

Responses to Contractors' Questions

District: **6**

Contract: **T6127**

Letting Date: **Sep 07, 11**

Letting Location: **State**

251185-1-52-01: NW 25TH STREET ADD LANES & RECONSTRUCT

405665-1-52-01: NW 25 STREET VIADUCT NEW ROAD CONSTRUCTION

Question #	Referenced document
1	251185-1-52-01
Q: Bid Proposal includes two (2) items for Field Office. Bid Item 109 71 3 Field Office 900 S.F. and Bid Item 109 71 5 Field Office 1500 S.F. both with the quantity of 1290 days. Is this correct?	
A: As stated in the Pay item note on Sheet 25, the Contractor will be required to provide one 2400 SF Field Office.	
2	251185-1-52-01
Q: Refer to North Line Canal Bridge Inverted T Beam (modified) and Rectangular Beams. Does the plant that produces the above Precast Prestressed products must be in the Department's approved list of producers with accepted Quantity Control Programs as per requirements of Section 105-3 and 450-2?	
A: Yes, Precast Prestressed Concrete Construction shall be done in accordance with Section 450 of the Standard Specifications, and precast prestressed products must be from a plant that is on the Department's list of Producers with Accepted Quality Control Programs.	
3	405665-1-52-01
Q: Would the Department consider for approval a Cost Savings Initiative Proposal (Section 4-3-9) to substitute on the Viaduct Bridge Superstructure Structural Steel Beams for Span 1 thru Span 7 with Precast/Prestressed Florida – I Concrete Beams and adjustments to the substructure and foundation as needed?	
A: No Engineering Change Proposal to substitute Structural Steel Beams with Precast/Prestressed Florida – I Concrete Beams will be considered by the Department. No Engineering Change Proposal that result in changes to the appearance of the substructure will be considered by the Department.	
4	251185-1-52-01
Q: Would the Department consider for approval a Cost Savings Initiative Proposal (section 4-3.9) to substitute the Inverted – T Beam Modified (Bid Item 450-1250) with a modified Florida I-Beam Bottom Flange Section?	
A: The Department will consider a Cost Saving Initiative to substitute the Inverted – T Beam Modified with a modified Florida I-Beam Bottom Flange Section provided all engineering and permitting requirements are satisfied.	
5	251185-1-52-01

Q: On Plan Sheet W-1 General Notes - NW 25th Street, Steel Wall Piling Construction Notes: No. 3 states that "All exposed surfaces (both sides) including 4 ft below ground or bottom of canal of the Steel Wall piling shall have a Coal Tar Epoxy coating in accordance with Section 560-11." If the front face of a section of sheet pile wall is exposed but the back face is against embankment/Drain Rock (i.e., not exposed) is it the Department's intent that both faces must be epoxy coated?

A: Yes, both faces of the sheet piling shall have coal tar epoxy coating in accordance with note 3.

Question #	6	Referenced document	251185-1-52-01
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Q: On Sheet No. B1-2 General Notes, NW 25th Street North Line Canal Bridge, "Bearing Pads"All neoprene pads shall be 1/4" x 6" x 1'-6" and be placed under all beam ends.
On Sheet B1-37, End Bent Layouts, "Section A-A" and "Section B-B", the bearing pad size is 1/2" x 6" x 1'-6". Please identify which size is correct.

A: North Line Canal Bridge Bearing pads shall be 1/4" x 6" x 1'-6" and not 1/2" x 6" x 1'-6".

Question #	7	Referenced document	251185-1-52-01
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Q: We have identified three potential areas for staging / field office during construction.
These areas are located north of the North Line Canal as follows:

- Approximately in the center of the block of NW87th Ave. and NW82nd Ave.
- West of NW78th Ave.
- East of NW78th Ave. (between NW78th Ave. and SR-826)

Please inform if at least one of these areas could be used for temporary construction purpose.

A: The three (3) areas identified in the question, as potential areas for staging/field office located north of the North Line Canal have been determined by FDOT to be under private ownership. It is the Contractor's responsibility to obtain consent from the property owner for temporary use of the property for staging purposes.

After consent of the private property owner has been obtained, the potential staging areas would need to be evaluated by the FDOT Environmental Office for the following environmental issues: wetlands, endangered species, water quality, parks, significant cultural sites, contamination issues, potential for erosion, protection of trees. Areas may not be used for staging without prior environmental review and approval.

Additional guidelines for consideration should the Contractor want to pre-screen an area for staging suitability prior to requesting review by the FDOT Environmental Office:

1. Avoid wetlands as a staging area (the property identified in the question between NW 78th Ave and SR-826 is a wetland).
2. Avoid properties that have abandoned tanks, leaking storage containers (petroleum), and other potential contamination hazards.
3. Avoid properties that will require a permit to use the property as a staging area. Examples of permits are – permits for impacts to wetlands (SFWMD Environmental Resource Permit (ERP), USACE Dredge & Fill Permit); DERM Tree Removal permit. Any permits that are required for staging areas would be the responsibility of the Contractor to obtain.
4. Avoid sites that are used as dry or wet detention/retention areas.
5. Avoid parks.
6. Determine if the proposed staging area contains native trees that will need to be protected while using the property for staging.
7. Determine if the property is adjacent to any water body; erosion control measures such as silt fence, etc. may be required.
8. Determine the presence of drainage features such as flumes and inlets; these structures would require avoidance of stockpiling in their vicinity. Usually these structures must be protected during the staging operations. In some cases staging may be restricted to not include stockpiles of material. Determine the presence of outfalls potentially connected to these structures, turbidity curtains may need to be installed as a preventive measure.
9. If washout activities are planned on the staging area, the staging area should be an impervious surface

Question # 8

Referenced document

251185-1-52-01

Q:

5. Would the Department consider for approval a Cost Savings Initiative Proposal (Section 4-3-9) to substitute the North Line Canal Bridge as designed with a large diameter (12'-6" or 14'+/-) Elliptical/Arch Metal Culvert with regular subgrade, base and Asphaltic Concrete Pavement over the pipe?

A:

The Department will consider a Cost Savings Initiative Proposal for a culvert enclosure alternative to the bridge design provided that it meets all the requirements of Supplemental Specifications Article 4-3.9 and the contractor obtains all necessary permits and maintenance agreements from DERM, SFWMD and Miami-Dade Public Work Department.

Contractors shall be aware that in 2009 the Department was unsuccessful in an attempt to obtain DERM approval of a culvert alternative. At that time the Department had submitted a proposal for a 34'1" span X 23'4" rise elliptical culvert.

DERM and SFWMD requested three (3) studies to evaluate impacts to the canal:

- To evaluate impact to the canal hydraulic conveyance;
- To assess for the potential of hydrogen sulfide gas generation;
- To evaluate changes to the groundwater flow, which may result in flooding.

The Reports had several recommendations to deal with safety requirements including, but not limited to, implementation of ventilation ducts, aerator fan system as well as stormwater mobile pump system to periodically purge the gas from the water and air sections of the proposed culvert enclosure.

The following reasons for rejection were listed by DERM:

- A long culvert enclosure will not only deplete water quality in the canal, but will also result in maintenance and canal operation problems.
- Since the bottom of the canal would be placed 6 ft below the bottom of the existing canal, it would generate excessive sedimentation build-up along the canal, which over the years would impair culvert conveyance capacity.
- Bridge design has open bottom that provides for better ground/surface water inter-phase and less oxygen depletion than the culvert design option.
- Vertical clearance of the bridge is significantly greater and provides significantly more favorable condition for better ventilation, and better access for maintenance than the culvert option.
- The bridge option provides a longer service life than the culvert option.

Question # 9

Referenced document

251185-1-52-01

Q: The documents show the construction of a bridge along NW25th St. over the North Line Canal from East of NW84th Ave. to East of NW78th Ave. We have identified six locations where we would like to have temporary construction access north of the canal to facilitate bridge construction.

The locations are as follows:

- West of NW82nd Ave. (three building property)
- East of NW 82nd Ave. (building is located West of power lines)
- West of NW79th Ave. (building is located East of power lines)
- East of NW79th Ave. (Universal Plaza)
- Vacant land located West of NW78th Ave.
- Vacant land located East of NW78th Ave.

However, these locations are private properties and we would like to know if FDOT has made arrangements for these private owners and/or the City of Doral to allow temporary construction access to contractor.

If the answer is positive, please provide details of the agreement between property owners/City and FDOT.

If answer is negative, please provide instructions on how to proceed, more specifically, should contractor include in its proposal the cost of access and the temporary use of private property during bridge construction?

A: As shown on plans the Contractor will have a 5 ft. construction easement along north side of the Canal. Fifteen (15) foot wide area between the construction easement and the North Line Canal maintenance easement may be utilized without damages to trees and existing structures or impact to private properties as approved by the Engineer. The Contractor shall utilize means and methods allowing the bridge construction within limits provided on the plans.

The Department has not determined whether any of the referenced properties are available. The Contractor is responsible for all temporary easements, leases and permits for the use of any property outside those specified on the Contract plans whether used for construction access or staging. The Contractor shall include the cost of any such temporary use of private property in their proposal.

Question #	10	Referenced document	251185-1-52-01
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Q: Typical Section Drawings reference Black Base to be utilized within intersections, from farthest return on one side to fartheet return on other side. Is it the intent of the department to pay this under Optional Base Group 15?

A: Black base at intersections, as shown on the Typical Sections, is specified to expedite reconstruction of intersections. The Contractor may use limerock base at the intersections, if it will not create maintenance of traffic problems. All base options for Pavement Reconstruction have to be Optional Base 9 and payment will be made under Pay Item 285-709 Optional Base, Group 9.

Question #	11	Referenced document	251185-1-52-01
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Q: Can you provide the Comp Book for both projects?

A: The Computation Book will be available to the Contractor after the Contract is awarded.

Question #	12	Referenced document	251185-1-52-01
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Q: Retaining Wall 3 – sheet W-32

Length of Wall by given dimension = 304'-1 1/2"

Length of Wall by given stationing = 279.69'

Please verify correct wall length.

A: The Retaining Wall 3 is not parallel to the base line; therefore, it is not correct to determine the wall length by subtraction of Stations only. However, dimension of 304'-1 1/2" is not correct. The correct length of the wall is 284.31 ft (plans will be revised).

Question # 13 Referenced document 251185-1-52-01

Q: Can Stay In Place deck be used for the canal bridge?

A: The design of the North Line Canal Bridge was done without allowance for Stay In Place forms – see Beam Distribution Values on sheet B1-2.

Question # 14 Referenced document 251185-1-52-01

Q: Sheet 22 indicates an asphalt curb pad for NW 82 Ave.
Is this curb pad required for the reconstruction as well as the widening?

A: Asphalt curb pad is not required. Curb and gutters to be constructed directly on top of Stabilized Subgrade.

Question # 15 Referenced document 251185-1-52-01

Q: Plan Sheet #25 (Pay Item Notes) reference 0110 1 1 states that this item includes removal of Existing Vegetation, Top Soil or any Organic Material up to 2' below the existing ground along the canal slopes. Also includes cost of fill needed to replace the removed material along the canal slopes.

- a) Can the Department provide a quantity for this unsuitable material?
- b) It appears that the department has determined that unsuitable materials exist within the construction limits in the canal. Because this canal material is considered a source for embankment, how do we quantify the unsuitable materials without soils information?

A: The Contractor shall anticipate unsuitable material along the whole area of the canal (canal slopes and bottom) up to two (2) feet deep.

Question # 16 Referenced document 251185-1-52-01

Q: Traffic Control Plans (Plan Sheets 375-377) reference constructing temporary pavement between newly constructed road/bridge and existing roadway at a 20:1 slope. Can the Department provide quantities for Temporary Pavement or a Plan Matrix defining the Temporary Pavement and Overbuild parameters including Station and Elevation in order to calculate pavement quantities?

A: Refer to Note 2 on Sheet 373 for Temporary Pavement Design and Methods of Payment.

Question # 17 Referenced document 251185-1-52-01

Q: The Summary of Quantities page 8 of the plans shows pay item 715-2-12 (Lighting Conduit, F&I, Under Existing Pavement Sawcut) with a quantity of 8,885 LF. However, there is no conduit of this type shown in the Lighting Plans. The Legend on Sheet L-4 describes underground conduit, which would be pay item 715-2-11. Can you please clarify which pay item is to be used?

A: All lighting conduit, with exception of conduit embedded in structures, to be paid as underpavement conduit. Legend Description for conduit on Sheet L-4 should read “ 2” Schedule 40 PVC conduit underpavement...”.

Question #	18	Referenced document	251185-1-52-01
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Q: Reference document 251185-1-52-01

Q: Please make reference to Traffic Control plan sheet No. 373 General notes # 21 making reference to the temporary stripes and Markings on pavement.

Please advise which bid item are we to include the cost for temporary marking and striping for pavement?

A: As stated in Pay Item Note on Sheet 25, Pay Items 710-* include quantities for traffic control pavement markings.

Question #	19	Referenced document	251185-1-52-01
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Q: Trees to be removed No. 247 on Sheet LD-13 and No. 284 on Sheet LD-15 were not found in the drawings. Please let us know if these trees were already removed, otherwise provide their current location.

A: Trees 247 and 284 have been removed by others.

Question #	20	Referenced document	251185-1-52-01
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Q: Sheet No. LD-22 shows tree No. 175a which is not shown in the Existing Tree Disposition List. Also, same sheet skips the No. 179. Is there a missing tree? If it is, please provide the location of the existing tree No. 179 and the specifications for tree No.175a.

A: Trees 175a and 179 have been removed by others.

Question #	21	Referenced document	251185-1-52-01
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Q: Is the Contractor responsible for “Maintenance” of the existing trees marked as “REMAIN“during the construction period?, If so , what kind of maintenance?

A: The Contractor is responsible for the maintenance of the existing trees, including, but not limited to, watering, pruning, weed and pest control and re-setting, if leaning.

Question #	22	Referenced document	251185-1-52-01
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Q: This contract includes two wage scales: Heavy and Highway, can you please clarify what portions of the job will be subject to the Heavy wages?

A: The following items of work fall under the Heavy Wage Rate Decision's portion of the project:

- All Water Main Construction and work incidental to Water Main Construction
- All work in the Northline Canal: Channel Excavation, Fill, Bulkheads/Sheetpiles, Bulkhead Caps, Culverts, Slope Protection/Rip Rap and all work incidental to these items. It also includes Fill/Embankment behind the bulkhead walls within limits of the existing canal cross-sections. Embankment constructed above the top of the Bulkhead Cap elevations and the Bridge End Bent Caps fall under the Highway Wage Rate Decision.

Question #	23	Referenced document	405665-1-52-01
Q:	On Report of Core Borings, Sheet Nos. B-44 thru B-50 of the Viaduct plans, there are ghost images overlying the drawings and making portions of the text and images illegible and ambiguous. Will the Department be issuing revised/corrected drawings for these borings prior to bid day?		
A:	Sheets B-44 thru B-50 are attached.		
	 B44-B50 Report of Core Borings 1000107.pdf (950 KBytes)		

Question #	24	Referenced document	251185-1-52-01
Q:	251185-1-56-01 (Water and Force Mains): Plan Sheet 22 shows a proposed sequence for canal crossing for the 36" F.M. and 16" W.M. utilizing sheet piling which is paid for with bid items 0455133 2 and 0455133 3. Will the same sequence and sheet pile pay items be used for the other canal crossing at Sta. 2240 (6" F.M.)?		
A:	Sheet piling for 6" Force Main Canal Crossing is not required by the plans, and quantities were not included in the sheet pile pay items.		

Question #	25	Referenced document	251185-1-52-01
Q:	Please verify the quantity for 0455143 3 TEST PILES (PRESTRESSED CONCRETE) (18" SQ). The footage for the number of test piles shown does not match.		
A:	Pay Item 455-143-3 – Test Piles - includes additional 450 LF as contingency quantities to compensate for preformed pile holes as specified in Article 455-11.14 of the Standard Specifications. Similarly, Pay Item 455-34-3 – Prestressed Concrete Piles – includes 7,375 LF for preformed pile holes.		

Question #	26	Referenced document	251185-1-52-01
Q:	Note 21 on sheet L-4 of the Viaduct Lighting Plans (FM# 405665-3) and Note 28 on Sheet L-6 of the Roadway Lighting Plans (FM# 251185-1) state "The Contractor is responsible to pay the power company the cost of providing electricity to the temporary and proposed lighting from the moment the existing service is disconnected until final acceptance...." Do these notes apply to all of the lighting, existing and proposed, within the limits of the project? If yes, can you advise on the approximate cost to power the lighting per month?		
A:	The Contractor will be responsible for cost of providing electricity to temporary lighting, permanent Viaduct lighting until Final Acceptance and permanent Roadway lighting that is not connected to the permanent Service Points accepted by the Maintaining Agency. The Contractor shall discuss cost of power and methods of payment with FP&L.		

Question #	27	Referenced document	251185-1-52-01
Q:			

Q: We are not able to find the locations for the pay items 400-2-11 Class II Conc Retaining Walls and 400-4-11 Class IV Conc Retaining Walls. Can you identify station locations for these walls?

A: Details of the wall paid under Pay Item 400-2-11 are provided on Sheet S-49. Pay Item 400-4-11 will be deleted.

Question # 28

Referenced document

251185-1-52-01

Q: As a follow up to FDOT's answer to question #10, will the Contractor be allowed to shut down the intersection to reconstruct the intersection using limerock base? The previous answer implies that this will be acceptable except for the disclaimer that "it will not create maintenance of traffic problems." Please clarify the intent. Can the Contractor use limerock base which will increase the duration of the closure or will asphalt base be required to minimize the closure and minimize MOT disruptions?

A: The Contractor will not be allowed to shut down the intersections. The Contractor may use limerock base at the intersections only if approved by the Engineer and only after the Contractor prepares MOT plans and demonstrates that work meets all traffic control plans requirements and time restrictions. Should the Contractor fail to provide adequate MOT plans, the Contractor will have to construct black base as specified in the plans.

Question # 29

Referenced document

251185-1-52-01

Q: The traffic control plans on the side-streets begin and end at the reconstruction limits of 79th Avenue, 82nd Avenue, and 84th Avenue. The TCP does not detail how to put traffic in each phase, tapers, lane drops, reverse curves, temporary pavement, median clearing and grubbing, or tree removals. Please provide complete traffic control plans including stations, offsets, curve data, temporary pavement limits, and median clearing and grubbing limits for all side-streets.

A: Traffic Control Plans address major phases of construction. They don't cover traffic control for every closure required during construction. The Contractor shall use plans, notes, standard indexes and combinations of thereof to provide adequate traffic control setups.

Question # 30

Referenced document

251185-1-52-01

Q: There is a 6" gas line that appears to be inside the envelope of the 36" FD from S-1 to S-3, S-3 to S-6, and S-6 to S-10. Please review and provide a resolution.

A: In accordance with the Utility Work Schedule submitted by FL City Gas, existing 6"GM will be relocated 10 FT away from the proposed 36" French Drain.

Question # 31

Referenced document

251185-1-52-01

Q: There are areas where the center line of proposed 36" french drain is only 10 ft away from the existing FD to remain on the west side of 87th Avenue. Please confirm that the existing french drain is to be removed in these areas.

A: As stated in Drainage Note 1 on Sheet 45, existing French Drain in conflict with proposed drainage shall be removed.

Question # 32

Referenced document

251185-1-52-01

Q: The existing 16" WM is only about 6 ft from the center of the proposed French Drain in numerous locations. Please confirm that the Utility Owners will adjust/support/protect the existing WM as specified in the Specifications?

A: The Contractor is responsible to support the trenches and not undermine the utilities that stay in place. Cost of sheeting, shoring and dewatering shall be included in the related drainage pay items for the work being done.

Question # 33 Referenced document 251185-1-52-01

Q: The utility relocation plans shows the 4 X 4" PVC in conflict with S-78. Please review and provide a resolution.

A: 4x4" PVC telephone line is not plotted correctly on Sheet 603. According to Vvh 105 (Sheet 594) the line is locate at Sta. 2231+67LT, and it is not in conflict Structure S-78.

Question # 34 Referenced document 251185-1-52-01

Q: The buried telephone appears to be in conflict with 36" FD approximately at Sta. 2224+80. Please review and provide a resolution.

A: According to Vvh # 71 (Sta. 1224+95RT, Depth 3.42', concrete encased duct bank 12x4") is in conflict with FD pipe (see Sheets 594 & 602). French Drain 36" pipe between Structures S-64 and S-68 (see Sheets 51, 52, 116) needs to be lowered approximately 1.5 ft to Flow El. -1.25. The plans revision will be made after the Letting. The Contractor needs to include cost of this adjustment in his bid.

Question # 35 Referenced document 251185-1-52-01

Q: Utility relocate plans show proposed MCI conduits to be installed almost inside the envelope of the proposed 36" FD east of Sta 2235+00. Please review and provide a resolution.

A: The utility owner is responsible to install the new facilities without creating conflicts with the proposed construction. Locations of the proposed MCI 2x2" and 4x1.25" conduits are shown approximately (Sheet 603). The distance between 36"FD and 16"WM is about 9-10 ft which provides sufficient space for conduits.

Question # 36 Referenced document 251185-1-52-01

Q: The plans do not provide the details and many of the curves do not appear to meet the standards including:

- i. 82nd Avenue- 33 foot shift in 120 feet
- ii. 87th Avenue- Phase 2 West- 24 foot shift in 180 feet
- iii. 87th Avenue- Phase 2 East- 28 foot shift in 150 feet

A: Plans need to be adjusted to reduce the lane shift rates (Sheets 489, 503). It may be achieved by moving stop bars back and trimming the work zones. Decisions about specific locations will be coordinated with the Designer after the Letting.

Question # 37 Referenced document 251185-1-52-01

Q: The TCP plans do not show temporary pavement in the medians beyond the reconstruction limits. Please provide details as to the limits of temporary pavement and confirm that payment will be made for this work under the Superpave TL "A" Pay Item.

A: In some cases temporary pavement will be required outside of the limits shown on the plans. All temporary pavement on the project will be paid under Pay item 334-1-11 Superpave Asphaltic Concrete TL "A".

Question # 38 Referenced document 251185-1-52-01

Q: Plan sheets 417 and 465 show reconstruction of the road during off peak hours. Please note that is not possible to construct subgrade, curb, base, and paving during a non-peak hour window. Please confirm the intent and consider providing a TCP that provides for construction of these areas.

A: The Contractor will be able to reconstruct areas shown on sheets 417 and 465 during extended lane closure work hours as specified in Note 28 on Sheet 373.

Question # 39 Referenced document 251185-1-52-01

Q: Phase 1B shows a temporary fence between station 1240 and 1245 and states that no equipment and labor are allowed north of the fence. This fence location conflicts with the bridge plans that require construction of the sheet-pile and end-bent right up against the fence without any work room for templates, forms, bracing etc. Please confirm the intent and provide a construction easement as it is not constructible as designed.

A: The temporary fence (Sheets 427 & 428) to be installed 16.95' Left of NW 25 St BL, which is 1.95' from the bridge end bent. The Contractor shall use means and methods needed to construct the end bent with the fence in place.

Question # 40 Referenced document 251185-1-52-01

Q: Phases 1B and 2 require closure of a driveway on the North side of the road at Station 1202+60 (Sheet 421). Also, the driveway at station 1249+40 North does not have access in Phase 1B (Sheet 429). Please confirm that this is acceptable.

A: Full closures of driveways are not acceptable, unless coordinated with and approved by the property Owners. The Contractor shall maintain access to all properties during construction as specified in Article 102-5.5 of the Supplemental Specifications.

Question # 41 Referenced document 251185-1-52-01

Q: Will Pedestrian Signals be required at bus crossings? Also, the TCP does not provide MOT for pedestrians in Phase 2 and there is not enough room to separate pedestrians from vehicular traffic. Please provide details.

A: The Contractor is responsible to maintain existing pedestrian traffic (along the south side of NW 25 St and the side streets) through work zones at all times. That includes, but not limited to, pedestrian crossings and signalization. Index 660 of the Design Standards provides basic details and notes. When direct payments for materials and devices are not provided for in the Contract, all materials and work (temporary ramps, walkways, screens, etc.) required for the pedestrian traffic shall be paid for as Maintenance of Traffic, LS.

Question # 42 Referenced document 251185-1-52-01

Q: Pier #11 LT appears to be in a protected wetland. Please confirm that the pier can be constructed in this location.

A: The pier 11LT is outside of the protected wetland. Right of Way was acquired for the pier (Sheet 430).

Question # 43 Referenced document 251185-1-52-01

Q: On Sheet 49, the existing headwall is proposed to remain, but the canal slope and location is proposed to be changed. Please review and confirm the intent.

A: The proposed canal slopes at Sta. 1212+00 are similar to the existing slopes (Sheets 49 & 224); therefore, the existing headwall will remain.

Question # 44 Referenced document 251185-1-52-01

Q: For TCP Phases 4C and 4D, the plan notes indicate that the TCP is for non-peak hours; however, the plans show detours during non-peak hours. Please confirm that the TCP plan is for all hours and the detours are only for non-peak hours.

A: As stated in notes 7 and 8 on Sheet 373, detours and phases 1A, 4C and 4D are for non-peak hours only.

Question # 45 Referenced document 251185-1-52-01

Q: The TCP does not provide a plan for the work at NW 79th avenue particularly the removal of the old culvert, driving sheet piling, building the bulkhead wall, and construction of the 16" watermain. The TCP for the watermain shows this during non-peak hours. Please review and provide a TCP for this work as it is not possible to do this work during non-peak hours. Please note that this water main and casing is proposed at elevation -20.

A: Traffic on 79 Ave may be reduced to one lane in each direction during peak hours as shown on Sheets 455 and 458.

Question # 46 Referenced document 405665-1-52-01

Q: The construction area for construction of Piers 12 & 13 is not nearly large enough to construct the 96" drilled shafts and columns. (Pier 12 RT is about 15 by 50 ft, 12LT about 10 by 50 ft, 13 LT about 20 by 50, and 13 RT is a 25 by 25 ft triangle). The Department should consider providing a revised MOT phase that provides adequate work room for the large equipment that is required to construct this work as it is presently not constructible as designed.

A: Sheet 545 has been modified (see Revision 2). New detours and Phase 4C (Sheets 561 & 562 of FM#251185-1) allow closures of individual ramps and provide sufficient work zone required for construction of Piers 12 & 13.

Question # 47 Referenced document 251185-1-52-01

Q: Pay item 670-5-130, shown on sheet T-7 of the Signalization Plans is not shown on the Tabulation of Quantities. Also, pay item 670-5-120 on sheet T-8 of the Signalization Plans is not shown on the Tabulation of Quantities. Please advise where these items are to be paid for.

A: Pay Item for the controller on sheet T-8 should be 670-5-130, not 670-5-120. Pay Item 670-5-130 has incorrect quantities of 3 EA. It should be 5 EA to include payment for controllers on Sheets T-7 and T-8. Pay item 670-5-130 quantities will be overrun.

Question # 48 Referenced document 251185-1-52-01

Q: Can you breakdown the bid quantity for Test Piles at Bridge 874329 (Pay Item 455-143-3 Test Piles 18")? For Bridge # 874239, there appears to be 30 test piles at 80' each for 2,400 LF. Within a previous question, the answer stated that 450 LF of quantity were considered as contingency for preformed holes. One test pile appears to require a splice. However, the bid quantity is 4,180 LF, which is a significant difference.

A: The question correctly identifies the problem. Pay Item 455-143-3 has incorrect estimated quantities of 4,180 LF that should be 2,850 LF. Pay item 455-143-3 quantities will be underrun.

Question #	49	Referenced document	251185-1-52-01
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Q: In revision 2 Drilled Shaft Concrete is specified for underwater placement (see Note 11 on revised Sheet B1-3). Please clarify the intent and how the limits of drilled shaft concrete were determined.

A: The Contractor will have to form and place drilled shaft concrete underwater for all sections of the endbents of the North Line Canal bridge with bottom elevations below water level. Revised plans provide estimated limits of these sections, and these limits may be adjusted as needed.

Question #	50	Referenced document	251185-1-52-01
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Q: As stated in answer to Question 39, the north end bent is adjacent to the ROW with no room for construction easement. Please advise how the Department intended for these end bents to be constructed.

A: The Contractor will be responsible for sheeting and shoring to protect the fence, R/W or any other structure or tree along the bridge. Cost to be included in the related bridge substructure and superstructure pay items.

Question #	51	Referenced document	251185-1-52-01
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Q: As follow up to answer to Question 29, shift of traffic may require additional clearing and grubbing, relocation of trees, temporary pavement and restoration pay items for proper maintenance of traffic (for example see Sheet 499). Please confirm that the Contractor will be compensated for this work that is currently not shown on the plans.

A: If additional items of work, as described in the question, are approved by the Engineer, the Contractor will be paid by related pay items. The Contractor shall anticipate that clearing and grubbing on side streets will be extended up to 300 ft for traffic shifts and include cost in the pay item for Clearing and Grubbing, LS.

Question #	52	Referenced document	251185-1-52-01
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Q: As follow up to response to Question 46, it won't be possible to construct the Piers 12 & 13 drilled shafts in one night, please clarify lane close hours.

A: Detour and lane closure hours for construction of Piers 12 & 13 drilled shafts will be extended to weekend hours as specified in note 28 on Sheet 373. The Contractor shall anticipate that it may require several weekends to construct each shaft and include associated mobilization and other costs in his bid.

Question #	53	Referenced document	251185-1-52-01
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Q: Proposed lane closures for installation of 16" WM is for non-peak hours only (see Sheet 28 of Project# 251185-1-56-01). It will not be possible to construct in night time only. Please clarify the Department's intent.

A: Lane closure hours for construction of 16"WM drilled shafts will be extended to weekend hours as specified in note 28 on Sheet 373. The Contractor shall anticipate that it may require several weekends to construct the water main and include associated mobilization and other costs in his bid.

Question #	54	Referenced document	251185-1-52-01
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Q: Traffic Control Plans for reconstruction between Sta. 2192+50 and 2198+00 are for non-peak hours (Sheets 465 & 466). It is not possible to place drainage and reconstruct road during night time only (Sheets 46 & 47). Please clarify the Department's intent.

A: Lane closure hours for reconstruction between Sta. 2192+50 and 2198+00 will be extended to weekend hours as specified in note 28 on Sheet 373. The Contractor shall anticipate that it may require several weekends to complete drainage and reconstruction and include associated mobilization and other costs in his bid.

Question #	55	Referenced document	251185-1-52-01
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Q: As follow up to responses to Questions 28, 38, 46, 53, 54, in many locations with off-peak hours lane closures one night or weekend won't be enough to complete the work. Will black base be required in these locations? Please clarify the Department's intent.

A: The Contractor shall anticipate that work that is done during non-peak hours and weekends will require more than one night/weekend. There will be no additional payment for extra mobilization and other associated costs. Whenever limerock base cannot be placed due to time restrictions, the Contractor shall utilize black base at all these locations at no additional cost.