



Bid Questions and Answers Report

Date & Time:

6/19/2013 3:23:44 PM

District Address: District 4 Construction Office, located at 3400 West Commercial Blvd. Fort Lauderdale, FL 33309

District Phone: (954) 777-4130

Proposal: T4360

Project: 406919-1-52-01

Letting Date: 6/19/2013

Localtion: CENTRAL OFFICE

Description: (SOUTH FLORIDA RAIL CORRIDOR CSX RAILROAD)

Question: 3755: There appears to be a incorrect Elevation for the bearing pedestals for span 4 on the bascule pier. Span 4 consists of type 36" FIB while spans 1,2 & 5 consist of type 45" FIB. The bearing pedestal elevation for the type 45" FIB is +3.951. All beams require type H bearing pads. Since span 4 is constructed using tye 36" FIB and same bearing pads, shouldn't the elevation of the bearing pedestals be 0.75' (the difference between a type 36 and 45) higher than elevation +3.951 or elevation +4.701? The elevation in the plans is +4.250. At this elevation, it would required stool heights over 6" to get to the bottom of deck elevation +8.050.

Posted: 5/3/2013 1:43:54 PM

Answer: The correct elevation is +4.701 for Span 4.

Status: ANSWER PUBLISHED

Posted: 6/7/2013 8:22:26 AM

Question: 3815: 1) As per provided note-Temporary sub cable need to be dispose after construction. Can it be cut and dropped in the channel or need to be fully removed?
2) Bid item-465-3-17- Balance bar has quantity of 200. Does this include 60 spare provided to DOT?
3) G-21- Notes-2 says: Completely remove Foundation components (pile & Micropiles) inside full removal zone. Our understanding is hash area on that plan is this zone. Please confirm.
4) As per B-5 Time line for disposal of demolition debris ins 72 hours. During removal of pile and footing, it is not cost effective to haul concrete in this time frame. Please reconsider this note.

Posted: 5/6/2013 9:18:46 PM

Answer: 1. The subcable shall be removed.
2. Yes.
3.Yes. The hashed areas require complete removal of all foundation components as required.to ensure no piles are left in the navigation channel as required by the USCG and to ensure there is no interference with new construction.
4. The note shall remain as is.

Status: ANSWER PUBLISHED

Posted: 6/7/2013 8:10:22 AM

Question:	3816: Old dismental bridge is planned to be erected in near by park. Please provide park location. Who will be responsible to unload and erection of that structure in the park?	Posted:	5/6/2013 9:23:03 PM
Answer:	Revised response to Q 3816: Park location is provided on Sheet B2-3 and in the agreement between FDOT and City of Ft Lauderdale. The contractor shall coordinate the location of the existing bridge with the City of Ft. Lauderdale Larry Teich (954) 828-7844 prior to the disassembling of the exisitng bridge. The contactor will be responsible to unload and erect the existing bridge in the park. See Technical Special Provision Section T110 - Dis assembly and Reassembly of the existing SX1013.8 Bridge.	Status:	ANSWER PUBLISHED
		Posted:	6/7/2013 8:18:46 AM
Answer:	The location is shown on sheet B2-3. The Contractor will be the responsible for: 1. Dismantling the bridge according to the Technical Special Provisions 2. Asbestos & Lead base paint removal 3. Applying new paint coatings 4. Constructing the foundation 5. Moving the bridge to the Park and reassembling 6. Retrofitting with the grating and rail as shown in the Pedestrian Bridge (PB) plans PB2-16 7. All necessary coordination with the City	Status:	APPLICABLE ANSWER
		Posted:	5/21/2013 10:33:51 AM
Answer:	Revised response to Q 3816: Park location is provided on Sheet B2-3 and in the agreement between FDOT and City of Ft Lauderdale. The contractor shall coordinate the location of the existing bridge with the City of Ft. Lauderdale Larry Teich (954) 828-7844 prior to the disassembling of the exisitng bridge. The contactor will be responsible to unload and erect the existing bridge in the park. See Technical Special Provision Section T110 - Dis assembly and Reassembly of the existing SX1013.8 Bridge.	Status:	ANSWER VOIDED
		Posted:	6/7/2013 8:16:29 AM
Question:	3953: Please provide the Comp Books for this project.	Posted:	5/14/2013 4:44:08 PM
Answer:	"The Department does not guarantee the details or computations contained within the Computation Book. The Computation Book is provided for informational purposes only and is not part of the Contract Documents. The Bidder shall make independent calculations and base the bid solely on these calculations. The Bidder's submission of a Proposal is prima facie evidence that the Bidder has not relied on the Computation Book. No claim for compensation may be based on an inaccuracy contained within the Computation Book. The Computation Book is available for download from your order history in online ordering.URL: https://www3.dot.state.fl.us/ContractProposalProcessingOnlineOrdering/ "	Status:	ANSWER PUBLISHED
		Posted:	5/21/2013 10:03:33 AM
Question:	3955: Is FDOT is planning to provide any additional area to contractor for tie barges or stage construction material than FDOT right of way available for this job?	Posted:	5/14/2013 5:02:09 PM

Answer:	Yes. An area will be provided in the SW quadrant of the proposed bridge as identified in the Mandatory Onsite field visit held on May 23, 2013. This same areas noted on Plan Sheet 49, Note 5.	Status: ANSWER PUBLISHED
		Posted: 6/7/2013 8:46:51 AM
Question:	3956: Please provide existing permits for this job.	Posted: 5/14/2013 5:05:34 PM
Answer:	Permits for this project will be posted on the Department's website at the following URL address: ftp://ftp.dot.state.fl.us/permitsandorutilityworkschedules/	Status: ANSWER PUBLISHED
		Posted: 5/21/2013 10:14:27 AM
Question:	3957: Existing bridge Pier-7 and 8 as per G-21 require complete removal. We can not find how many piles each pier has it and how deep they are. Please provide information.	Posted: 5/14/2013 5:08:25 PM
Answer:	There is no information in regard to the number of existing piles. The Plans are the best documentation available. The existing piles on Pier 7 & 8 are timber piles, as the inspection reports have indicated that some of the piles are exposed and they are timber.	Status: ANSWER PUBLISHED
		Posted: 5/21/2013 10:06:29 AM
Question:	3984: It appears that there are total 3 startup requires for movable portion. 1) Temporary existing control tower 2) Temporary new control tower 3) New control tower. Is all three start-ups need to be included under 465-71-3- Movable Bridge Functional Checkout?	Posted: 5/16/2013 6:54:04 PM
Answer:	Yes they are included under Pay Item 465-71-3- Movable Bridge Functional Checkout.	Status: ANSWER PUBLISHED
		Posted: 5/21/2013 10:00:25 AM
Question:	4022: The spec for bending the segmental girder flange which supports the curved treads calls for tooling to make a die and forming on a press. This will require multiple heatings as it is being bent to keep the temperature range specified. Since this is labor intensive and costly would rolling the plates to the correct radius be an option?	Posted: 5/20/2013 12:35:57 PM
Answer:	Yes. This would be an acceptable method of obtaining the curvature required.	Status: ANSWER PUBLISHED
		Posted: 5/21/2013 9:58:47 AM
Question:	4039: Which bid item does the span lock housing get included with? (Ref. Drwg. No.RP-10)	Posted: 5/21/2013 12:46:42 PM

Answer:	Span Lock Housing Enclosures are included in Item No. 465-1 as per TSP 468-9.1.1	Status: ANSWER PUBLISHED
		Posted: 6/7/2013 8:28:21 AM
Question:	4045: On Ref. Drwg. No. BL-13 in section D-D there appears to be some type of steel ties above the stringers. Can you provide more info on the quantity and size of these?	Posted: 5/22/2013 8:50:24 AM
Answer:	See Sheet No B1-89 and B1-90 for details of steel ties which are part of Bascule Span Mitre Rail Joint.	Status: ANSWER PUBLISHED
		Posted: 6/11/2013 11:38:18 AM
Question:	4046: Ref. sheet No. 2A of the contract plans. Item No. 0460 - 2 - 15 Struct Steel, Miscellaneous 40691915201. Please provide a brief description of what is included in this bid item.	Posted: 5/22/2013 9:05:48 AM
Answer:	See sheet Bid item Note No. 3 on Sheet B2-1.	Status: ANSWER PUBLISHED
		Posted: 6/11/2013 9:14:08 AM
Question:	4047: Ref. Drwg. No. BL-13 of the contract plans. In Section D-D it is noted to "Mill the ends of the stringers with the angles attached. Typ at all locations" Is this at all locations on FB-1 & FB-7 only or FB-2 thru FB-6 as well?	Posted: 5/22/2013 9:26:15 AM
Answer:	As per Article 3.1.12 of AREMA, "Floorbeams, stringers and girders having end connection angles shall be made to exact length with tolerance as allowed in Article 3.1.7.1e (1). If facing is necessary, the thickness of the end connection angles shall not be reduced more than 1/8 inch at any point." Therefore, all stringers (12 total) and floorbeams (7 total) shall be made to exact length. Stringer connections at F1 & F& 7 shall be milled as stated in the Plans. All other stringer connections must be within 1/16" tolerance of the prescribed length as per AREMA 3.1.12 Specification for Steel Fabrication.	Status: ANSWER PUBLISHED
		Posted: 6/7/2013 8:38:50 AM
Question:	4064: This is in response to the answers provided to the questions to date. Question 3816: - The answers states the location for relocating the bridge is located on sheet B2-3. Sheet B2-3 is the bridge boring sheet and only provides a site plan with no road or other discernable landmark. Can a location associated with a road or other landmark be provided? Question 3953 - The answer states the Computation Book is available for download from your order history. Upon checking our order history, the computation book does not appear to be available. When will the computation book be posted?	Posted: 5/23/2013 11:20:15 AM

Answer: The bridge relocation site was identified in the Mandatory Onsite field visit held on May 23, 2013. Attached is a PDF copy of the coordinates for the proposed bridge relocation. It is the responsibility of the Contractor to coordinate with City of Fort Lauderdale (Larry Teich at 954-828-7844) 30 days in advance for any adjustment of the location prior to proposed relocation of the bridge.
The comp book has been posted on June 11, 2013.

Status: ANSWER PUBLISHED
Posted: 6/12/2013 9:34:57 AM

Document: 2440241: Ped Bridge Coordinates.pdf

Ped Bridge Coordinates

Question: 4147: Does the approved permit include the excavation for the substructure?
Posted: 5/30/2013 2:42:26 PM

Answer: All impacts related to the structure footprint have been permitted with ACOE & SFWMD ERP permits. If dewatering is needed, the contractor is responsible for any dewatering/water use permits.
Status: ANSWER PUBLISHED
Posted: 6/7/2013 8:55:10 AM

Question: 4157: Is it true that a second mandatory pre-bid meeting will be taking place? If so, when and where will it be happening?
Posted: 5/31/2013 12:43:24 PM

Answer: No. There is not a second mandatory pre-bid meeting required.
Status: ANSWER PUBLISHED
Posted: 5/31/2013 1:17:26 PM

Question: 4164: Please provide the train schedule and/or confirm the Number of Trains that will be coming through at both day and night.
Posted: 5/31/2013 4:38:04 PM

Answer: 50 TriRail trains and 4 Amtrak trains travel through this area daily and only use the high level fixed bridge.
CSXT has 18 trains per day that use the existing New River draw bridge.
Status: ANSWER PUBLISHED
Posted: 6/11/2013 12:32:53 PM

Question: 4174: During the Mandatory Prebid Meeting it was stated that CSX will retain control of bridge operation during construction. Is the Bridge Operator pay item going to be removed? If not, how do we bid this?
Posted: 6/3/2013 11:46:06 AM

Answer: TSP 465 has been revised and will be forthcoming to clarify the Bridge Operator pay item. This pay item is to pay for the operation of the replacement bridge. CSXT will be responsible for operating and maintaining the existing bridge until the replacement bridge is accepted by CSXT.
Status: ANSWER PUBLISHED
Posted: 6/11/2013 12:09:57 PM

Question: 4219: Please clarify.
According to Plan Sheet No. 49 the Contractor is responsible for cost of flagging services and will be billed by CSX. However, Project Special Provision Section 7-11.5.3 (Page 8) stated the Department will reimburse the railroad company for flagging services.
Please clarify if cost of flagging service should be included in the Bid.
If yes, where can we obtain CSX rates for flagging service?

Posted: 6/5/2013 9:55:50 AM

Answer: FDOT will be responsible for all costs for flagging services on this contract. The plan note will be revised.

Status: ANSWER PUBLISHED

Posted: 6/11/2013 12:27:10 PM

Question: 4240: We have determined the following:
- 30 TriRail Trains come thru the project site per day
- between 12 and 18 Freight Trains come through the project site per day
- the "Jungle Queen" Cruise comes through the project site 6 times per day
- Pleasure Boats/Yachts come through the project site.

Posted: 6/5/2013 5:47:25 PM

Questions:
1-Does FDOT have agreements in place with TriRail, CSX and the Jungle Queen as to allowable "Work Windows" for this contract; if not, what are the restrictions from working regarding each one of these entities?
2- In the feasibility studies/analysis for this project was a schedule determined and is it available for the proposal holders?

Answer: The plan note "Continuation of Freight Operations" on Plan sheet 7 will be deleted from the plans by a revision after project letting.

Contractor shall be aware there are 50 Tri-Rail trains and 4 Amtrak trains that travel through this area daily and only use the high level fixed bridge. CSXT has 18 trains per day that use the existing New River draw bridge. The Department does not any agreements in place for allowable work windows for this contract. The Contractor shall coordinate with Tri-Rail, CSXT and the Jungle Queen for schedules of available times for work windows prior to letting.

During the feasibility /analysis for this project the Department had established an estimate of construction time in the amount of 919 calendar days to complete this project.

Status: ANSWER PUBLISHED

Posted: 6/13/2013 4:37:04 PM

Question: 4333: In reference to Sheet 49 Marina Mile Yachting Center access:
a. What is the FDOT intention to provide 60 days access?
b. Which work has to be completed within this period? Which work requires temporary traffic barrier?

Posted: 6/11/2013 12:41:31 PM

Answer:	The contractor is to construct the Cast in Place (CIP) retaining wall within a 60 day period. The temporary traffic barrier as depicted on Sheets 52 and 53 is needed for traffic control during the wall construction and will be removed once the CIP retaining wall has been completed. The contractor's activities must not impede the access to the members or employees of the Marina Mile Yacht Club during construction.	Status: ANSWER PUBLISHED Posted: 6/12/2013 4:49:35 PM
Question:	4360: Is temporary sheet pile will be allowed to be vibrated in or it will be required to pressed in due to close proximity of the rail road.	Posted: 6/12/2013 12:59:23 PM
Answer:	The contractor is to provide a method of installation that will not damage or cause settlement to the existing track. On Sheet B1-199, Note 6, The contractor is to submit an installation plan including driving sequence for TCRW3 since it is anticipated to be comprised of a high section modulus wall system. The contractor is also responsible for preparing the required submittals for CSXT review and approval prior to construction.	Status: ANSWER PUBLISHED Posted: 6/12/2013 4:12:28 PM
Question:	4389: Note 16 on Sheet 7 indicates that suitable fill material except topsoil is dense graded-aggregate base or recycled concrete or approved outside material. 1. The aggregate base or recycled concrete need to meet requirements of FDOT 204? 2. What outside source materials are suitable? 3. Do all embankment materials have to meet these requirements including the access road fills and driveways or just under the railroad? 4. Incidental excavation and backfill will be required to construct the CIP retaining wall. Does the incidental wall backfill need to meet the requirements of Note 16 also?	Posted: 6/14/2013 7:39:05 AM
Answer:	For Bidding purposes Note 16 on Sheet 7 is be deleted and substituted with the following: All material designated as "Compacted Subgrade" on the typical sections on Sheet 6 shall meet the requirements of Section 120 with a minimum LBR value of 40, compacted to minimum density of 98% of the Modified Proctor as determined by FM 1-T 180.	Status: ANSWER PUBLISHED Posted: 6/14/2013 4:23:08 PM
Question:	4390: Note under Structure S-8 on Sheet 20 says 'See Drainage Details'. No detail for S-8 is provided on Sheet S-21. Please provide.	Posted: 6/14/2013 7:40:05 AM
Answer:	Structure S-8 is not a control structure. There are no additional details for this drainage structure. The drainage label for S-8 on Sheet 20 will be revised to remove the wording "Weir EL 3.80' and See Drainage Details".	Status: ANSWER PUBLISHED Posted: 6/14/2013 2:52:43 PM
Question:	4393: Sheet B1-10 shows seal concrete under End Bents 1 & 5 but the bid quantity and the computation book do not include the seal at these locations. Is seal concrete required at end bents 1 & 5?	Posted: 6/14/2013 11:59:36 AM

Answer: The contractors shall include the costs for seal concrete shown under Endbents 1 and 5 in the costs of pay item 0400-4-5 "Concrete Class IV,Substructure".

Status: ANSWER PUBLISHED

Posted: 6/14/2013 2:50:49 PM