

Pre-bid questions and answers for:

FPN: 424561-1-52-01

Contract #: T7299

Let Date: 01/25/12

Below are the pre-bid questions and answers. We appreciate your patience and look forward to your favorable bids.

Submitted 01/03/12:

1. Question: Please provide the computation book.

Response: (1/10/12): The requested comp book is available for download at the following URL: <ftp://ftp.dot.state.fl.us/LTS/D7/d7bidquestions/424561-1/>  
Submitted 01/05/12:

2. Question: Item 515-2-102 Ped/Bike railing, NON SPECIFIED, 54" Picket rail gives the contractor the option to use either Index 850 Steel or Index 860 Alum. However the plan sheets (3,13,14,15,57) in the 424561-2-52-01 section of the plans specifies Index 850 Steel in which case should make the pay item number be 515-2-202. Which type of rail is required and what is the correct pay item number? Thanks

Response: (1/20/12): In order to match the aluminum picket rail placed for the Airport Interchange project (immediately adjacent to the east of our project limits), the picket rail included with our project (424561-1-52-01 & 424561-2-52-01) shall be aluminum as well.

Submitted 01/16/12:

3. Question: Plan sheet 7 shows 755 lf for bid item 555-1-1. Plan sheet T-2 shows 310 lf for bid item 555-1-1 and 730 lf for bid item 555-1-2. The totals of 310' and 730' are the totals shown in the signalization plans, sheets T-4 thru T-12. Please advise.

Response: (1/20/12): This question will be disregarded according to the following question.

4. Question: Please disregard my question about bid items 555-1-1 and 555-1-2.

Response: (1/20/12): Acknowledged.

5. Question: Blank

Response: No response necessary.

6. Question: Please confirm that traffic will be placed on a milled surface after Phase 1 Stage 1 and after Phase 2 Stage 1

Response: (1/20/12): Based on the MOT scheme shown in the plans traffic will be placed on a milled surface during Phase I Stage 2 and Phase II Stage 2.

7. Question: What work on Project 424561-2-52-01 needs to be completed by the August 1, 2012 deadline?

Response: (1/20/12): There is no work within the limits of 424561-2-52-01 required to be complete specifically prior to August 1, 2012 deadline.

8. Question: Plans indicate 3683 cy of temporary earthwork to be included in Maintenance of Traffic. What is the intent of this work?

Response: (1/20/12): This quantity of excavation represents the earthwork needed to provide traversable side slopes and positive temporary drainage between temporary mainline riding surfaces and existing roadside safety devices, predominantly the existing box beam guardrail.

9. Question: The pay item calling for high performance tape on the bridge will be replacing high performance tape installed @ one year ago. Eliminating this could save the department in excess of \$55,000.00.

Response: (1/20/12): Restriping the bridge shall remain part of the scope of the project per the plans. Please include in the bid accordingly.

Submitted 01/17/12:

10. Question: 1/17/12 8:50 am - Sheet 36 of the roadway plans call for new guardrail to be installed beginning at STA 206+39.62 RT and for it to match existing. The existing is box beam rail and the plans call for rail in accordance with FDOT index 400. Does the engineer have a design to tie w-beam into box beam or should the box beam be terminated and a new run of w-beam be started? There are other locations in the plans where this same condition is found.

Response: (1/20/12): The intent of the plans at STA 206+39.62 RT is to begin removing the existing box beam at the same location as the begin guardrail limit, with no connection between the two. Upon further review, we believe the design should be modified as follows to accomplish two objectives: first, the proposed guardrail should include a Type II end anchorage, and second, there should be overlap between the existing and proposed systems. The modified callouts should read: Begin Guardrail End Anchorage (Type II) STA 206+27.15, 46.34 RT. Begin Removal of Existing Guardrail STA 206+34.62 Other areas where proposed guardrail match existing are in areas where W-beam has been recently constructed, so these connections should be constructed per Index 400.

11. Question: Please provide details for the sediment basin/containment system and sediment basin/containment system - cleanouts.

Response: (1/20/12): The number and location of the sediment basins/cleanouts are provided in the plans (sheet 15). Details for the sediment basins/cleanouts are to be provided by the contractor according to SECTION 104 - PREVENTION, CONTROL, AND ABATEMENT OF EROSION AND WATER POLLUTION.

Submitted 01/18/12:

12. Question:

Traffic control plans and details do not show during what phase the second lift of structural asphalt is to be placed on inside and outside lanes, it also does not show during what phase the structural asphalt gets placed on the shoulders

Response: (1/20/12): The pavement design and TCP is based on the second lift of structural course for both mainline and shoulder (1.5" Type SP) to be placed during the same operation during Phase IV, corresponding to the same geographical boundaries delineated by Phase IV, Stages 2 and 3.

Submitted 01/20/12:

13. Question: There is only one soil boring in the area of the concrete seawall. It shows the material density to be 50 blows for 4 inches at elevation -19.5. Concrete sheet piling cannot be installed by jetting in this type of material. Since the minimum tip for the sheet piling is -20.00 will the Contractor be required to perform the last several inches in order to install the sheet piling to the minimum tip elevation? Bear in mind there is approximately 23 feet of overburden.

Response: (1/20/12): Yes, the Contractor will be required to meet the minimum tip elevation requirements. Based on the boring data, please see the installation requirements for Concrete Sheet Piling (Section 455-9.4.3).