessment Report should be available at the following link prior to Monday, December 5th at 8am. ftp://ftp.dot.state.fl.us/permitsandutilityworkschedules/district1/FPID%2041612015201/Permits/. Cut and paste this link into your web browser. At the time of this posting, the Report was not yet available.</p>
<p>What is the typical section for the temporary pavement and is the asphalt for the</p>	<p>Answer Posted on 12/1/11 @5:22pm: The Phase I typical on Sheet 324 that shows temporary pavement (on the far right of the sheet) generally reflects what is intended. The limits are delineated on the TTCP plan sheets. Slight adjustments to work with the existing actual field pavement widths and desired temporary lane widths may be required. The typical section for the temporary pavement should match the existing pavement</p>

<p>temporary pavement to be paid for under the lump sum item for maint. of traffic?</p>	<p>cross slope (It varies in the area where needed due to the superelevation transition so a single typical would not address) and should have a two foot minimum grassed shoulder with a max 1:4 slope to ground. The Contractor is to determine the pavement design needed. Yes, there is no separate pay item for the temporary pavement. It is to be included in the lump sum maintenance of traffic pay item.</p>
<p>does pay item "sediment barrier" include any synthetic bales or is it all silt fence?</p>	<p>Answer Posted on 12/1/11 @4:58pm: The sediment barrier pay item includes synthetic bales and silt fence and other similar materials necessary to protect against downstream accumulation of sediment. This pay item replaced the 104-10-2 Synthetic Bales and 104-13 Staked Silt Fence pay items that were used by the Department prior to the January 2010 lettings.</p>
<p>1. Reference plan sheet 44, Optional Materials Tabulation (4),The stormwater jack and bores at structure stations 1229+00 and 1237+00, the table indicates we are to install a 42-inch steel casing at these locations, are we to install casing spacers to support the carrier pipe inside the steel casing? Please clarify.</p>	<p>Answer Posted on 12/1/11 @5:25pm: Casing spacers and Casing end seals will be needed for the referenced installations. The cost of these are considered incidental to the carrier pipe and no direct compensation will be made for these.</p>
<p>Base Material: Will any aggregate base material be allowed in the widening sections other than asphalt?</p>	<p>Answer Posted on 12/1/11 @5:29pm: The plans call for Optional Base B-12.5 only (Asphalt) due to the existing high groundwater conditions and the Departments desire to make a relatively smooth connection to the existing surrounding developments in accordance with current FDOT standards. Therefore, no aggregate base will be allowed in the widening sections.</p>
<p>1. Cannot find Jack & Bore at sta. 1170+80, does not appear in plan view or drainage structures drawings. Please clarify.</p>	<p>Answer Posted on 12/1/11 @5:28pm: From review of the plan sheets, the Summary of Drainage Structures Tabulations, and the drainage structure sections, the location listed in the Optional Materials Sheet 44 shown as 1170+80 should read 1179+00.</p>
<p>1. Please review the bid quantities for Jack & Bore Line Item numbers 0700 and 0705, I do not agree with these quantities. Please clarify.</p>	<p>Answer Posted on 12/1/11 @6:02pm: A review of the Summary of Drainage Structures and the plan sheets for the drainage related Jack & Bore quantities was done and we did not find any discrepancies other than the correction mentioned previously (see answer posted on 12/1/11 @5:28pm) on the Optional Pipe Summary table which was a station location that does not affect the quantities.</p>
<p>The bid plans state that the applicable design standard modifications are the 07/01/11 update. This update eliminated index 101, "Trash Retainer and Sediment Basin." There are, however, pay items 104 7 and 104 9, Sediment Basin and Cleanouts respectively, for the bid plans. There is a table on sheet 24 of the bid plans that delineate the approximate location of the temporary basins but there</p>	<p>Answer Posted on 12/1/11 @5:02pm: In accordance with the SWPPP plan sheet located in the plans on sheet 318, the Contractor is to develop a specific erosion control plan for the project and the NPDES permit. Sheet 318 refers to the Erosion & Sediment Control Manual where specific guidance is provided for the Contractors Erosion and Sediment control designer to utilize when developing the erosion and sediment control plan depending on the field conditions. The</p>

<p>are no specifications regarding the capacity of each individual basin. Can the department provide a typical for construction of the basins including the clean-outs and a required capacity for each basin.</p>	<p>quantities provided in the plans are an estimate of what may be needed for the project.</p>
<p>The posted response to the question regarding Jack & Bore items no. 700 and 705 is inadequate and needs to be readdressed. The bid form quantity for line item no. 0700 should be 260LF not 610LF as the 610LF quantity is including the 30-inch carrier pipe when the casing is to be 42-inch as I interpret the Jack and Bore Table on plan sheet 44. Please review. The bid quantity for line item 0705 should be 676LF not 326LF as the current bid quantity shows and does not include the 42-inch casing footage required for the borings at stations 1229+00 and 1237+00, in accordance with my interpretation of the</p>	<p>Answer Posted on 12/3/11 @7:24pm: The Contractor should bid the Jack & Bore quantities as shown. The quantities for these items are an estimate and may be adjusted as directed by the Engineer to fit the actual field conditions.</p>
<p>Jack and Bore Table on plan sheet 44. Please clarify. The range of casing sizes for the bid items is intended to be for the casing pipe size and not the carrier pipe size. Please review.</p>	
<p>With regard to the answer posted on 12-1-11 at 6:07PM pertaining to the installation of the HDPE pipe inside the steel casing and suggesting we split the casing and reweld the casing to complete the installation, I ask how are we to safeguard against melting the HDPE pipe when welding the casing back together. Got any ideas?</p>	<p>Answer Posted on 12/3/11 @3:30pm: The 8 inch force main will be in an 18 inch casing allowing room for the HDPE to be protected/insulated as needed.</p>
<p>It appears that the regular excavation and embankment quantities are based on template grades and do not take into account the over excavation and backfill for the liner in pond C-1. Will the over excavation be paid for as regular excavation and will the backfill be paid for as embankment?</p>	<p>Answer Posted on 12/3/11 @6:49pm: The contractor is directed to Special Provision 2-4 Examination of Contract Documents which states that Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth calendar day prior to the December bid opening, will be responded to by the Department. For questions posted after these times, an answer cannot be assured. For all questions posted before the deadline, the Department will provide and post responses at the same website before 8:00 A.M. (EST) on the second calendar day prior to bid opening. In accordance with this provision, the deadline for submission of questions which will be responded to by the department was Sunday, November 27, 2011 at 5:00 PM (EST). This question was</p>

submitted on December 3rd @ 8:00am (EST).

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