



Bid Questions and Answers Report

Date & Time:

5/21/2015 4:00:35 PM

District Address: District 3 Construction Office, located at 1074 Highway 90 East, Chipley, FL 32428

District Phone: (850) 415-9713

Proposal: T3533

Project: 217976-3-52-01

Letting Date: 5/20/2015

Localtion: CENTRAL OFFICE

Description: SR 30

Question: 9769: The quantity on the bid form for Item 400-4-4 "Concrete Class IV, Superstructure 8,569.7 cy" appears to be quite high compared to our quantity take-off. The drawings do not show a breakdown for the 8.5" thick slab, beam build-ups, tapered overhang or thickened slabs at the piers/end bents so it is difficult to find the discrepancy. Has the engineer included any other incidental concrete in this bid item? Posted: 4/13/2015 4:46:00 PM

Answer: The diaphragms are also included in the superstructure concrete. Status: ANSWER PUBLISHED

Posted: 4/16/2015 8:49:38 AM

Question: 9781: 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? Posted: 4/14/2015 10:21:19 AM

Thank you

Answer: The Department does not plan to shift any letting schedules. Status: ANSWER PUBLISHED

Posted: 4/14/2015 2:33:47 PM

Question: 9904: Your answer to Question 9769, "Substructure Concrete Quantity" States "The diaphragms are also included in the superstructure concrete." The bridge drawings show thickened deck slabs (example: Sheet B1-80)not external diaphragms. FDOT Index 20272 Sheet 3 of 3, Note 3 states "Intermediate diaphragms must be cast and concrete release strength obtained prior to removing beam from casting bed." Discussions with several of the major pre-stressed beam manufacturers indicate that the two(2)foot thick end diaphragms on the FL U-Beams will also be cast with the beam in the casting bed. The concrete and cost for the internal FUB diaphragms (both intermediate & end) will be included in the beam price. Is it the FDOT intent to pay for the internal FL U-Beam diaphragms under the Superstructure Concrete Bid Item? Posted: 4/24/2015 11:13:52 AM

Answer:	The total diaphragm concrete for the project was included in the superstructure quantities. The estimated quantity for the diaphragms is estimated to be 747.5 CY.	Status: ANSWER PUBLISHED
		Posted: 5/15/2015 12:19:53 PM
Question:	10104: Are there any additional geotechnical reports, soil borings or other general information regarding soil conditions available for the project?	Posted: 4/30/2015 1:23:38 PM
Answer:	Roadway, Structures, and Stormwater facility Geotechnical reports were prepared for the design of the project. All borings performed for the project are shown in the plans. Borings for Detour 1 are shown on Ramp B and D cross sections.	Status: ANSWER PUBLISHED
		Posted: 5/14/2015 4:54:50 PM
Question:	10107: Will the FDOT be releasing the comp book for this project?	Posted: 4/30/2015 5:57:20 PM
Answer:	There is no computation book for this project. All quantities are tabulated in the plans in the SQ sheets.	Status: ANSWER PUBLISHED
		Posted: 5/13/2015 9:56:53 AM
Question:	10202: The typical section for Stephens Ave (Sheet 58) only shows new construction information for a small portion of Stephens Ave. The proposed 58"x91" ERCP going in the center of the roadway will destroy much of the existing roadway beyond these limits and also related to the TCE. What will be required for Type B Stab, OBG, and asphalt to restore this roadway outside of the 107+66.27 to 108+67.03 stations?	Posted: 5/5/2015 6:49:44 PM
Answer:	Specification 125-14.6 covers removal and replacement of existing pavement. The pavement design should match that of the new construction on Steven's avenue.	Status: ANSWER PUBLISHED
		Posted: 5/7/2015 4:12:09 PM
Question:	10203: Sheet 339 shows 43"x68" ERCP on Stephens Ave, the plan view shows 58"x91" ERCP on Sheet 157. Please clarify.	Posted: 5/5/2015 7:02:43 PM
Answer:	On the summary of drainage structures as well as the drainage section the pipe is listed as 43" x 68". 43" x 68" is correct per the design calculations as well.	Status: ANSWER PUBLISHED
		Posted: 5/7/2015 4:10:38 PM

Question:	10228: Traffic control plans (for example, sheets 830 and 906) provide typical sections for temporary pavement construction, identifying specific components such as stabilization, option base group, asphalt structure and friction. These components are defined and quantified in the Summary of Quantities, sheet SQ-20 with the note "For Informational Purposes Only", payment for these items being included in pay items 0102-2 Special Detours. Are these temporary pavement components mandatory as called out, or are they recommended, with specification 102-6 providing the requirements for temporary pavement?	Posted:	5/7/2015 7:54:42 AM
Answer:	The temporary pavement typical section shown in the plans was designed for high volume truck traffic and due to the duration in which Detour 1 is to be in place. Any modifications of this design must be reviewed and approved by the Department.	Status:	ANSWER PUBLISHED
		Posted:	5/14/2015 5:13:18 PM
Question:	10239: Sheets 831 and 970 provide details on asphalt overbuild quantities needed for the Seaport and Detour 2 tie-ins to Detour 1. However the east and west end SR 30 tie-ins to Detour 1 appear to require asphalt overbuild but no summary of overbuild tonnage is shown. What is the estimated tonnage of asphalt overbuild required and where should contractors include these costs?	Posted:	5/7/2015 1:43:35 PM
Answer:	The overbuild at the tie-in points of Detour 1 with SR 30 is shown and quantified on the roadway typical sections (sheets 62-63). Since this pavement resurfacing / overbuild is the final grade line, it should be covered by the contractor under the mainline Type SP Structural Course pay item (0334-1-23).	Status:	ANSWER PUBLISHED
		Posted:	5/14/2015 4:58:46 PM
Question:	10245: Would it be possible to perform additional soil borings or test holes on the project? If so, who is the FDOT contact/coordination individual?	Posted:	5/7/2015 3:09:29 PM
Answer:	Soil borings were obtained during the design of the project for the proposed design of the roadway, structures, and Stormwater facilities. The soil borings obtained during design are included in the plans. If further investigation is needed by the Contractor to prepare bid, then he should coordinate with the FDOT Panama City Operations Permitting Office.	Status:	ANSWER PUBLISHED
		Posted:	5/15/2015 12:30:43 PM
Question:	10248: Please advise if Temp. Type IV Railroad Traffic Control Devices shown on Plan Sheet No. 845 of Traffic Control Plans are to be furnished and installed by contractor or by others. If contractor is responsible, please clarify in which bid item.	Posted:	5/7/2015 5:13:43 PM
Answer:	Temp. Type IV Railroad Traffic Control Devices shown on Plan Sheet No. 845 of Traffic Control Plans are to be furnished and installed by others.	Status:	ANSWER PUBLISHED
		Posted:	5/8/2015 11:35:40 AM

Question: 10271: The section properties for the permanent sheets required at Pond 2 match the section properties for an AZ50 sheet pile. This is a foreign produced sheet and no other sheet (foreign or domestic) meets this criteria other than a plated sheet. The use of AZ sheets violate the Buy America federal requirement. Will a waiver be approved and/or will FDOT permit the use of the AZ sheets? Posted: 5/8/2015 4:24:08 PM

Answer: The section properties for the sheet pile have been provided in the plans. Buy America will be required and the contractor will need to provide a sheet pile that meets the required properties. Status: ANSWER PUBLISHED
Posted: 5/14/2015 5:16:59 PM

Question: 10272: Assuming domestic permanent sheet pile are required: Posted: 5/8/2015 4:42:19 PM
Note 7 on sheet 769 requires that all Phase 1A work at Pond 2 be completed prior to commencing any Phase 1B work. The procurement time for plated permanent sheet pile at Pond 2 is approximately 2 1/2 to 3 months plus shop drawing approval time. Sheet SQ-2 shows MOT duration for Phase 1A being 40 days. 60 days (min) will be need to get the sheets from purchase order to delivery, then installation. Longer if sheet are not already rolled. Will FDOT provide a procurement period for the permanent sheets?

Answer: The successful Contractor may submit a request to delay the start of the project due to procurement of materials for review and consideration by the District Construction Engineer. Supporting documentation will be required to be submitted with request. Status: ANSWER PUBLISHED
Posted: 5/15/2015 8:47:07 AM

Question: 10277: Will the contractor be responsible for payment for the third party railroad flaggers? Posted: 5/11/2015 8:13:50 AM

Answer: No. They will be paid for by the Department. Status: ANSWER PUBLISHED
Posted: 5/11/2015 12:19:26 PM

Question: 10279: Sheet T-14 of the signalization plans show a duct bank conduit size and spacing detail for a open trench, the pay item indicated on this sheet is for a directional bore. Please clarify. Posted: 5/11/2015 8:22:22 AM

Answer: The detail is not intended to portray an open trench installation. The intention of the detail was to show the minimum width and depth of the area needed to install the conduits. Directional bore was provided as the method to install the conduit and means of payment. Status: ANSWER PUBLISHED
Posted: 5/14/2015 5:00:57 PM

Question:	10293: With regard to the moment of inertia and section modulus requirements for the permanent sheet piles (Item 455-133-3), the specification cannot be met with domestic sheets without additional plating. There is a foreign-made sheet produced by ArcelorMittal that will meet the specified requirements. Will the foreign-made sheet be acceptable?	Posted:	5/11/2015 4:15:39 PM
Answer:	Foreign-made sheets are not acceptable. This project is federally funded and the Buy America provision applies.	Status:	ANSWER PUBLISHED
		Posted:	5/13/2015 7:46:50 AM
Question:	10294: Will foreign-made sheets be allowed for the temporary sheet piles?	Posted:	5/11/2015 4:16:44 PM
Answer:	If the temporary steel sheet piling is going to be removed, then it does not have to meet the Buy America provisions. If it is incorporated into the permanent work or abandoned in place, it will have to meet the Buy America provision.	Status:	ANSWER PUBLISHED
		Posted:	5/12/2015 7:50:34 AM
Question:	10363: S-303 is indicated as MH Special on sheet 386; however, Summary sheet shows S-303 as Junction Box and DBI E J Bottom. It appears that there is no pay item for this special MH. Please provide a new pay item for this.	Posted:	5/13/2015 11:58:15 AM
Answer:	The quantity for the Manhole J-8 Special has been included in the quantities for Ditch Bottom Inlet Type E with J-Bottom less than 10 feet. Pay Item number 0425-1-553.	Status:	ANSWER PUBLISHED
		Posted:	5/14/2015 5:20:17 PM
Question:	10365: The specification doesn't include any clarification for the 3 walk-in DMS (Pay Item - 700-9-137). Please provide the character requirements including the character height, number of lines of characters, number of characters per line, pixel pitch, and font size.	Posted:	5/13/2015 12:23:15 PM
Answer:	The DMS sign shall meet the following: Character Height - Range 9-18" Number of lines - Range 6-3 Number of Characters per line - Range 35-17 Pixel Pitch - 34mm Font Size - Varies per manufacturer	Status:	ANSWER PUBLISHED
		Posted:	5/15/2015 11:49:46 AM
Question:	10366: Per the signalization plans each of the 3 DMS requires an ITS 336 ground mount cabinet (676- 2-141 and UPS backup to the DMS. Typically the UPS is housed in the ground mount cabinet and due to the full color requirement and the size of the UPS, the traffic cabinet will need to be of a larger size. Please confirm a larger traffic cabinet will be acceptable.	Posted:	5/13/2015 12:29:33 PM

Answer: The use of a larger cabinet is acceptable. Status: ANSWER PUBLISHED

Posted: 5/15/2015 12:20:29 PM

Question: 10416: Is builder's risk insurance a requirement? Posted: 5/14/2015 6:13:49 PM

Answer: See Specification 7-13 of the Florida Department of Transportation Standard Specifications for Road and Bridges for Insurance requirements. Status: ANSWER PUBLISHED

Posted: 5/15/2015 8:45:13 AM