



Bid Questions and Answers Report

Date & Time: 5/27/2015 8:51:05 AM

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

District Phone: (863) 519-2222

Proposal: T1621

Project: 201032-4-52-01

Letting Date: 5/27/2015

Location: CENTRAL OFFICE

Description: SR 93 (I-75)

Question:	9780: Given the proximity of dates with other major FDOT lettings (May 12, May 20). we are formally asking if the Department would consider a time extension on this job?  Thank you	Posted:	4/14/2015 10:20:35 AM
Answer:	Yes, the bid date for this contract shall be moved to May 27th, 2015.	Status:	ANSWER PUBLISHED
		Posted:	5/15/2015 4:18:34 PM
Answer:	The department shall not consider the request to extend the letting for this project.	Status:	ANSWER VOIDED
		Posted:	4/14/2015 10:59:29 AM
Question:	10001: Utilities Bid Item 1050-11-515: 48" steel casing - What wall thickness is required? Specs call for Manatee Detail UG-3. Their chart only goes up to 36" diameter casing.	Posted:	4/24/2015 8:33:58 AM
Answer:	For the steel casing wall thickness, please refer to FDOT Standard Specification 556 - JACK AND BORE.	Status:	ANSWER PUBLISHED
		Posted:	5/12/2015 11:15:33 AM
Answer:	For the steel casing wall thickness, University Parkway Manatee County Watermain Relocation Technical Specifications (as well as Manatee County Standard Detail UG-3, via the FDOT UAM Manual) refer to FDOT Standard Specification 556 - JACK AND BORE.	Status:	ANSWER VOIDED
		Posted:	4/24/2015 3:33:16 PM

---

Question: 10060: Materials specifications: Do you require the finished products to be fabricated in the USA or do you have specific requirements for the raw materials? Is this project Buy America, Buy American, or American Iron & Steel (AIS)?

Posted: 4/29/2015 10:17:27 AM

---

Answer: This is a project is federally funded. All steel or iron products (including protective coatings) that are permanently incorporated in are subject to FHWA's Buy America program.

Status: ANSWER PUBLISHED

Posted: 4/30/2015 4:04:32 PM

---

Question: 10080: Can you provide an AutoCAD file (.DWG) for the Lighting Plans so we can run a Computer Layout to determine if we have an equal to the specified light fixtures.

Posted: 4/29/2015 4:10:35 PM

---

Answer: The AutoCAD file (.DWG) for the Lighting Plans can be downloaded as Attachments "A" and "B".

Status: ANSWER PUBLISHED

Posted: 4/30/2015 3:54:37 PM

---

Document: 3990024: MTPLLT01.dwg

Attachment "A"

---

Document: 3990030: MTPLLT02.dwg

Attachment "B"

---

Question: 10174: With regards to Index 206 concerning the temporary Type I trench drain proposed, will the District permit the use of Type II trench drains as long as the grate open area is >0.27 sq. feet per linear foot?

Posted: 5/5/2015 9:40:38 AM

Answer:	<p>The department has no objection to the bid proposal process using Type II Trench Drain as a substitution for the Type I Trench Drain (FDOT Design Standard Index 206) detailed with the referenced project's Temporary Traffic Control Plans (TTCP) temporary drainage design, provided the following conditions shall be met:</p>	Status: ANSWER PUBLISHED
	<ol style="list-style-type: none"> <li>1. The Type II Trench Drain's grate open area is greater than 0.27 square-feet per linear foot.</li> <li>2. The capture efficiency of the Type II Trench Drain meets or exceeds that of Type I Trench Drain.</li> <li>3. The hydraulic conveyance capacity of Type II Trench Drain's channel meets or exceeds the physical depth and hydraulic capacity of the 15 -inch diameter pipe channel with the Type I Trench Drain.</li> <li>4. The Type II Trench Drain selection will accommodate the inflow pipe deflections and connections to the drainage structures detailed in the TTCP.</li> </ol>	Posted: 5/7/2015 3:07:22 PM
	<p>The referenced allowed substitution shall be based on the understanding the trench drains are typically located along temporary barrier walls, receiving storm water from directly connected imperviously paved detour lanes, with minimal flow from areas of pervious ground cover.</p>	
Question:	<p>10208: On the summary of pay item sheet ( 15 ) Item Number 0630-2-11 Conduit furnish and install open trench in the ITS tabulation of Quantities the same item states Conduit open trench(1-6" W 3 -1" inter-duct &amp; 1-2")I have went over all the pages relating to the ITS plans and there are no reference to theses size conduits. Do we bid the actual conduit on the ITS Sheets IT 12 to IT 36? Is this a mistake on the plans or am I missing something on the ITS Plans?</p>	Posted: 5/6/2015 9:48:31 AM
Answer:	<p>Please see Addendum #2 dated 5/8/2015 Revision # 2 for revised information. This information was sent to all Prospective Bidders on 5/12/2015.</p>	Status: ANSWER PUBLISHED
		Posted: 5/12/2015 4:08:28 PM
Question:	<p>10259: Per Sheet B3-1 Note A.2. the Contractor is to coordinate delivery of Acrow bridge components. Pay Item Notes No. 2 (also Sheet B3-1) states cost of transportation necessary to DELIVER, install,...., remove and return of Acrow bridge shall be included in 102-2-1. Please confirm that delivery of Acrow bridge components to the jobsite is by Others and at NO cost to the contractor. How many loads are there?</p>	Posted: 5/11/2015 9:06:12 AM
Answer:	<p>The FDOT is paying for delivery of Acrow components and Acrow Corp. The FDOT is arranging the delivery of components on 23 trucks to the jobsite.</p>	Status: ANSWER PUBLISHED
		Posted: 5/14/2015 6:48:28 AM
Question:	<p>10261: Please provide weight of Acrow bridge components.</p>	Posted: 5/11/2015 9:07:09 AM

---

Answer: The weight of Acrow bridge components may be downloaded as Attachment "A" Status: ANSWER PUBLISHED  
Posted: 5/14/2015 5:07:28 PM

---

Document: 4023193: PartWeights.051215.xls

Attachment "A"

---

Question: 10262: How does the Department envision installation of the Acrow bridge on this project? Posted: 5/11/2015 9:08:08 AM

---

Answer: The intent is that the bridge can be pre-assembled behind one abutment and installed as a cantilevered launch to the center pier, and then to the far abutment. This method shall require the rental of supplemental bridge and launching equipment from the bridge supplier. An alternative method would be a crane-assisted launch, which would reduce the amount of supplemental equipment, but require a crane to lift the tip of the bridge onto rollers at the pier and then at the far abutment. Acrow can be contacted for further details on installation methods and costs of additional equipment and field services to direct the installation. Status: ANSWER PUBLISHED  
Posted: 5/13/2015 3:07:15 PM

The Acrow Bridge Handbook is also attached for your use. This can be downloaded as Attachment "A"

---

Document: 4019266: ACROW BRIDGE HANDBOOK\_3rd Edition\_Standard Units\_111109\_p45to55.pdf

Attachment "A"

---

Question: 10263: What is the procedure for removing asphalt overlay on the Acrow deck ? What should be the conditions of the deck units when returning? Posted: 5/11/2015 9:08:40 AM

---

Answer: The asphalt overlay shall be removed effectively by the means and methods determined by the contractor. The procedure shall not damage the decking material. The deck shall be returned to the State yard with all overlay material removed. Status: ANSWER PUBLISHED  
Posted: 5/12/2015 2:29:24 PM

---

Question: 10264: Is there any special transition from Type K Barrier Wall to the Acrow bridge? Posted: 5/11/2015 9:08:59 AM

---

Answer: No, there is no special transition. Status: ANSWER PUBLISHED  
Posted: 5/13/2015 3:37:05 PM

---

Question: 10265: Are the Acrow bridge components for this project new or do they require maintenance? Posted: 5/11/2015 9:09:21 AM

---

Answer: The Acrow components are brand new and are delivered directly from the fabrication shop to the project site. Routine inspection and maintenance shall be required by the contractor. Please download Acrow Bridge Handbook, Third Edition (see attached PDF) as Attachment "A". Status: ANSWER PUBLISHED  
Posted: 5/14/2015 6:57:26 AM

---

Document: 4020285: ACROW BRIDGE HANDBOOK\_3rd Edition\_Standard Units\_111109\_p59&60.pdf  
Attachment "A"

---

Question: 10266: Will the contractor be allowed to modify the MOT scheme shown on the plans, providing that the Standard Specifications and Standard Design Index is complied with or will what is shown on the plans be strictly adhered to? Posted: 5/8/2015 4:44:34 PM

---

Answer: Yes, the department shall consider alternate MOT plans, but the contractor must hire his own engineer to produce, sign and seal them Per Standard Specification 102-4. Status: ANSWER PUBLISHED  
Posted: 5/12/2015 2:33:14 PM

---

Question: 10267: Being that the contractor has ultimate responsibility for MOT and temporary features, will we be allowed to alter the quantities or change temporary items shown on the plans? Again staying within the Standard Specifications and Standard Design Index. Posted: 5/11/2015 9:00:14 AM

---

Answer: If the contractor changes the MOT, they need to provide a signed and sealed set of plans showing the changes per Standard Specification 102-4. These changes shall to meet the FDOT Standard Specifications and Standard Design Index. This person needs to be an Advanced MOT certified engineer. The plans then also need to be reviewed and approved by FDOT. Status: ANSWER PUBLISHED  
Posted: 5/13/2015 4:41:49 PM

---

Question: 10268: How is the removal of concrete curb, sidewalk, slope pavement & other concrete items to be paid? We do not find a pay item to cover these. Posted: 5/11/2015 8:56:01 AM

---

Answer:	<p>Per the 2015 Standard Specifications for Road and Bridge Construction Section 110 Clearing and Grubbing, subsection 110-7, "Remove and dispose of existing rigid Portland cement concrete pavement, sidewalk, slope pavements, ditch pavement, curb, and curb and gutter, etc., where shown in the Plans or ordered by the Engineer to be removed or where required because of the construction operations."</p> <p>From subsection 110-12.3 - Removal of Existing Pavement, "Price and payment will be full compensation for performing and completing all the work of removal and satisfactory disposal. When no separate item for this work is provided and no applicable item of excavation or embankment covering such work is included, the Contractor shall include the costs of this work in the Contract price for the item of cleaning and grubbing."</p> <p>Per the Basis of Estimates: Pay Item 110-4-A - Removal of Existing Concrete Pavement states "Consists of removing and disposing of existing concrete pavement, concrete sidewalks, slope pavement, ditch pavement and curb and gutter, where required because of construction operations, where the work is NOT included in other operations." "Guidance, effective January 2014: Specification Sections 520 and 522 were updated to include the removal or curb (curb &amp; gutter, traffic separators, etc.) and sidewalk (4" or 6" sidewalks or driveways) in the cost of the new/relocated items. DO NOT USE 110-4 for removal of curb or sidewalk to be replaced/relocated."</p> <p>Only Pay Item 110-1 is used for this project. All curb and gutter and sidewalks will be replacing existing or are newly installed, earthwork operations necessitate other removal areas. There is no use of Pay Item 110-4-A.</p>	Status: ANSWER PUBLISHED
		Posted: 5/13/2015 3:02:29 PM

---

Question:	<p>10286: On Sheet 694 of the TTCP (SB Detour Cross Section), the sheet identifies the construction of 300' of temporary trench drain to incorporate a slope of 0.1%. This drain connects to structure T-1B. Are we to assume this is the only trench drain run which requires the variable slope of 0.1%; aside from the associated site slope? Index 206 General Notes #2 of the 2015 Design Standards states trench drain should slope 0.6% or greater toward the outlet unless specified in the plans. Are the remaining trench runs intended to be sloped at 0.6% or are they intended to be neutral?</p>	Posted: 5/11/2015 11:39:54 AM
-----------	--	-------------------------------

Answer:	Standard Index 206 General Note 2 specifies that "Unless shown in the plans, outlet pipes and preformed channel inverts shall be sloped 0.6% or steeper toward the outlet regardless of the surface slope".	Status: ANSWER PUBLISHED
	The temporary trench drain 0.1% channel slope; otherwise noted in the plans, is governed by tight vertical constraints from the overhead swale limits at sta. 12139+00 to the temporary 15" outlet pipe at Sta.12135+00.	Posted: 5/13/2015 5:12:06 PM
	The use of temporary trench drains with the Temporary Traffic Control Plans (TTCP) must follow the temporary detour profiles and typical sections, and are controlled by temporary storm drain connections and swale outlets. Although the Index 206 General Note 2 is intended for permanent installations, the temporary detour profiles typically result in longitudinal slopes of 0.6% or greater, except at grade transitions to the existing travel ways.	
	The temporary trench drain slot and trench elevations "critical" to temporary storm drain and swale connections are detailed in temporary detour and drainage structure cross sections. Although the temporary trench drain grading in the TTCP is based on continuity between the inflow slot and the channel invert, the contractor has the option of adjusting the in-line channel linear slopes by varying the depth of the channel per the manufacturer's recommendations, provided the noted critical elevations and clearances are maintained.	
Question:	10296: Please clarify and define location of concrete base to be removed in the clearing item as noted on sheet SQ-1.	Posted: 5/11/2015 5:23:42 PM
Answer:	The intent of the pay item note is to alert the Contractor that concrete removal exists, but is not quantified under any 110-4 pay items per the 2015 Standard Specifications for Road and Bridge Construction Section 110 Clearing and Grubbing, subsection 110-7. There were limited pavement corings that showed an existing concrete base in Ramps A and C (both on-ramps). The bottom of the existing concrete layer in the ramps is approximately 1' foot deep. In all cases the reconstruction work would remove that concrete pavement by occupying the same space. For both on-ramps, there are proposed locations that are green areas requiring possible removal of concrete pavement with any earthwork activities. It is assumed that the entirety of Ramps A and C have an existing concrete base.	Status: ANSWER PUBLISHED
		Posted: 5/13/2015 3:10:06 PM
Question:	10307: Bid quantities for Prestressed Beams Type II and FIB-63 seemed incorrect. Per sheet BQ-1 Summary of Structures Quantities, Type II Beams should be 1703 LF (bid quantity 1136 LF) and FIB-63 Beams should be 3877 LF (bid quantity 4446 LF). Please verify.	Posted: 5/11/2015 7:05:11 PM
Answer:	A revision shall be processed and shall be issued as Addendum #3.	Status: ANSWER PUBLISHED
		Posted: 5/15/2015 4:10:26 PM

---

Question: 10318: Removal of Existing Structures: Can you give me the location that each item represent? Posted: 5/12/2015 10:08:43 AM

---

Answer: Please supply more detailed information for this question so the department can furnish and supply an answer. Status: ANSWER PUBLISHED  
Posted: 5/13/2015 1:23:27 PM

---

Question: 10331: How were the overbuild asphalt quantities for Special Detour #2, #3, #4, #6, #7 and #8 calculated? We can not find enough information to verify the quantities listed in the Summary of Quantities Table. If no new information is provided, will the Department compensate the contractor for additional asphalt overbuild tons? Posted: 5/12/2015 2:31:26 PM

---

Answer: Question 1. How were the overbuild asphalt quantities for Special Detour #2, #3, #4, #6, #7 and #8 calculated? We can not find enough information to verify the quantities listed in the Summary of Quantities Table. Answer 1. The overbuild quantities can be found and downloaded for each special detour in attachment "A" under the tab named "DESIGN BACKUP". Question 2. If no new information is provided, will the Department compensate the contractor for additional asphalt overbuild tons? Answer 2. All issues shall be resolved by the use of the Standard Specifications. Status: ANSWER PUBLISHED  
Posted: 5/14/2015 3:02:05 PM

---

Document: 4022415: Special\_Detour\_University\_102-2-8\_SARASOTA.zip

Attachment "A"

---

Answer: Question 1. How were the overbuild asphalt quantities for Special Detour #2, #3, #4, #6, #7 and #8 calculated? We can not find enough information to verify the quantities listed in the Summary of Quantities Table. Status: ANSWER VOIDED  
Posted: 5/14/2015 8:52:20 AM

Proposed Answer 1. The overbuild quantities can be found and downloaded for each special detour in attachment "A" under the tab named "DESIGN BACKUP".

Question 2. If no new information is provided, will the Department compensate the contractor for additional asphalt overbuild tons?

Proposed Answer 2. All issues shall be resolved by the use of the Standard Specifications.

---

Document: 4020507: Special\_Detour\_University\_102-2-8\_SARASOTA.zip

Attachment "A"

---

Question: 10369: In regards to the cable barrier system on T1621. The system is proprietary and the same make/brand should be used. Do we know who put in the current system that we will be tying the end terminals into? Posted: 5/13/2015 4:55:11 PM

---

Answer: The existing HT Cable end anchorage is a NUCOR system. Status: ANSWER PUBLISHED  
Posted: 5/14/2015 2:35:46 PM

---

Question: 10405: Will the FDOT consider postponing the Bid Date of this project given the plan changes issued in the last addendum? Posted: 5/14/2015 4:05:23 PM

---

Answer: Yes, the bid date for this contract shall be moved to May 27th, 2015. Status: ANSWER PUBLISHED  
Posted: 5/15/2015 4:12:07 PM

---

Question: 10441: The waterline drawings show over 3000 LF of existing waterlines to be removed or abandon, but there is no pay item for that. Where should we include the cost of this? Posted: 5/16/2015 3:09:09 PM

---

Answer: The entire 3000' of existing waterline placed out of service will be paid for by the Flowable Fill Pay Item 121-70 associated with the UWHCA contract 201032-4-56-01. The contractor shall make the determination whether the work is pursued by:  
A. Grout filling the entire length of pipe with flowable fill prior to removal of sections to avoid drainage, embankment, or other construction conflicts.  
or  
B. Removal of sections to avoid drainage, embankment, or other construction conflicts prior to placement of multiple plugs and subsequently grout filling the remaining pipe sections.  
All work and miscellaneous materials associated with the removal or grout filling of the subject utility pipe shall be included in the aforementioned flowable fill pay item.

---

Question: 10452: Addendum 4 states the bid is still due 5/20/15. Please clarify the bid date or revise addendum 4. Posted: 5/19/2015 10:04:44 AM

---

Answer: The letting date for proposal T1621 has changed via Addendum No.3, dated May 15, 2015, from May 20, 2015 to May 27, 2015. Addendum No. 4 indicates a correct letting date of May 27, 2015. Status: ANSWER PUBLISHED  
Posted: 5/19/2015 4:04:59 PM