



Bid Questions and Answers Report

Date & Time:

4/29/2015 2:11:56 PM

District Address: District 1 Construction Office, located at 801 N Broadway, Bartow, FL 33830

District Phone: (863) 519-2222

Proposal: T1548

Project: 431306-1-52-01

Letting Date: 4/29/2015

Location: CENTRAL OFFICE

Description: SR 758

Question:	9542: In reviewing the temporary traffic control plans. The only temporary signal modifications being called for is at the intersection of Murdock Ave. & Bee Ridge on sheet no. 378. All other signalized intersections just have a note stating "when activity affects signal operation to have a traffic control officer onsite." Is this truly the intent of the engineer as there are multiple lane switches shown in the different phases with no signal work?	Posted:	3/30/2015 12:23:20 PM
Answer:	The only signal modification is at the intersection of Murdock Avenue and Bee Ridge during phase II of the Temporary Traffic Control Plan. All other signals shall meet minimum standards without modification during all phases of construction. The traffic control officer note was added in case the traffic signal cannot be operated or handle the traffic for short durations while working at the intersections.	Status:	ANSWER PUBLISHED
		Posted:	4/2/2015 5:29:52 PM
Question:	9724: May we use spec 431-4.7 for the pipe liner of 36" or greater. We will provide a "fully deteriorated" structural liner stamped by a FL P.E.	Posted:	4/9/2015 7:12:42 AM
Answer:	Yes. The contractor may use Specification 431-4.7 for the pipe liner on pipes 36" or greater. The material shall meet the requirements of Standard Specification 948-9.7.	Status:	ANSWER PUBLISHED
		Posted:	4/14/2015 10:58:58 AM
Question:	9884: Thrie-beam retrofit limits over a bridge usually includes the approach slab, as in Index 475, sheet 2 of 4, Section B-B & sheet 4 of 4, Scheme 6. However, for this project note# 2, 3, or 4, on bridge retrofit plan sheet 433, details a guardrail approach transition or anchorage system per Index 402 for the bridge approach slab area. This is a conflict, please provide clear direction on how we are to install the guardrail across the approach slab.	Posted:	4/20/2015 3:16:06 PM
Answer:	No Conflict exists, since "Section Marks 1, 2, 3, and 4" are not project notes, but rather standard drafting tools used to clarify where each condition applies. Each section's design is defined independently with regards to the specific field conditions, therefore the contract plans clarify the use of and supersede the design standards as required.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2015 2:42:11 PM

Question: 9885: All referenced indexes 402 (sheet 10 & 23) & 475 (sheet 2 & 4) show the bridge approach slab including the thrie-beam retrofit and having plated posts. In accordance with note#2, sheet 433 of the bridge retrofit plan, the approach slab will now contain the transition section, which only shows regular 6'-6" driven posts. What type of post should the transition section on the approach slab contain, regular or plated? Posted: 4/20/2015 3:18:52 PM

Answer: As defined in the Legend Note 2; the thrie-beam guardrail from the roadway approach (as shown on Plan Sheets 52 and 54) shall transition into the thrie-beam guardrail installed onto the bridge approach slab (FDOT Standard Index 402 with pipe rail). The required posts for placement on an approach slab shall be per the FDOT standard index for standard transition from soil to concrete for continuous thrie-beam guardrail. This is applicable for the Note 2 areas only, as per plan sheet 433. Status: ANSWER PUBLISHED
Posted: 4/23/2015 2:40:35 PM

Question: 9886: For guardrail thrie-beam retrofit, anchor bolt embedment in a bridge approach slab needs to be 5" to 5-1/2" deep, in accordance with index 475, sheet 2 of 4, section B-B. If plated post are required in the bridge approach slab, will a thicker sidewalk be poured, assuming the current sidewalk is at a typical 4" thickness? Posted: 4/20/2015 3:20:58 PM

Answer: No additional sidewalk replacement is anticipated to be required based on existing bridge plans. For existing sidewalk dimensions see the existing bridge plans ("Existing Bridge Plans 174065 Typical Section" and "Existing Bridge Plans 174065 approach slabs files") as shown in Attachment "A" and Attachment "B" of this answer . Status: ANSWER PUBLISHED
Posted: 4/23/2015 2:30:52 PM

Document: 3970286: Existing Bridge Plans 174065 approach slabs .pdf

Attachment "A"

Document: 3970297: Existing Bridge Plans 174065 typical section .pdf

Attachment "B"

Question: 9887: In regards to guardrail and thrie-beam retrofit, what dimension(s) will the post spacing be for the bridge approach slabs, transition sections, and anchorage assembly posts, being that these guardrail sections are non-typical in placement and length? Posted: 4/20/2015 3:22:49 PM

Answer: The post spacing is defined by the associated FDOT Standard Index. Each section / portion of the bridge is marked (number within circle) that is clarified within the legend of each contract plan sheet. Status: ANSWER PUBLISHED
Posted: 4/23/2015 3:41:14 PM

Question: 9888: The bridge retrofit plans, note# 4, refers to a typical anchorage assembly Type II on Index 402, sheet 23. The view of the guardrail trailing end anchorage in absence of other hazards, shows a transition from thrie-beam to W-beam. However, there is no W-beam is called out in the plans or bid items. Will you be adding the 536-1-1 pay item? Posted: 4/20/2015 3:27:05 PM

Answer: Section Mark # 4 as defined in the legend, Pay Item 536-1-1 shall not be added. The W-beam termination including its transition is included within Pay Item 536-1-5 per FDOT's 2015 Basis of Estimates. Status: ANSWER PUBLISHED
Posted: 4/23/2015 2:25:17 PM

Question: 9889: Upon our review the thrie-beam retrofit plans, it appears that several guardrail anchors are designed to be installed on existing concrete curb or sidewalk. This installation would seem to require steel plated posts. Is it acceptable to install steel plated post within the limits of the anchors? Have these anchors been tested as such? Posted: 4/20/2015 3:29:11 PM

Answer: The post type shall be as shown in FDOT's 2015 Design Standards 400 and 402. The type of guardrail posts are defined by the designated standard index associated with its section. Contract Plan Sheet 433 designates the areas where the steel plated posts are required and designates areas where a driven full length driven posts are required to meet the design requirements of FDOT's 2015 design standards 400 and 402 end anchorage assembly. Status: ANSWER PUBLISHED
Posted: 4/23/2015 2:22:23 PM